

City of Palm Coast, Florida Agenda Item

Agenda Date: September 1, 2026

Agenda Item: G.1

Department	COMMUNITY DEVELOPMENT	Amount
Division	PLANNING	Org/Account #
Subject: RESOLUTION 2026-XX FLAGLER LANDINGS TECHNICAL SITE PLAN - TIER 3, APPLICATION #6587		
Presenter: Michael Hanson, A.I.C.P, Senior Planner		
Attachments: 1. Presentation 2. Resolution 3. Development Order 4. Staff Report 5. Map Series 6. Application, Owner's Authorization, Corporate Identity, Applicant's Analysis 7. Boundary Survey and Title Opinion 8. Site Plan 9. Architectural Elevations and Renderings 10. Landscape and Irrigation Plans 11. Transportation Impact Analysis (without appendices) 12. Environmental Assessment 13. Water Usage, Water and Sanitary Sewer Plans 14. FDOT Email Correspondence 15. Flagler Landings TSP 6587 - 5th Comment Letter		
Background: <u>Post PLDRB Note:</u> Since the PLDRB heard the item at their June 17, 2026, meeting, the applicant has made two resubmissions which have slightly modified the applicant's project. The modifications to the Site Plan (civil engineering sheet C003.1, attached) increase the size of the large-box retailer (anchor tenant) from ±185,492 square feet to ±186,276 square feet. Additionally, the revised application removed the ±55,172 square feet size of future retail tenant and the ±1,618-square-foot fuel station. Based on discussions with the applicant, the fuel station will be coming in under a separate application in the near future, and the future retail tenant on the southwest of the site will be coming in separately as well, along with the future outparcels adjacent to SR-100. The current application's approval is now only for the anchor tenant at ±186,276 square feet with a shared infrastructure and parking for the overall site. Additionally, they have revised their Transportation Impact Analysis, to reflect comments and requirements by the Florida Department of Transportation and ongoing discussions with City of Palm Coast Traffic Engineering and Planning Staff. The		

project will still require the applicant to finish tree mitigation payment into the City's tree fund prior to land clearing activities during the site development permit following technical site plan approval.

Background: The applicant team has submitted a Technical Site Plan (TSP) Tier 3 application to develop the ±38.81-acre property with a ±186,276-square-foot big box anchor tenant with planned outparcels for future development. During conversations with the applicant and property owner, they have elected to keep the overall parcel in its current configuration and elect not to proceed with a non-residential controlling master site plan or subdivision of the property. 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 five submittals, and since then, the project has been modified by the applicant multiple times during the process with two of the submissions coming after the PLDRB's public hearing. Ultimately due to the timing requirements of the anchor tenant and developer working on coordinating with of the potential tenants for the other outparcels, the applicant has reduced the application in scale to finish the application process for the anchor tenant noting that the other outparcels will be approved separately in the future.

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. No one from the public spoke at the Planning and Land Development Regulation Board meeting on June 17, 2026.

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

Recommended Action:

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

FLAGLER LANDINGS TECHNICAL SITE PLAN - TIER 3

**City Council Meeting
September 1, 2026**

Distant Aerial

- Southside of State Road 100 approximately half a mile west of its intersection with Seminole Woods Boulevard
- Owned by: Flagler Pines Properties LLC
- Parcel ID: 08-12-31-0650-000B0-0070



Distant Aerial

--- Palm Coast City Limits

■ Subject Property



0 1,000
Feet



Map Provided by the Planning Division

Date: 6/2/2026



Request

The applicant team has submitted a Technical Site Plan (TSP) Tier 3 application to develop the ±38.81-acre property with a ±186,276-square-foot large-box retailer and the associated infrastructure to support the project.

Additionally, the developer plans future development of outparcels on the site.



Close Up Aerial

-  Palm Coast City Limits
-  Subject Property



0 400
Feet



Map Provided by the Planning Division

Date: 6/2/2026



Background

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.



Close Up Aerial

-  Palm Coast City Limits
-  Subject Property



0 400
Feet



Map Provided by the Planning Division

Date: 6/2/2026

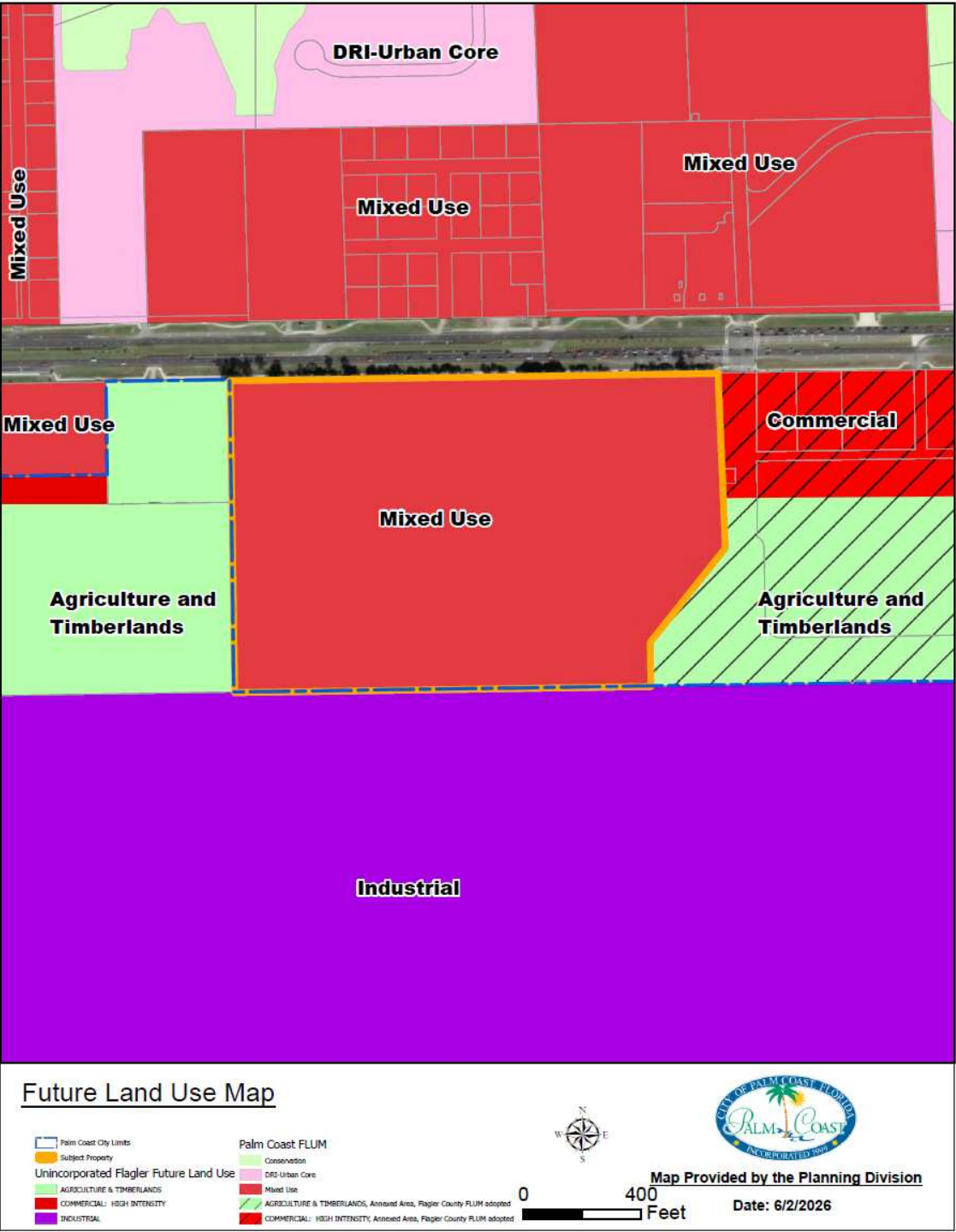


FLUM

The subject site is designated Mixed Use on the Future Land Use Map.

SURROUNDING ZONING AND FLUM CATEGORIES

Direction	FLUM Category	Zoning District
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)

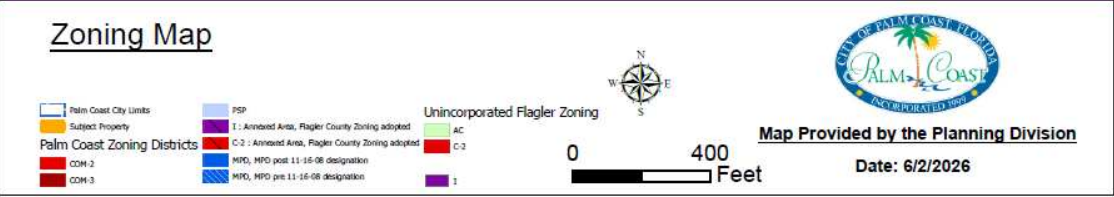


Zoning Map

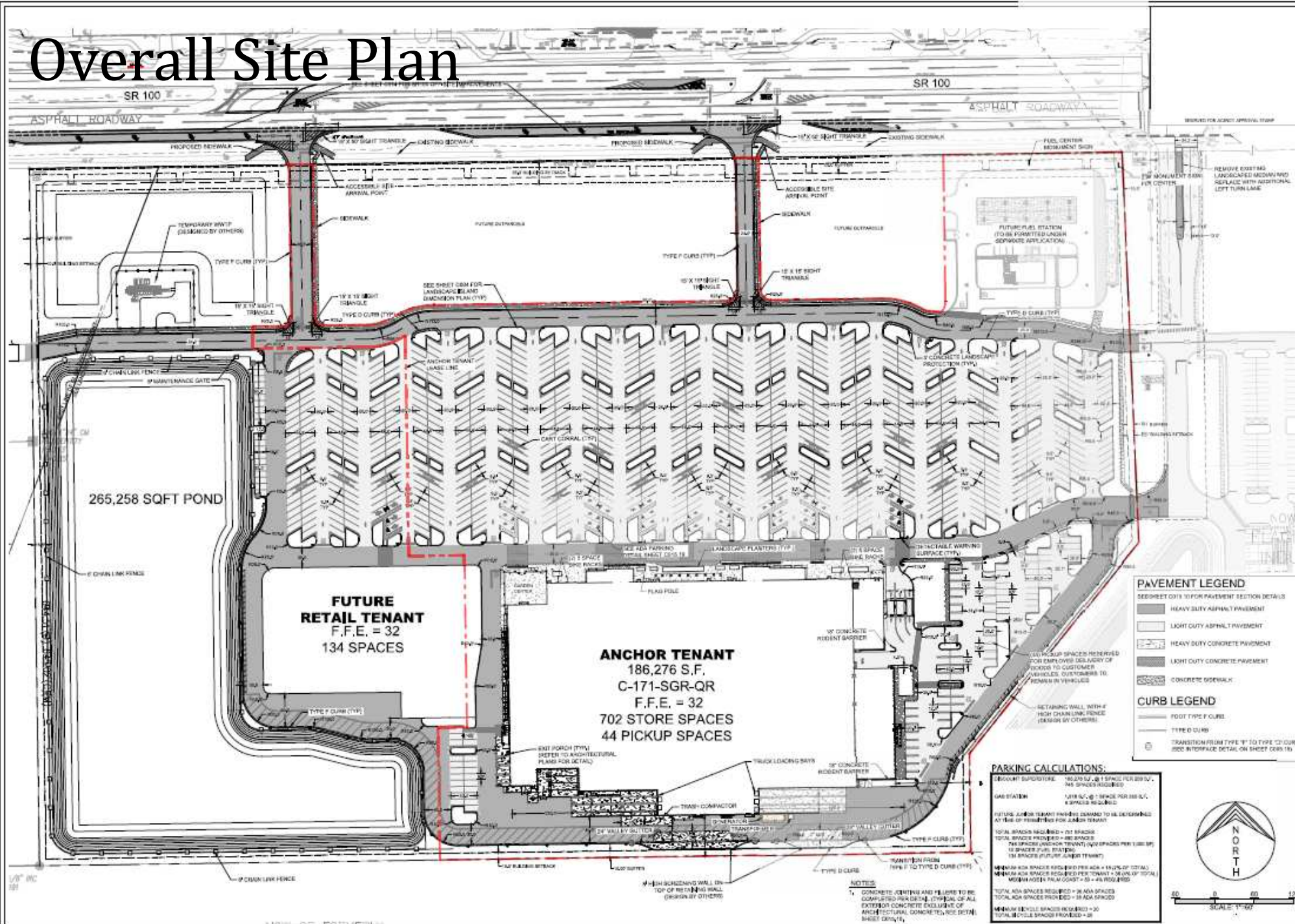
The subject site is zoned as COM-2 on the Official Zoning map. The proposed use is allowed within the COM-2 zoning district.

SURROUNDING ZONING AND FLUM CATEGORIES

Direction	FLUM Category	Zoning District
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)



Overall Site Plan



PAVEMENT LEGEND

SEE SHEET 0313 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 0313

PARKING CALCULATIONS:

ACCOUNT SUPERSTORE: 180,000 S.F. @ 1 SPACE PER 250 S.F. = 72 SPACES REQUIRED

GAS STATION: 1,000 S.F. @ 1 SPACE PER 100 S.F. = 10 SPACES REQUIRED

FUTURE ANCHOR TENANT PARKING DEMAND TO BE DETERMINED AT TIME OF PROPOSAL FOR ANCHOR TENANT

TOTAL SPACES PROVIDED = 180 SPACES

TOTAL SPACES REQUIRED = 180 SPACES

700 SPACES (ANCHOR TENANT) (20% SPACES PER 100 S.F.)

100 SPACES (FUTURE ANCHOR TENANT)

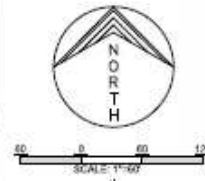
MINIMUM ADA SPACES REQUIRED PER ADA = 15 (2% OF TOTAL)

TOTAL ADA SPACES REQUIRED PER ADA = 15 ADA SPACES

TOTAL ADA SPACES PROVIDED = 15 ADA SPACES

MINIMUM BICYCLE SPACES REQUIRED = 30

TOTAL BICYCLE SPACES PROVIDED = 30



ALANN ENGINEERING
GROUP, LLC
10000 N. W. 10th Ave., Suite 110
Palm Beach, FL 33411
TEL: 561.836.0744
FAX: 561.836.0745

FLAGLER LANDING
PALM COAST, FLORIDA
OVERALL SITE LAYOUT

NO.	DATE	BY	CHK	REV
1	07/20/2016	ALANN	ALANN	1

DATE	REVISION	BY	CHK
07/20/2016	1	ALANN	ALANN

Chris T. Back, State of Florida Professional Engineer
License No. 68866
This seal has been placed on this drawing and is not to be removed or altered.
Signature must be verified on any electronic copies.

2016.07.20
10:02:34
04/16

SHEET
C003.1



Architectural Elevations



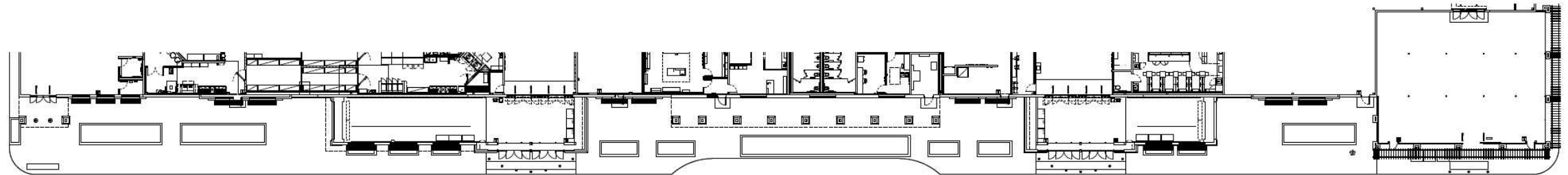
3 FRONT ELEVATION 01/27/26

1/4" = 1'-0"



2 FRONT ELEVATION 03/26/26

1" = 20'-0"



1 FLOOR PLAN

1" = 20'-0"

EIFS CORNICE
PAINTED P140E
BONE WHITE
SW7004
"SNOWBOUND"
1 PV 82

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

SMOOTH STUCCO
AND EIFS SIDING
PAINTED P135E
MEDIUM GRAY
SW7017 "DORIAN
GRAY" 1 PV 20

EIFS SIDING
PAINTED P49E
DARK GRAY
SW7019
"GAUNTLET
GRAY" 1 PV 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

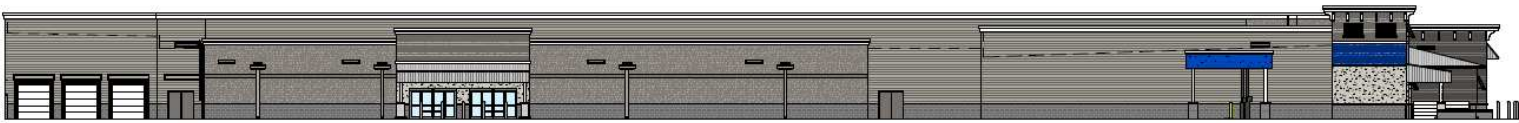
M2 INTEGRALLY
COLORED CMU 4"
BLOCK SMOOTH
FACE OLD CASTLE
DARK GRAY #4106

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

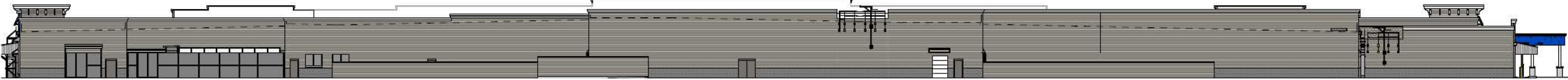
PF-13 BONE
WHITE PRE-
FINISHED METAL
REYNOBOND

PF-20 PRE-
FINISHED
STAND
METAL
P134 LI

Architectural Elevations



6 SIDE ELEVATION
1" = 20'-0"



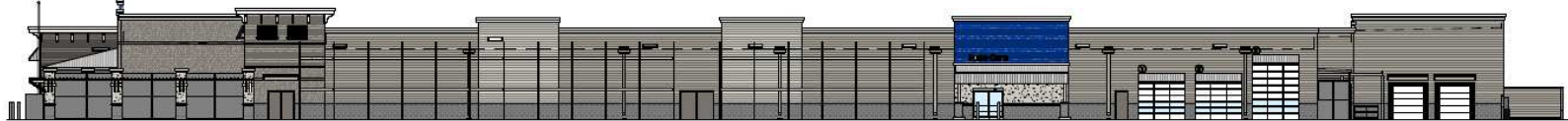
5 REAR ELEVATION
1" = 20'-0"



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
FINIS
STAN
META
P134



Architectural Elevations

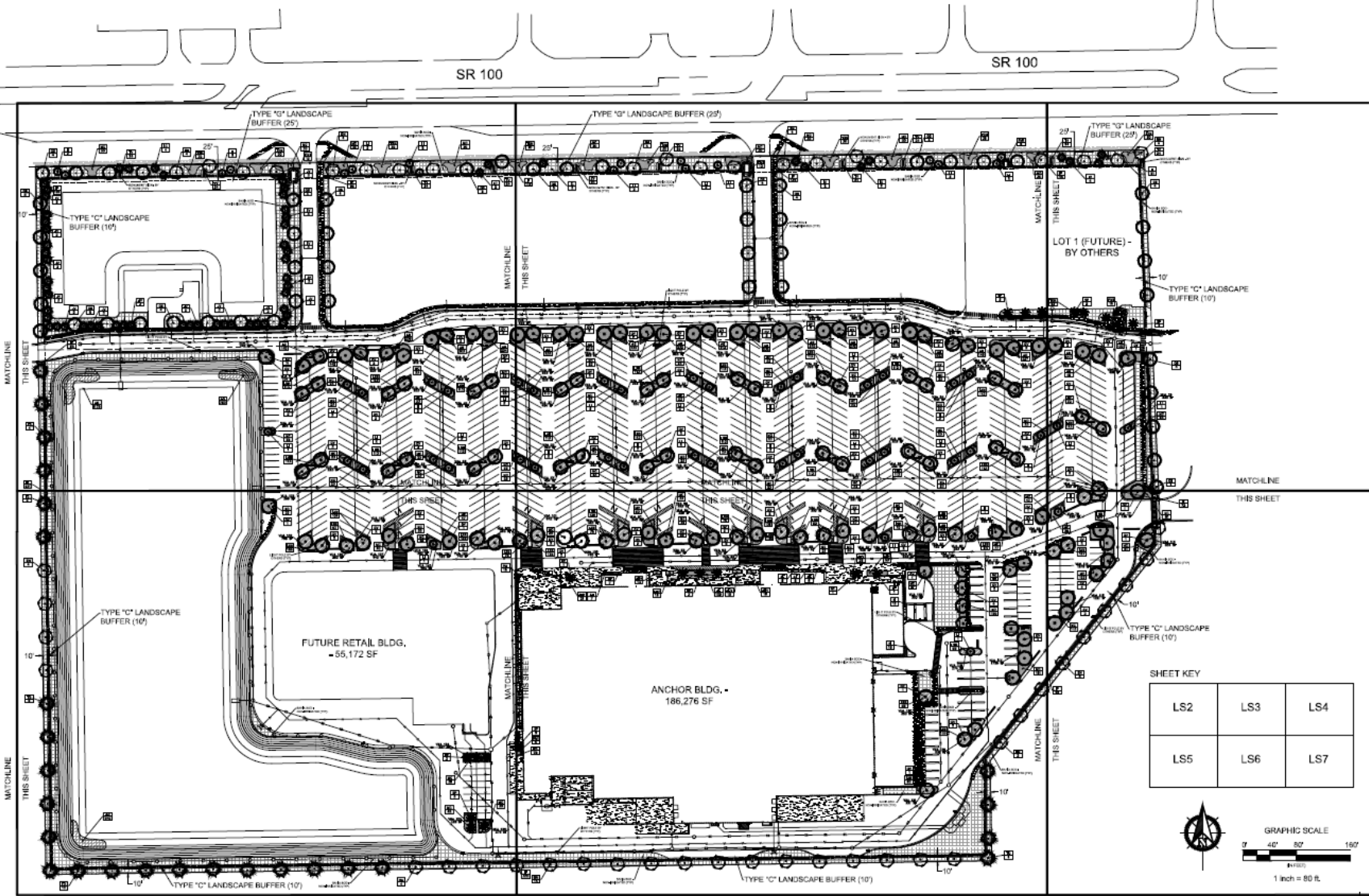


Architectural Elevations



Overall Landscape Plan

LANDSCAPE NOTE
- Landscape Contractor shall refer to most recent version of the Walmart Landscape Design Guideline recommendations on soil amendments, mulch, sod, irrigation and landscape plant material specifications.
- Requirements of the City of Palm Coast Land Development Code shall take precedence unless specifically waived by the City.
- Plants in VUA islands should be planted no closer than 18" behind the back of curb. The unplanted area between the back of curb and the plant should be mulched.



Date: 2-26-2026
Scale: 1" = 30'
Drawn: JMB
Checked By: JMB
Revisions:



OVERALL LANDSCAPE PLAN
BEEBE & ASSOCIATES, INC.
Civil/Construction, Remediation, Landscape Architecture & Consulting
250 Palm Coast Parkway NE, Suite 400, Palm Coast, Florida 32137-6226
Phone: (386) 931-2202 Fax: (386) 931-2203 Email: info@beebeland.com

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



Site Development Requirements

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 Interior/Rear: 10 feet	±621 feet ² ±62.4 feet
Minimum Parking ¹ : 1:250 SF	941 spaces including 19 accessible spaces	890 spaces including 36 accessible spaces

Five Review Criteria from Sec. 2.05.05 of LDC

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

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.

Staff Comments 5th Submittal

Reviewing Department Comments

PLLA - PLANNING LANDSCAPE ARCH (386) 986-3760

Comments:

Held By: DENNIS R. LEAP, P.E. - (386)986-2482 - DLEAP@PALMCOASTGOV.COM

INFORMATIONAL COMMENT

Tree Mitigation Calculations have been reviewed and approved.

The result is that applicant shall pay into tree fund dollar amounts for:

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

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

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

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

1) Upon meeting FDOT requirements for improvements to McCormick/SR 100 intersection and half traffic signal at the western entrance to SR 100, then no further issues.

2) Upon satisfying the proportional share and payment as provided, no further comments.

3) Please include the above 2 comments as condition of Development Order approval.



Planning and Land Development Regulation Board

The PLDRB heard the item at their June 17, 2026 meeting. They voted unanimously to recommend approval of the application subject to meeting the Conditions for Approval, that all staff's remaining comments are resolved prior to issuing a Site Development Permit. No one spoke from the public regarding the application.

Recommendation

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

The applicant is in attendance
and has prepared a presentation.

RESOLUTION 2026-____
FLAGLER LANDINGS TECHNICAL SITE PLAN - TIER 3

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA, APPROVING APPLICATION #6587 FLAGLER LANDINGS TECHNICAL SITE PLAN - TIER 3; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING FOR IMPLEMENTING ACTIONS AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on February 10, 2026, Application No. 6587, (hereinafter “the application”) was submitted by Atlee Group, LLC and Alann Engineering Group, LLC to the City of Palm Coast Community Development Department for approval of a Technical Site Plan - Tier 3 for a large-box retailer on ±38.81 acres of land generally located on the southside of State Road 100 approximately half a mile west of its intersection with Seminole Woods Boulevard on behalf of the property owner; and

WHEREAS, the City staff has reviewed the development proposal and has determined that it is in accordance with the codes, ordinances and land development regulations of the City; and

WHEREAS, the Planning and Land Development Regulation Board held a public hearing on the application at a meeting on June 17, 2026, and determined it was in compliance with the Comprehensive Plan, the Land Development Code, and recommended approval with conditions to the City Council by a 5 - 0 vote; and

WHEREAS, the conditions for approval are that the project shall resolve remaining staff review comments prior to issuance of a Site Development Permit; and

WHEREAS, the City of Palm Coast desires to approve Application Number 6587 – Flagler Landings Technical Site Plan – Tier 3.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA, AS FOLLOWS:

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

SECTION 2. APPROVAL APPLICATION/FINDINGS.

(a). The City Council hereby approves the application for Flagler Landings Technical Site Plan - Tier 3 for a large-box retailer with ±186,276 square feet of commercial development on ±38.81 acres of land generally located on the southside of State Road 100 approximately half a mile west of its intersection with Seminole Woods Boulevard on behalf of the property owner, and hereby authorizes the Mayor of the City of Palm Coast to execute the Development Order.

(b). The development approval sought under and pursuant to the application is consistent with the City of Palm Coast Comprehensive Plan and development of the property will be subject to and consistent with and in compliance with applicable land development regulations and all other applicable regulations and ordinances as set forth in the *Code of Ordinances of the City of Palm Coast*.

SECTION 3. SEVERABILITY. If any section or portion of a section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other section or part of this Resolution.

SECTION 4. CONFLICTS. All resolutions or parts of resolutions in conflict with this Resolution are hereby repealed.

SECTION 5. IMPLEMENTING ACTIONS. The City Manager is hereby authorized to take any actions necessary to implement the action taken in this Resolution.

SECTION 6. EFFECTIVE DATE. This Resolution shall take effect immediately upon adoption by the City Council.

DULY PASSED AND ADOPTED by the City Council of the City of Palm Coast, Florida, on this 1st day of September 2026.

ATTEST:

CITY OF PALM COAST

KALEY COOK, CITY CLERK

MICHAEL NORRIS, MAYOR

APPROVED AS TO FORM AND LEGALITY

MARCUS DUFFY, CITY ATTORNEY

Attachment: Exhibit “A” Flagler Landings Technical Site Plan Tier 3

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

Reserved for Recording Information:

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

CITY OF PALM COAST
TECHNICAL SITE PLAN TIER 3
DEVELOPMENT ORDER APPROVAL
FLAGLER LANDING

On September 1, 2026, the City of Palm Coast issued this Development Order relating to and touching and concerning the following described property:

A PARCEL OF LAND IN GOVERNMENT SECTION 3, TOWNSHIP 12 SOUTH RANGE; 51 EAST BEING A PORTION OF PARCEL 412; RECORDED IN OFFICIAL RECORDS BOOK 501, PG 1989-2025 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

(The afore described property description has been provided to the City of Palm Coast by the owner of the afore described property.)

FINDINGS OF FACT

Property Owner: **FLAGLER PINES PROPERTIES LLC**
 4 LAMBERT COVE
 FLAGLER BEACH, FL 32136

Project Name: **FLAGLER LANDING**
Project No.: **2026020008**
Application Type: **TECHNICAL SITE PLAN TIER 3**
Application No. **6587**

Requested Development Approval: **Site Plan Approval for Commercial/Retail Center**

(in accordance with stamped approved plans)

Zoning Classification: COM-2

FLUM: Mixed Use

Parcel #'s: 08-12-31-0650-000B0-0070

Address #: 5821 STATE HWY 100 E

Parcel Acreage: ±38.81 acres

Site S.F.: 1,690,564

SITE DEVELOPMENT DATA

Building Use: Commercial/Retail Center

Bldg Height: Anchor Tenant-31'

Total Bldg Square Footage: 186,276

Number of Bldgs: 1

Parking Provided: Standard Spaces: 890 ; Accessible Spaces: 36

Bicycle Parking Spaces: 20

Impervious Surface Ratio (ISR): 70%

Floor Area Ratio (FAR): 0.14

Pervious/Open Space: 30%

CONCLUSIONS OF LAW

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

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

ORDER

NOW, THEREFORE, IT IS ORDERED AND AGREED THAT:

- (1) The afore mentioned application for Development Approval is **GRANTED**.

(2) All development of the property shall fully comply with all of the codes and ordinances in effect in the City of Palm Coast at the time of issuance of a development order and/or development permit, including but not limited to, all impact fee ordinances.

(3) Issuance of a Development Permit or Development Order by a municipality does not create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

(4) The conditions upon this development approval and the commitment made as to this development approval, which have been accepted by and agreed to by the Owner of the property is as follows:

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.

PLLA - PLANNING LANDSCAPE ARCH (386) 986-3760

Comments:

1. Tree Mitigation Calculations have been reviewed and approved.
The result is that applicant shall pay into tree fund dollar amounts for:

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

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

2. The costs per tree were obtained from local landscape contractor who does a great deal of work in Palm Coast. Check must be payable to COPC Tree Fund.

3. Check must be sent to the attention of Damaris Ramirez for processing.

4. Hold will remain until this is agreed upon and paid.

PLTR - PLANNING TRANSPORTATION/CONCURRENCY

1) Upon meeting FDOT requirements for improvements to McCormick/SR 100 intersection and half traffic signal at the western entrance to SR 100, then no further issues.

2) Upon satisfying the proportional share and payment as provided, no further comments.

(5) This Development Order touches and concerns the afore described property and the conditions, commitments and provisions of this Development Order shall perpetually burden, run with and follow the said property and be a servitude upon and binding upon said property unless released in whole or in part by action of the City of Palm Coast by virtue of a document of equal dignity herewith. The Owners have expressly covenanted and agreed to this provision and all other terms and provisions of this Development Order.

(6) The terms and provisions of this Order are not severable and in the event any portion of this Development Order shall be found to be invalid or illegal then the entire Development Order shall be null and void.

(7) The Development Order shall remain valid for a period of twelve (12) months from the date of issuance. If construction has not commenced or is not continuing in good faith to conclusion during this valid period, this Development Order will expire. The Development Order may be extended, upon request, during the period of three (3) months before the expiration of the valid period. Staff may approve an extension not to exceed twelve (12) months. A maximum of three (3) extensions may be granted.

(8) **No construction of any TYPE shall commence until a mandatory pre-construction meeting has been conducted with City Staff.**

(9) **Utility fees and applicable agreements shall be executed prior to issuance of a Site Development permit.**

(10) All required federal, state, county, and/or local permits shall be acquired prior to construction.

(11) All projects located in Special Flood Hazard Area "A" or "AE" zone(s) shall meet Chapter 10.02, Unified Land Development Code and Chapter 15, Code of Ordinances regarding Flood Damage Protection regulations. These building(s) and associated utilities will require elevation certificates at all three stages (construction drawing, building under construction and final construction) at building permit.

(12) This Development Order satisfies the concurrency requirements for transportation, parks & recreation and fire. This Development Order is limited to the land uses and associated development as listed below:

Description: Commercial Retail; Unit Amount SF: 186,276

Concurrency shall remain valid with the life of this Development Order.

Done and Ordered on the date first written above.

As approved and authorized for execution by the City Council of the City of Palm Coast, at their regularly scheduled meeting of September 1, 2026.

Attest:

City of Palm Coast, Florida

Kaley Cook, CMC, FCRM, City Clerk

Michael Norris, Mayor

_____ Sign and Record

Development Order Affidavit
OWNER'S CONSENT AND COVENANT:

Project Name: FLAGLER LANDING
Application Type: TECHNICAL SITE PLAN TIER 3
Application No.: 6587

COMES NOW, FLAGLER PINES PROPERTIES LLC, the Owner on behalf of itself and its successors, assigns and transferees of any nature, whatsoever, and consents to and agrees with the covenants to perform and fully abide by the provisions, terms, and conditions, and commitments set forth in this Development Order. Affiant states that he/she accepts the findings, as outlined in this Development Order, and further states that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission, or refund for the purpose of securing the said Development Order for FLAGLER LANDING:

FLAGLER PINES PROPERTIES LLC
4 LAMBERT COVE
FLAGLER BEACH, FL 32136

Authorized Signer

ACKNOWLEDGEMENT

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me, by means of _ physical presence or _ online notarization, this _____ day of _____, 2026, by _____ of FLAGLER PINES PROPERTIES LLC who is personally known to me or has produced _____ (type of identification) as identification and did/did not take an oath.

WITNESS my hand and official seal in the County and State last aforesaid this _____ day of _____, 2026.

Notary Public



**COMMUNITY DEVELOPMENT DEPARTMENT
TECHNICAL SITE PLAN - TIER 3
STAFF REPORT FOR SEPTEMBER 1, 2026
CITY COUNCIL**

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 Group 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

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

BACKGROUND/SITE HISTORY

Post PLDRB Note: Since the PLDRB heard the item at their June 17, 2026 meeting, the applicant has made two resubmissions which have slightly modified the applicant's project. The modifications to the Site Plan (civil engineering sheet C003.1, attached) increase the size of the large-box retailer (anchor tenant) from ±185,492 square feet to ±186,276 square feet. Additionally, the revised application removed the ±55,172 square feet size of future retail tenant and the ±1,618-square-foot fuel station. Based on discussions with the applicant, the fuel station will be coming in under a separate application in the near future, and the future retail tenant on the southwest of the site will be coming in separately as well, along with the future outparcels adjacent to SR-100. The current application's approval is now only for the anchor tenant at ±186,276 square feet with a shared infrastructure and parking for the overall site. Additionally, they have revised their Transportation Impact Analysis, to reflect comments and requirements by the Florida Department of Transportation and ongoing discussions with City of Palm Coast Traffic Engineering and Planning Staff. The project will still require the applicant to finish tree mitigation payment into the City's tree fund prior to land clearing activities during the site development permit following technical site plan approval.

The applicant team has submitted a Technical Site Plan (TSP) Tier 3 application to develop the ±38.81-acre property with a ±186,276-square-foot big box anchor tenant with planned outparcels for future development. During conversations with the applicant and property owner, they have elected to keep the overall parcel in its current configuration and elect not to proceed with a non-residential controlling master site plan or subdivision of the property. 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 five submittals, and since then, the project has been modified by the applicant multiple times during the process with two of the submissions coming after the PLDRB's public hearing. Ultimately due to the timing requirements of the anchor tenant and developer working on coordinating with of the potential tenants for the other outparcels, the applicant has reduced the application in scale to finish the application process for the anchor tenant noting that the other outparcels will be approved separately in the future.

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

Direction	FLUM Category	Zoning District
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 Interior Side/Rear: 10 feet	±621 feet ² ±62.4 feet
Minimum Parking ¹ : 1:250 SF	751 parking spaces including 18 accessible spaces	890 spaces including 36 accessible spaces

¹ 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.

² The nearest building on the plans is ±156.4 feet from SR-100, however the fuel station canopy is not being considered with this application and will be permitted separately, the anchor tenant is approximately ±621 feet interior of the property. Once all the outparcels come online, they will each individually be required to meet 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.

- The applicant will be required 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 mitigation will be required to be addressed prior to ground clearing activities during the Site Development Permit.
- 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, which is being included as a companion resolution for the project's proportionate share to address the project's impacts on the SR-100 transportation network.

Therefore, pending the tree mitigation, applicant's proposed off-site improvements for vehicular ingress/egress and payment of proportionate share, the project is not anticipated to be contrary to public interest.

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.

PLANNING AND LAND DEVELOPMENT REGULATION BOARD MEETING

The PLDRB heard the item at their June 17, 2026 meeting. They voted unanimously to recommend approval of the application subject to meeting the Conditions for Approval, that all staff's remaining comments are resolved prior to issuing a Site Development Permit. No one spoke from the public regarding the application.

RECOMMENDATION

The Planning and Land Development Regulation Board (PLDRB) recommends that the City Council find the project in compliance with the Unified Land Development Code (LDC), and the Comprehensive Plan; and recommends 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

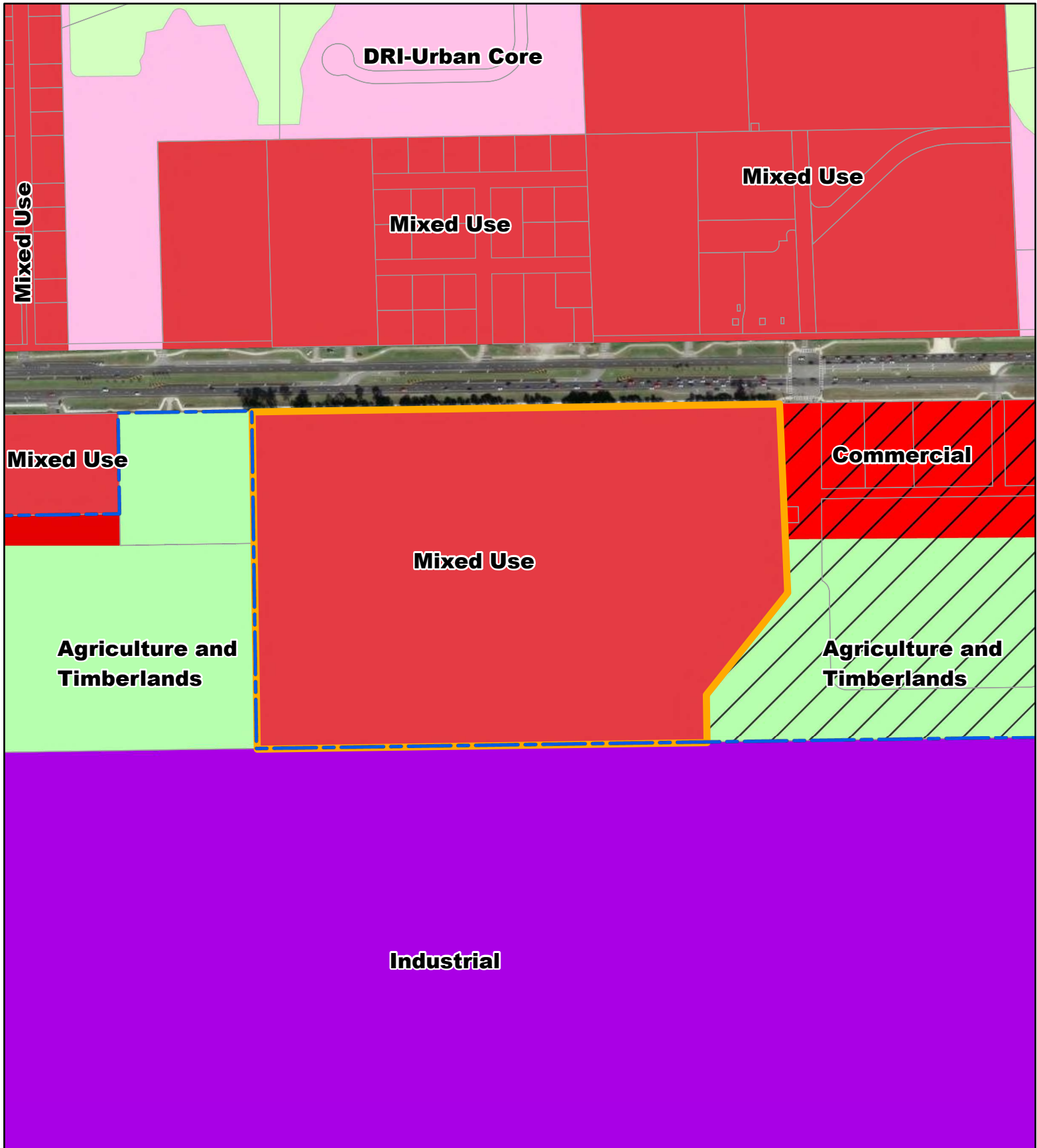


0 400
Feet



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
Subject Property

Palm Coast Zoning Districts

COM-2
COM-3

PSP

I : Annexed Area, Flagler County Zoning adopted

C-2 : Annexed Area, Flagler County Zoning adopted

MPD, MPD post 11-16-08 designation

MPD, MPD pre 11-16-08 designation

Unincorporated Flagler Zoning

AC

C-2

I



0 400 Feet



Map Provided by the Planning Division

Date: 6/2/2026



city of PALM COAST

GENERAL - APPLICATION

DATE 02/10/2026

APPLICATION TYPE TECHNICAL SITE PLAN TIER 3

PROJECT NAME	Flagler Landing				
LOCATION OF SUBJECT PROPERTY (PHYSICAL ADDRESS)	5821 STATE HWY 100 E PALM COAST FL 32164				
PROPERTY APPRAISER'S PARCEL NUMBER	08-12-31-0650-000B0-0070				
LEGAL DESCRIPTION	38.78 ACRES THAT PART OF SECTION SOUTH OF SR 100, NORTH OF FC AIRPORT (EXC BLOCK C TRACT 4 & EXC BLOCK D TRACT 5 D)& WEST OF BCC 200.6 FT ROAD OR 553 PG 1539 PART #412 OR 601 PG 15				
SUBDIVISION NAME					
SECTION	08	BLOCK	000B0	LOT	0070
PROPERTY ACRES	38.778	PROPERTY SQ FT	1689168		
FUTURE LAND USE MAP DESIGNATION		EXISTING ZONE DISTRICT	COM-2		
OVERLAY DISTRICT					
COMMUNITY PANEL NUMBER	120684	MAP PANEL DATE	06/06/2018		
FLOOD ZONE					
PRESENT USE OF PROPERTY	COMMERCIAL - GENERAL				
DESCRIPTION OF REQUEST / PROPOSED DEVELOPMENT (MAY ATTACH ADDITIONAL SHEETS)					
Design and permitting of a big box retail store and fuel station, w/ outparcels					
PROPOSED NUMBER OF LOTS		IS THERE EXISTING MORTGAGE?	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

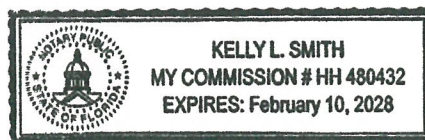
NOTARY: This instrument was acknowledged before me on this by means of ☒ physical presence

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)

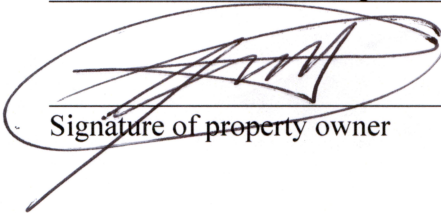
representing Flagler Pines Properties, LLC

(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

Print Name

James E Gardner Jr
Print Name

Print Name

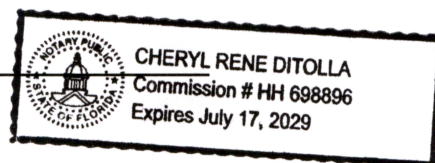
NOTARY: This instrument was acknowledged before me on this by means of ☒ physical presence

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.

Cheryl Rene Ditolla
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.

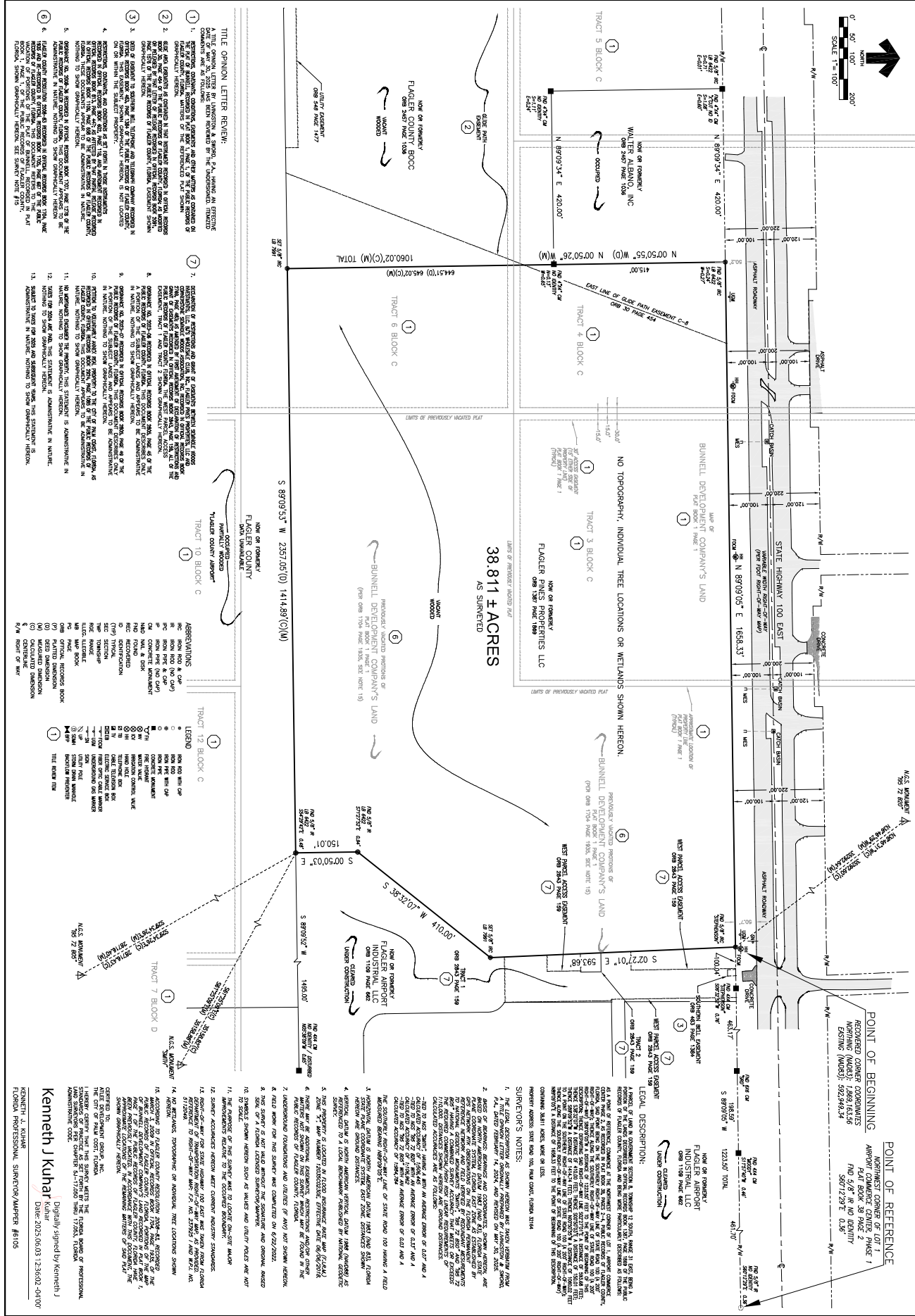
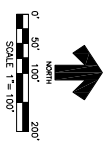
The proposed commercial retail development will comply with all applicable local, state, and federal laws, statutes, ordinances, regulations, and codes. All required permits, approvals, and technical reviews will be obtained through the appropriate regulatory agencies, including those governing land 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.

A handwritten signature in blue ink, appearing to read 'Cole T. Buck', is positioned above the printed name.

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



BOUNDARY SURVEY		KUCHAR SURVEYING & MAPPING, LLC	
STATE HIGHWAY 100 EAST, PALM COAST, FLORIDA 32164		1501 RIDGEWOOD AVENUE, SUITE 205, HOLLY HILL, FLORIDA 32117	
PREPARED FOR: ATLEE DEVELOPMENT GROUP, INC.		Phone: 386-672-0002 WWW.KUHARSURVEYING.COM	
PROJECT NO. K22009		LB 7991	
DRAWING REFERENCE NO. K22009/001/010		© 2022 KUCHAR SURVEYING & MAPPING, LLC	
REVISION NO. DATE		LS (PSM) 6105	
6/24/2025			
ORIGINAL DATE			
6/24/2025			
SHEET 1 OF 1			

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

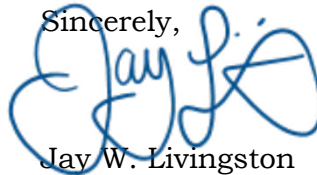
Dear Mr. Nguyen:

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.

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", is written over the printed name.

Jay W. Livingston

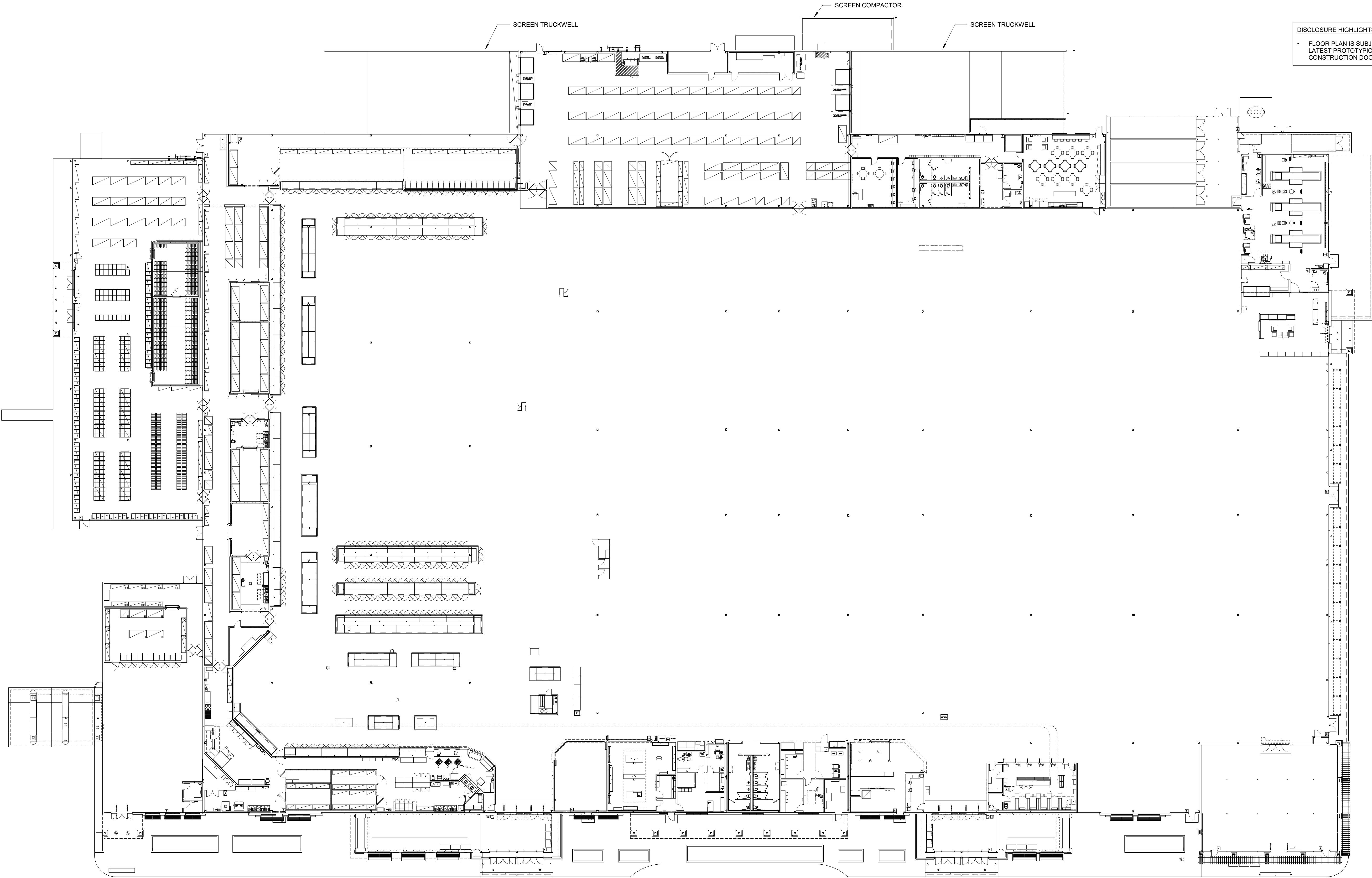
EXHIBIT "A"

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.



SCREEN TRUCKWELL

SCREEN COMPACTOR

SCREEN TRUCKWELL

DISCLOSURE HIGHLIGHTS:

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

brr

03/26/26

Walmart

90108

PALM COAST, FL

FLOOR PLAN

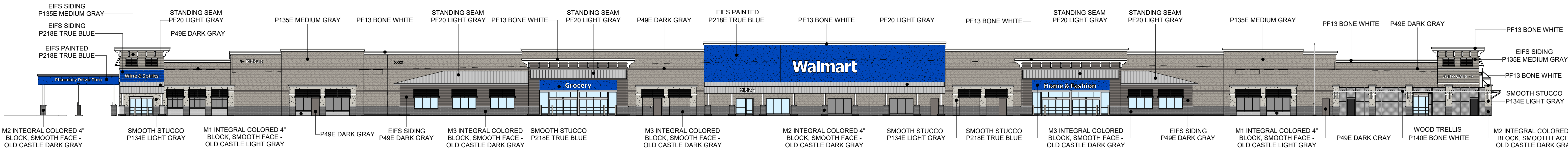
BD6

DISCLOSURE HIGHLIGHTS:

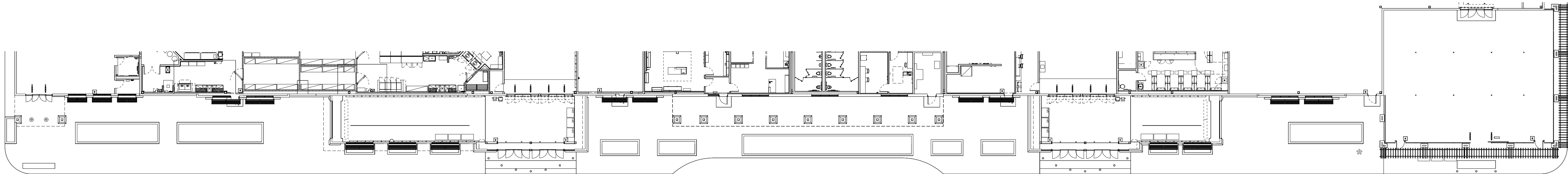
- FLOOR PLAN IS SUBJECT TO CHANGE TO MEET LATEST PROTOTYPICAL STANDARDS WHEN CONSTRUCTION DOCUMENTS PWO.



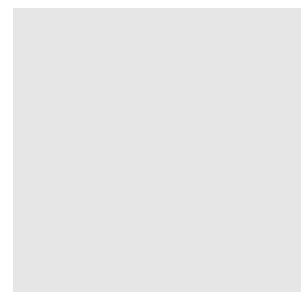
3 FRONT ELEVATION 01/27/26
1/4" = 1'-0"



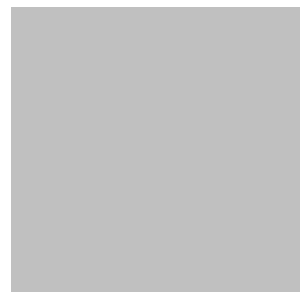
2 FRONT ELEVATION 03/26/26
1" = 20'-0"



1 FLOOR PLAN
1" = 20'-0"



EIFS CORNICE
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



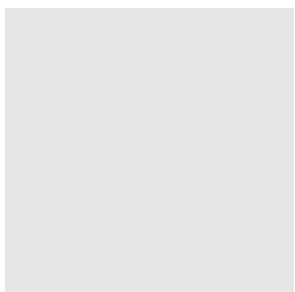
M1 INTEGRALLY
COLORED CMU 4"
BLOCK SMOOTH
FACE OLD CASTLE
LIGHT GRAY #4107



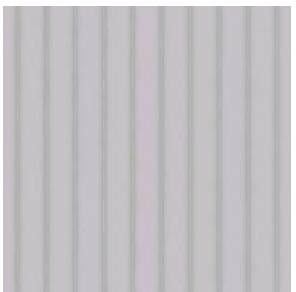
M2 INTEGRALLY
COLORED CMU 4"
BLOCK SMOOTH
FACE OLD CASTLE
DARK GRAY #4106



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



03/26/26

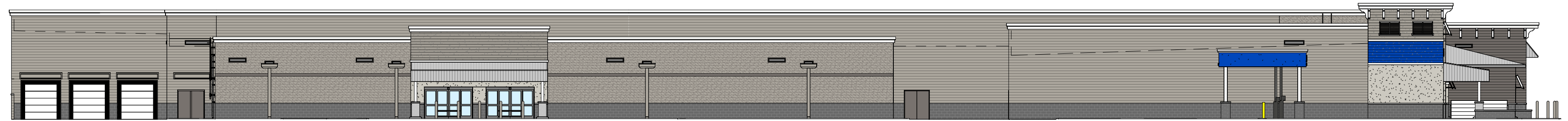
Walmart

90108

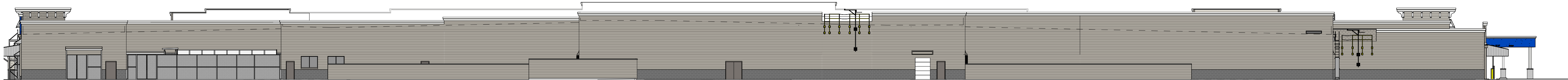
PALM COAST, FL

FLOOR PLAN AND
ELEVATION COMPARISON

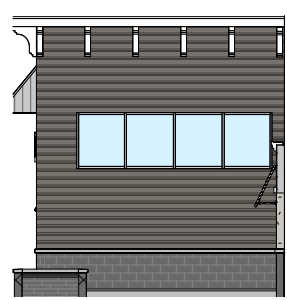
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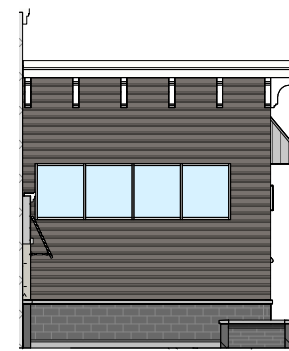
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1" = 20'-0"



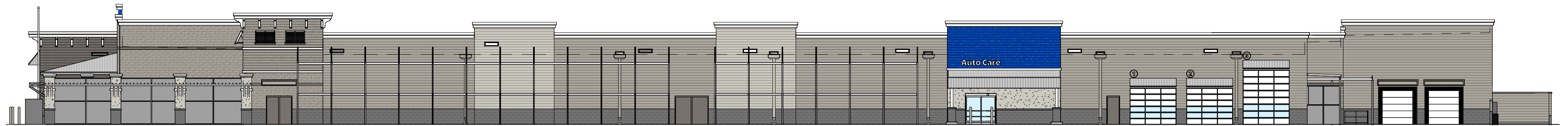
5 REAR ELEVATION
1" = 20'-0"



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



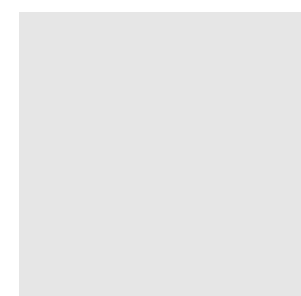
3 GM VESTIBULE
SIDE ELEVATION
1/16" = 1'-0"



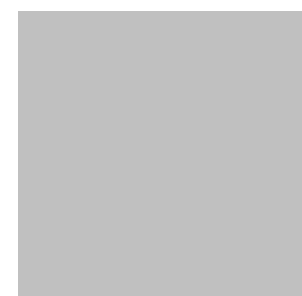
2 SIDE ELEVATION
1" = 20'-0"



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



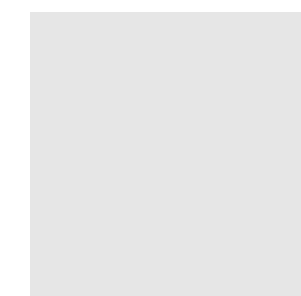
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BLOCK SMOOTH
FACE OLD CASTLE
LIGHT GRAY #4107



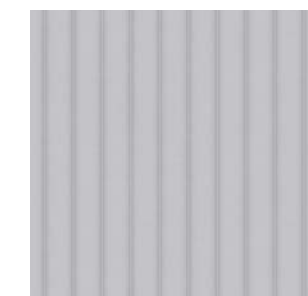
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BLOCK SMOOTH
FACE OLD CASTLE
DARK GRAY #4106



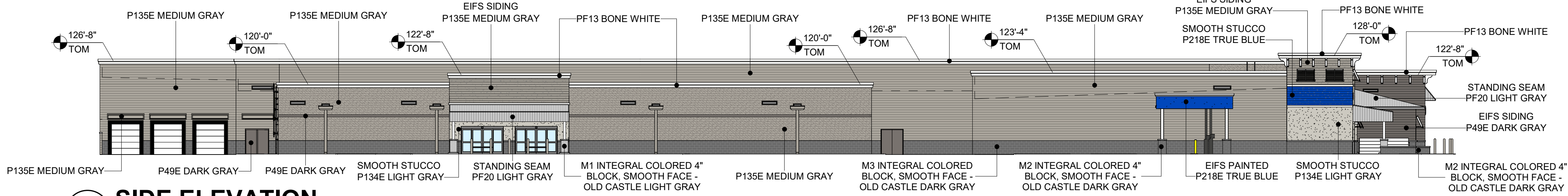
M3 INTEGRALLY
COLORED CMU BLOCK
SMOOTH FACE
OLD CASTLE DARK
GRAY #4106



PF-13 BONE
WHITE PRE-
FINISHED METAL
REYNOBOND

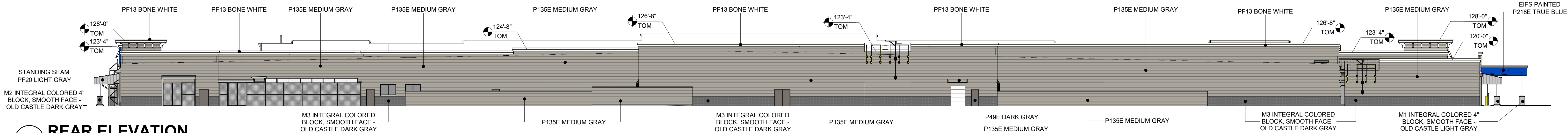


PF-20 PRE-
FINISHED
SEAM
METAL TO MATCH
P134 LIGHT GRAY



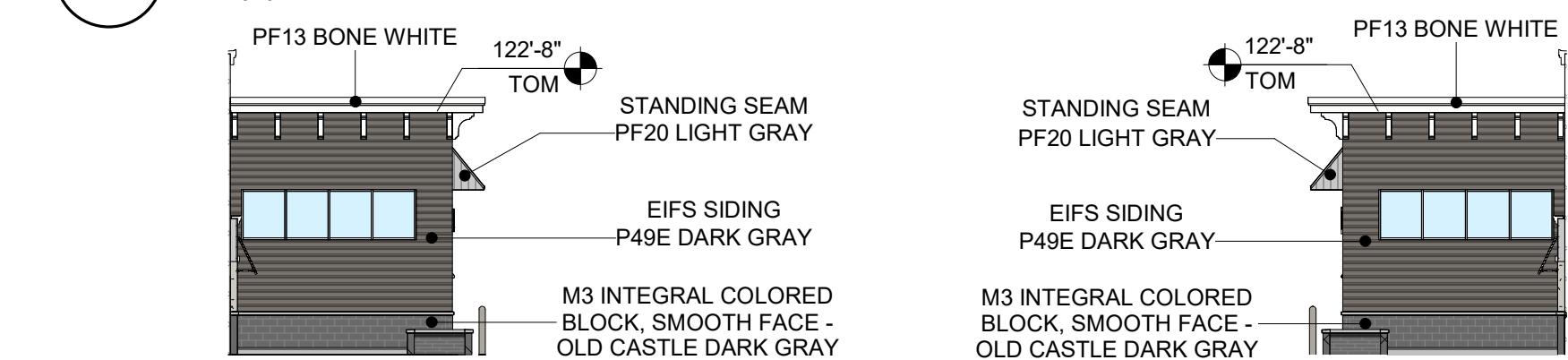
6 SIDE ELEVATION

1" = 20'-0"



5 REAR ELEVATION

1" = 20'-0"

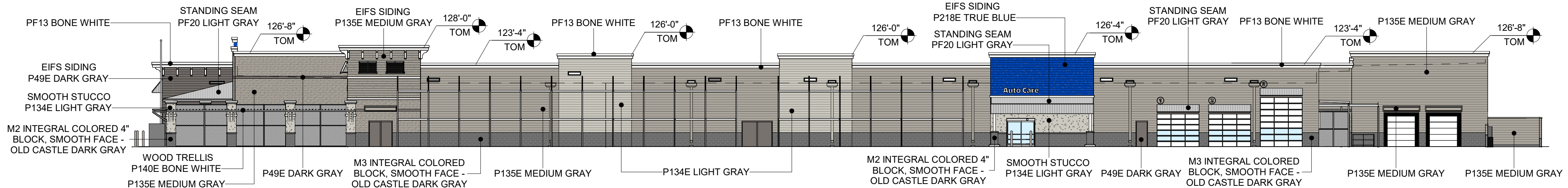


4 GM VESTIBULE SIDE ELEVATION

1/16" = 1'-0"

3 GR VESTIBULE SIDE ELEVATION

1/16" = 1'-0"



2 SIDE ELEVATION

1" = 20'-0"

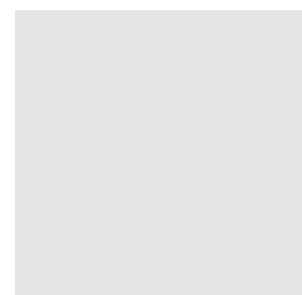


1 FRONT ELEVATION

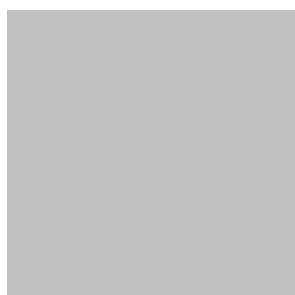
1" = 20'-0"

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



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



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



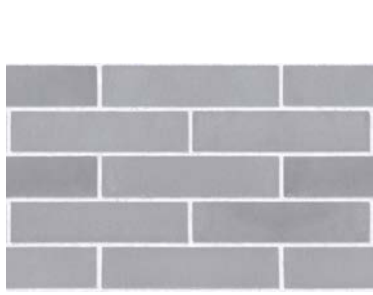
SMOOTH STUCCO
AND EIFS SIDING
PAINTED P135E
MEDIUM GRAY
SW7017 "DORIAN
GRAY" LRV 39



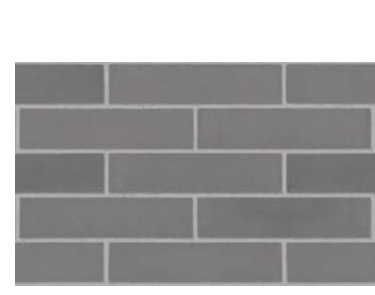
EIFS SIDING
PAINTED P49E
DARK GRAY
SW7019
"GAUNTLET
GRAY" LRV 17



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



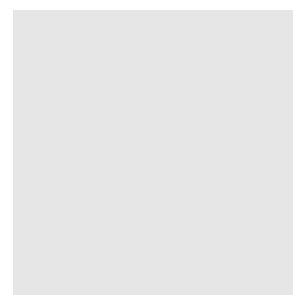
M1 INTEGRALLY
COLORED CMU 4"
BLOCK SMOOTH
FACE OLD CASTLE
LIGHT GRAY #4107



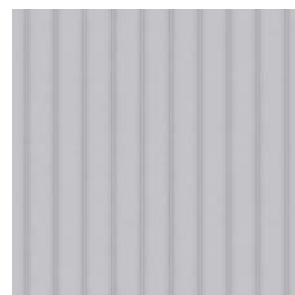
M2 INTEGRALLY
COLORED CMU 4"
BLOCK SMOOTH
FACE OLD CASTLE
DARK GRAY #4106



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







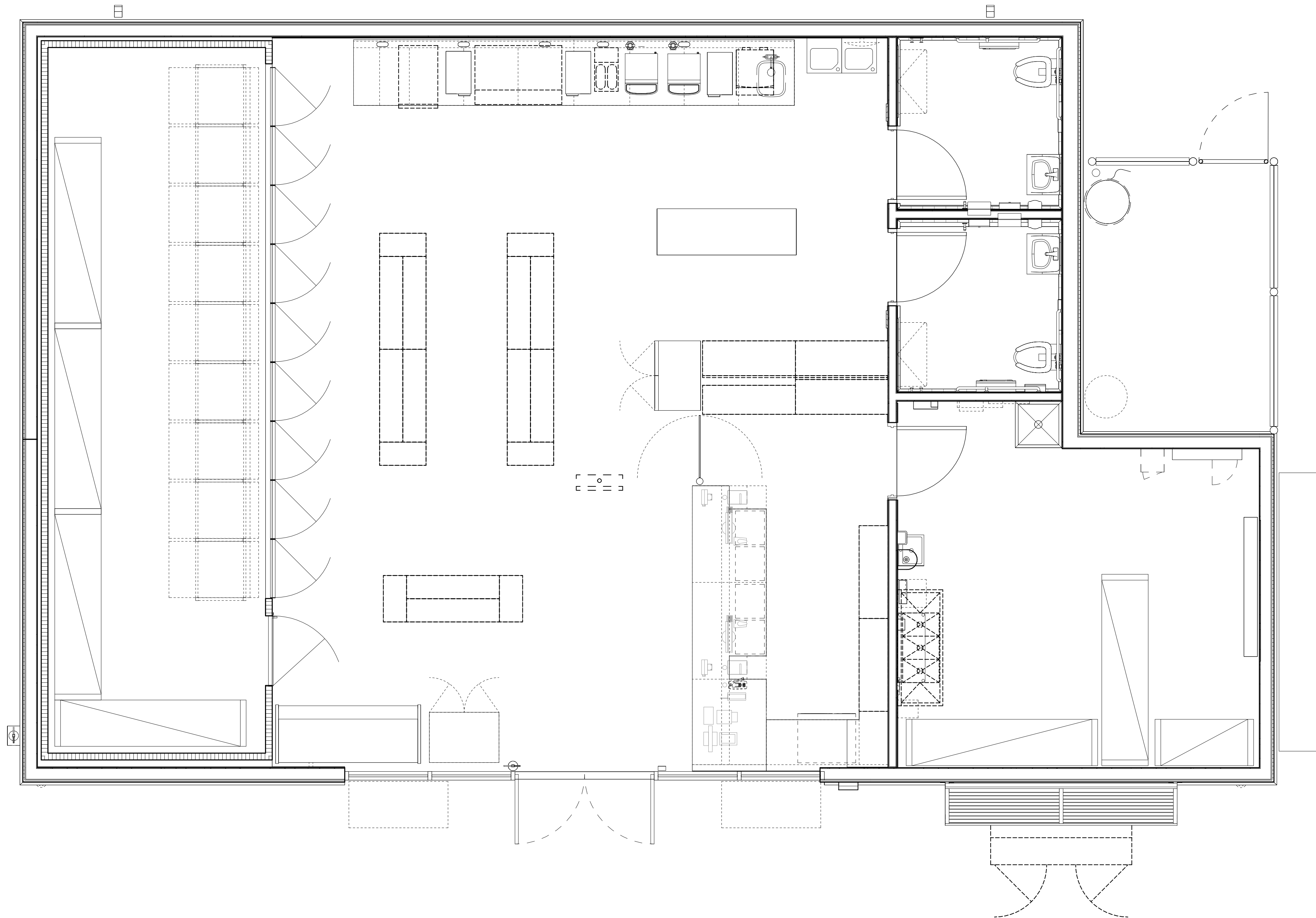


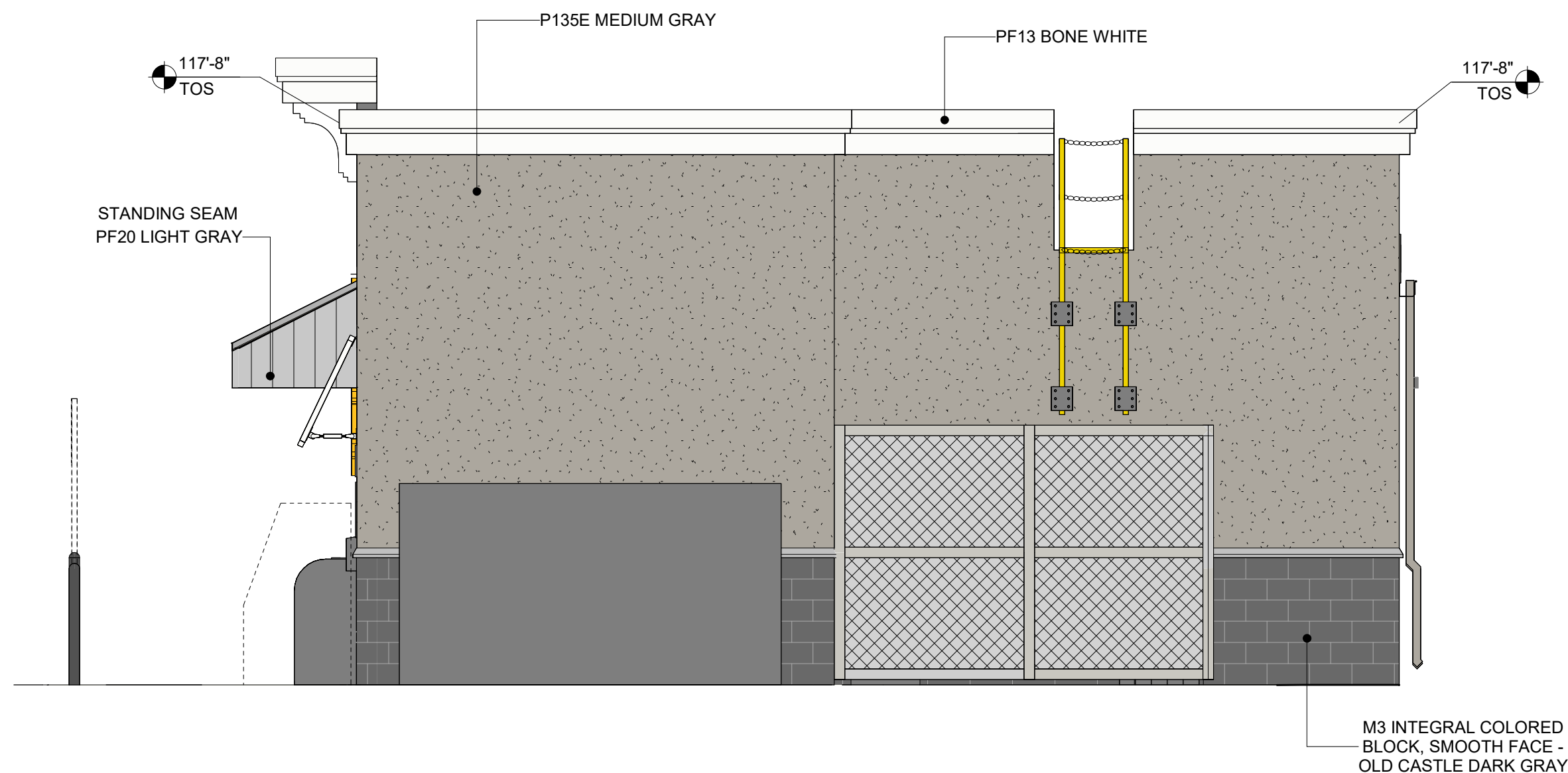




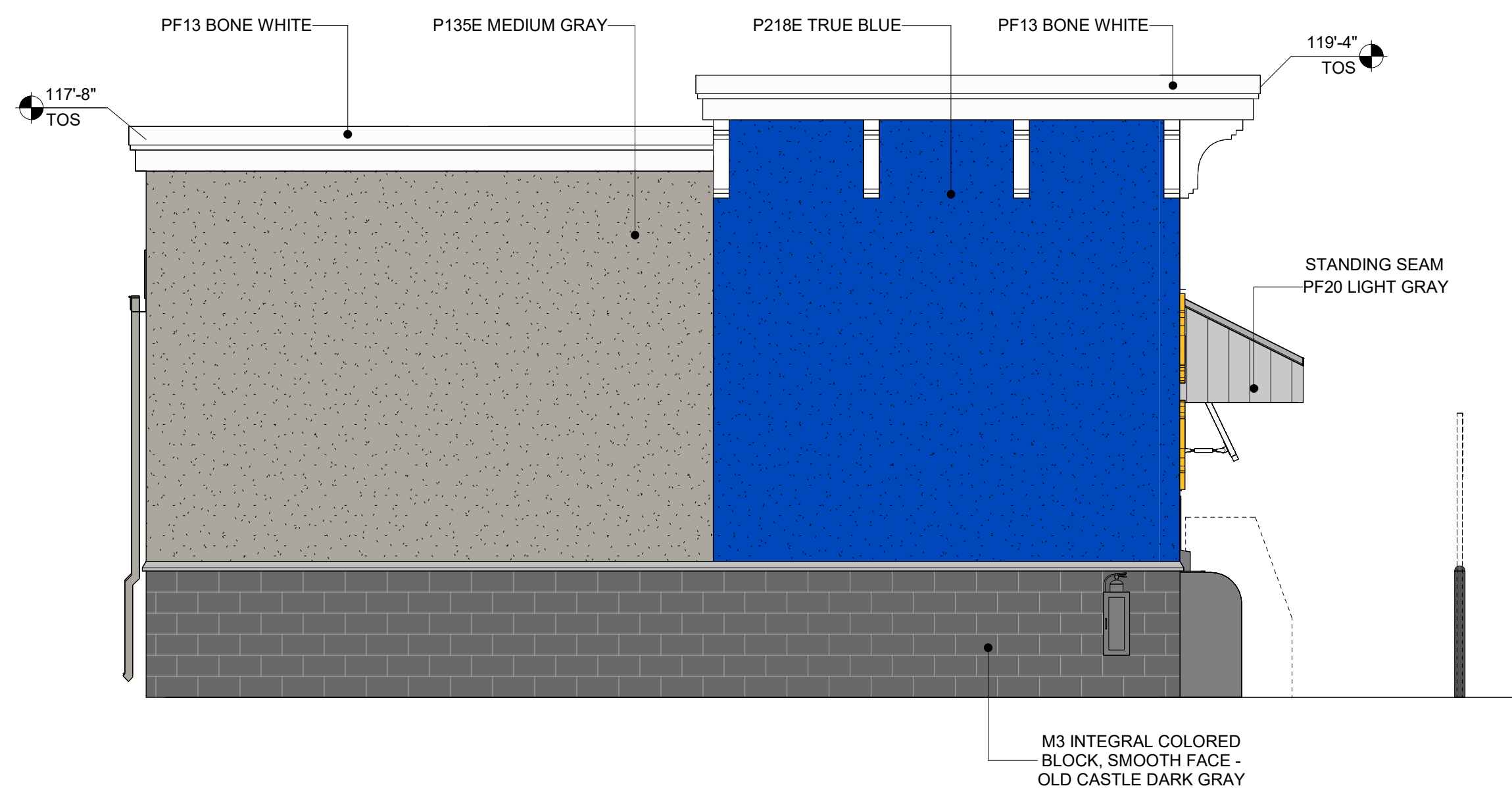




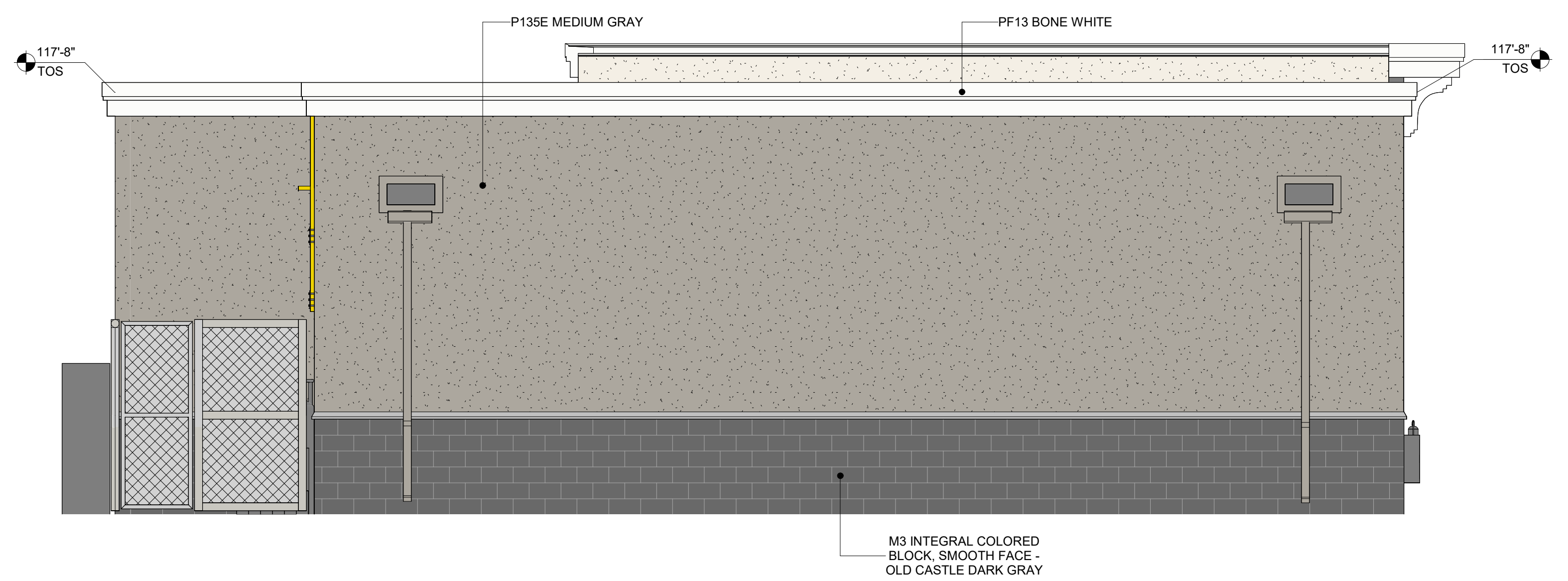




4 SIDE FUEL ELEVATION
1/4" = 1'-0"



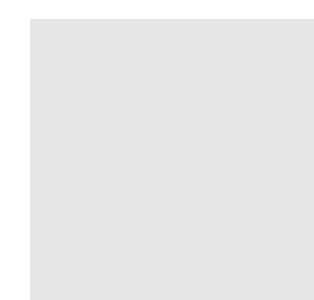
2 SIDE FUEL ELEVATION
1/4" = 1'-0"



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



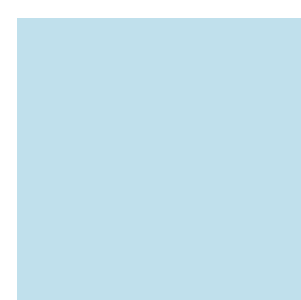
1 FRONT FUEL ELEVATION
1/4" = 1'-0"



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



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



P220E
SKY BLUE



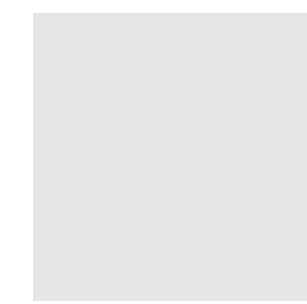
PAINT P219E
EVERY DAY BLUE



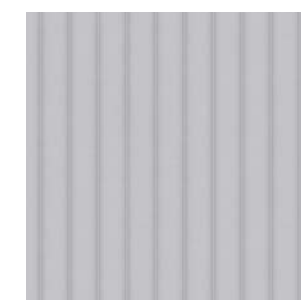
EIFS SIDING AND
SMOOTH EIFS
PAINTED P218E
TRUE BLUE
PANTONE 2728C



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

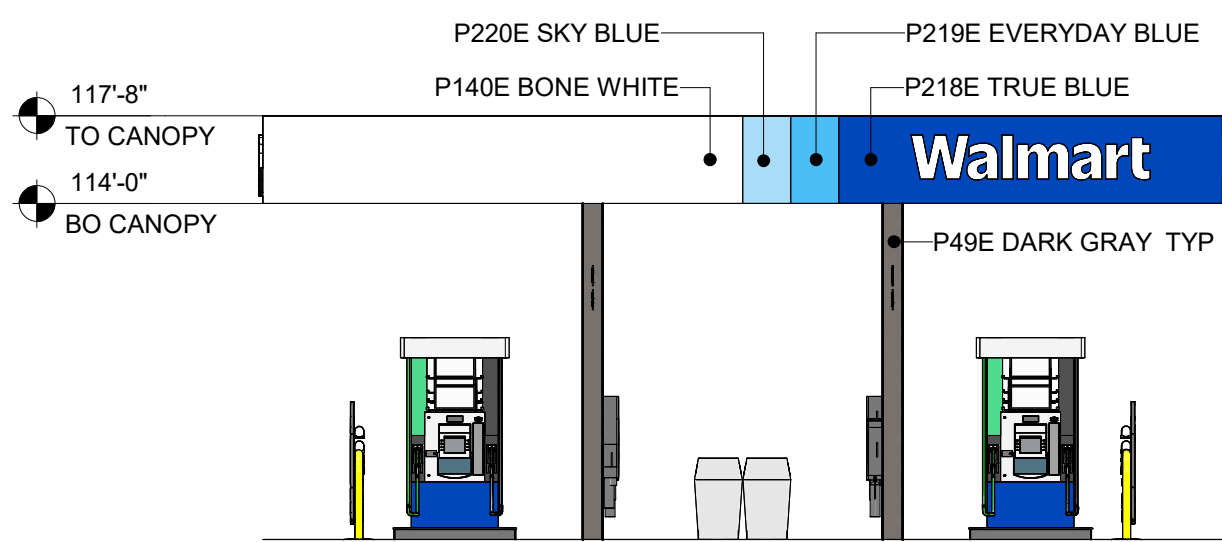


PF-13 BONE
WHITE PRE-
FINISHED METAL
REYNOBOND

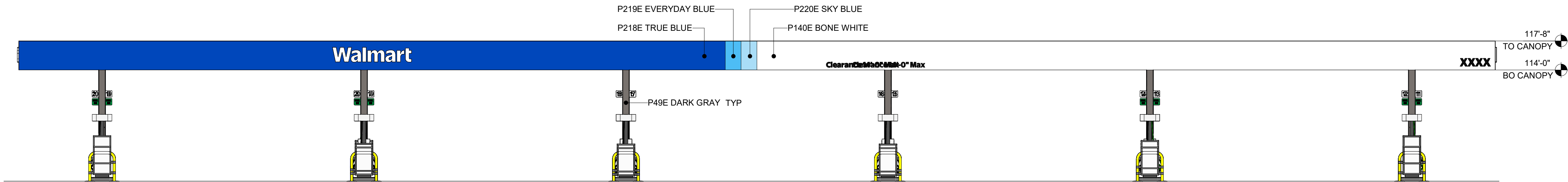


PF-20 PRE-
FINISHED
STANDING SEAM
METAL TO MATCH
P134 LIGHT GRAY

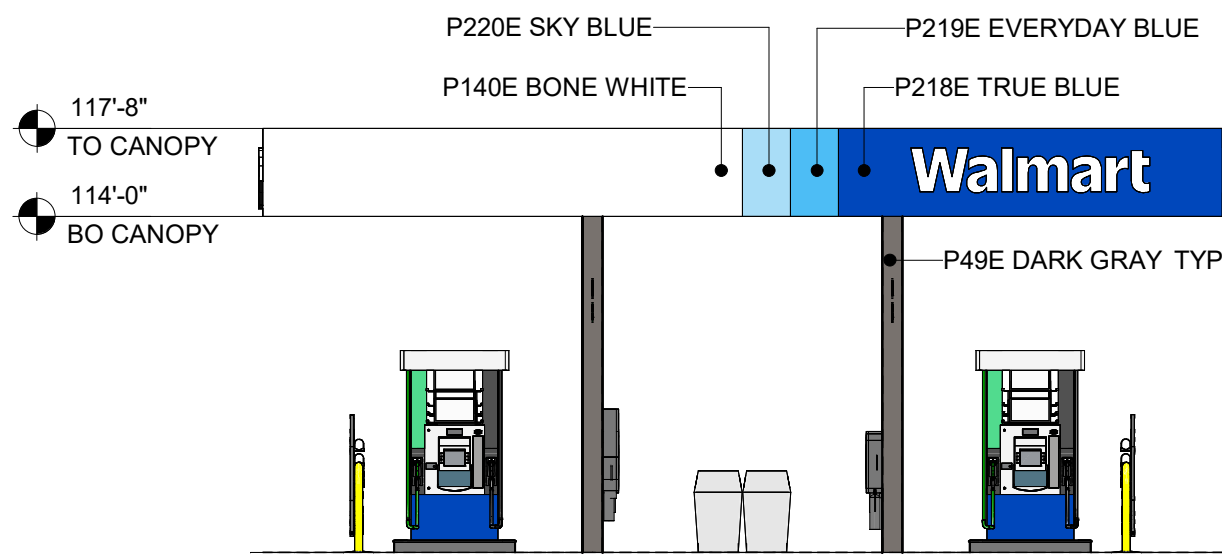
COLOR LEGEND	
P49E	DARK GRAY
P140E	BONE WHITE
P218E	TRUE BLUE
P219E	EVERYDAY BLUE
P220E	SKY BLUE



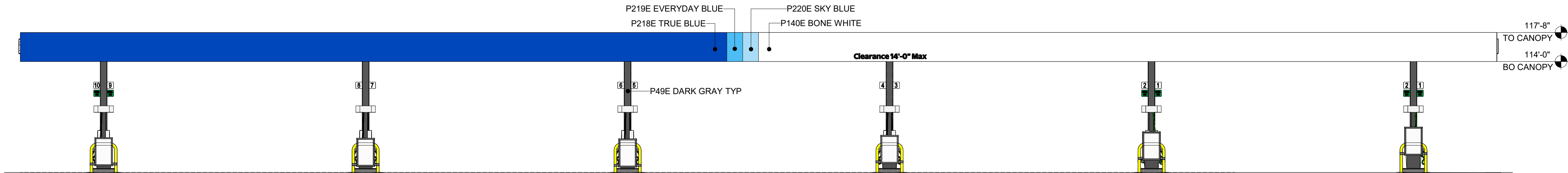
4 SIDE CANOPY ELEVATION
1/8" = 1'-0"



3 REAR CANOPY ELEVATION
1/8" = 1'-0"



2 SIDE CANOPY ELEVATION
1/8" = 1'-0"

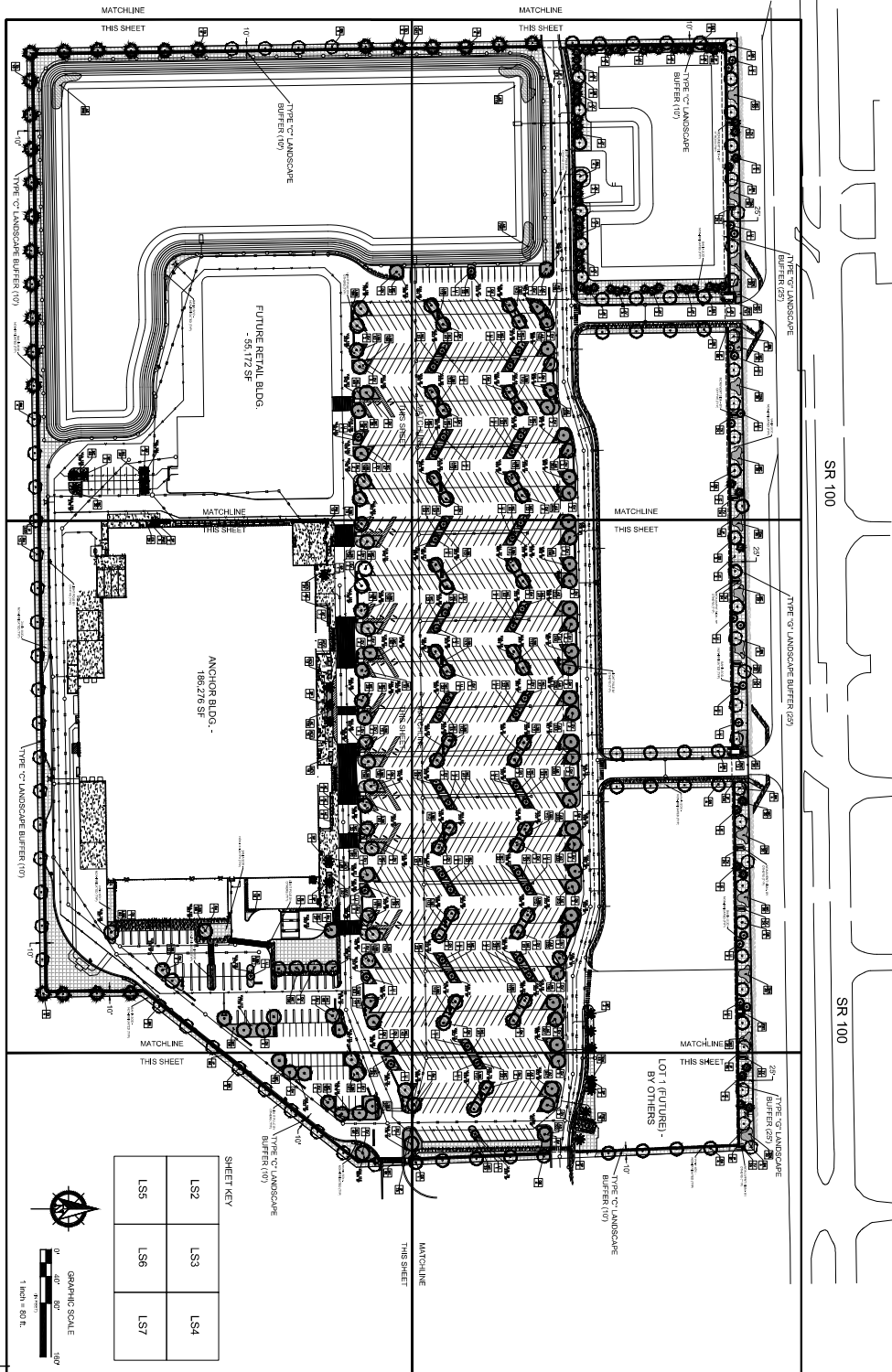


1 FRONT CANOPY ELEVATION
1/8" = 1'-0"

LANDSCAPE NOTE

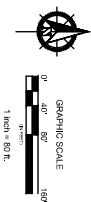
- Landscape Contractor shall refer to most recent version of the Wal-Mart Landscape Design Guideline
- Recommendations on soil amendments, mulch, sod, irrigation and landscape plant material specifications
- Requirements of the City of Palm Coast Land Development Code shall take precedence unless specifically waived by the City.
- Plants in VUA islands should be planted no closer than 18" behind the back of curb. The unplanted area between the back of curb and the plant should be mulched.

For City Use



SHEET KEY

LS2	LS3	LS4
LS5	LS6	LS7



LS1
Sheet 1



FLAGLER LANDING

Flagler Venture, LLC
PALM COAST, FLAGLER COUNTY, FLORIDA

**OVERALL
LANDSCAPE PLAN**

BEEBE & ASSOCIATES, INC.
Golf Course Design, Renovation, Landscape Architecture & Consulting
250 Palm Coast Parkway NE, Suite 8007, Palm B136, Palm Coast, Florida 32137-4225
Phone: (386) 931-1222 Fax: (386) 444-2348 Email: michael@beebelandscapes.com



Date: 7-8-2026
Scale: 1" = 30'
Drawn: MB
Checked By: MB
Revisions:

**Flagler Landing
Palm Coast, Florida**

Traffic Impact Analysis

Prepared for: Flagler Landing, LLC.

By: LTG, Inc.

Revised July 2026



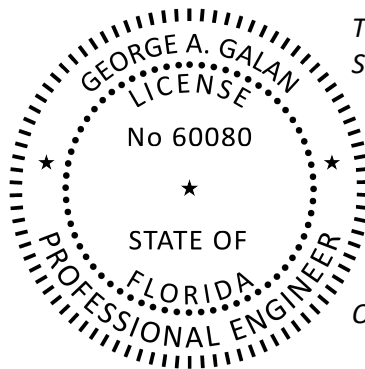
PROFESSIONAL ENGINEERING CERTIFICATION

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:*

George A Galan Date: 2026.07.30
16:03:41-04'00'

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
GEORGE A. GALAN, P.E. NO. 60080*

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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 Landing, LLC to prepare a Traffic Impact Analysis (TIA) for the proposed Flagler Landing mixed use development. The development is located south of SR 100, between McCormick Drive and Bulldog Drive in the City of Palm Coast, Florida. **Figure 1** 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 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. 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 Palms Parkway to SR 100
- Belle Terre Boulevard from SR 100 to US 1
- Town Center Boulevard from Royal Palms 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, FDOT has provided supplemental information regarding future improvements along the SR 100 corridor which affect signal timings and intersection geometry as mentioned below:

- AM Peak Hour cycle length to 130 seconds; PM peak hour cycle length to 140 seconds
- SR 100 at Belle Terre Boulevard
 - Remove northbound and southbound through movements
 - Restrict eastbound and westbound U-turns
 - Add westbound right-turn lane
 - Add westbound left turn lane
 - Convert northbound through lane to right turn lane (dual right turn lanes)
 - Convert southbound through lane to left turn lane (dual left turn lanes)
- SR 100 at Bulldog Drive
 - Remove northbound and southbound through movements
 - Restrict eastbound and westbound U-turns
 - Convert shared northbound through-right turn lane to right turn lane (dual right turn lanes)
 - Convert southbound through lane to left turn lane (dual left turn lanes)
- SR 100 at Palm Coast Auto/Directional Median Opening
 - Signalize intersection
- SR 100 at McCormick Drive
 - Remove northbound through lane
 - Remove southbound through and left turn lane
 - Restrict eastbound and westbound U-turns
 - Convert northbound through lane to left turn lane (dual left turns)
- SR 100 at BJs Wholesale Club Directional Median Opening
 - Signalize intersection
- SR 100 at Seminole Woods Boulevard
 - Remove northbound and southbound through movements
 - Restrict eastbound and westbound U-turns
 - Convert northbound through lane to left turn lane (dual left turn lanes)
 - Add additional northbound right turn lane (dual right turn lanes)
 - Convert southbound through lane to left turn lane (dual left turn lanes)

2

EXISTING ROADWAY ANALYSIS

Turning movement counts (TMCs) were conducted during the AM and PM peak hours of May 22nd and July 15th, 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 (≥ 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>

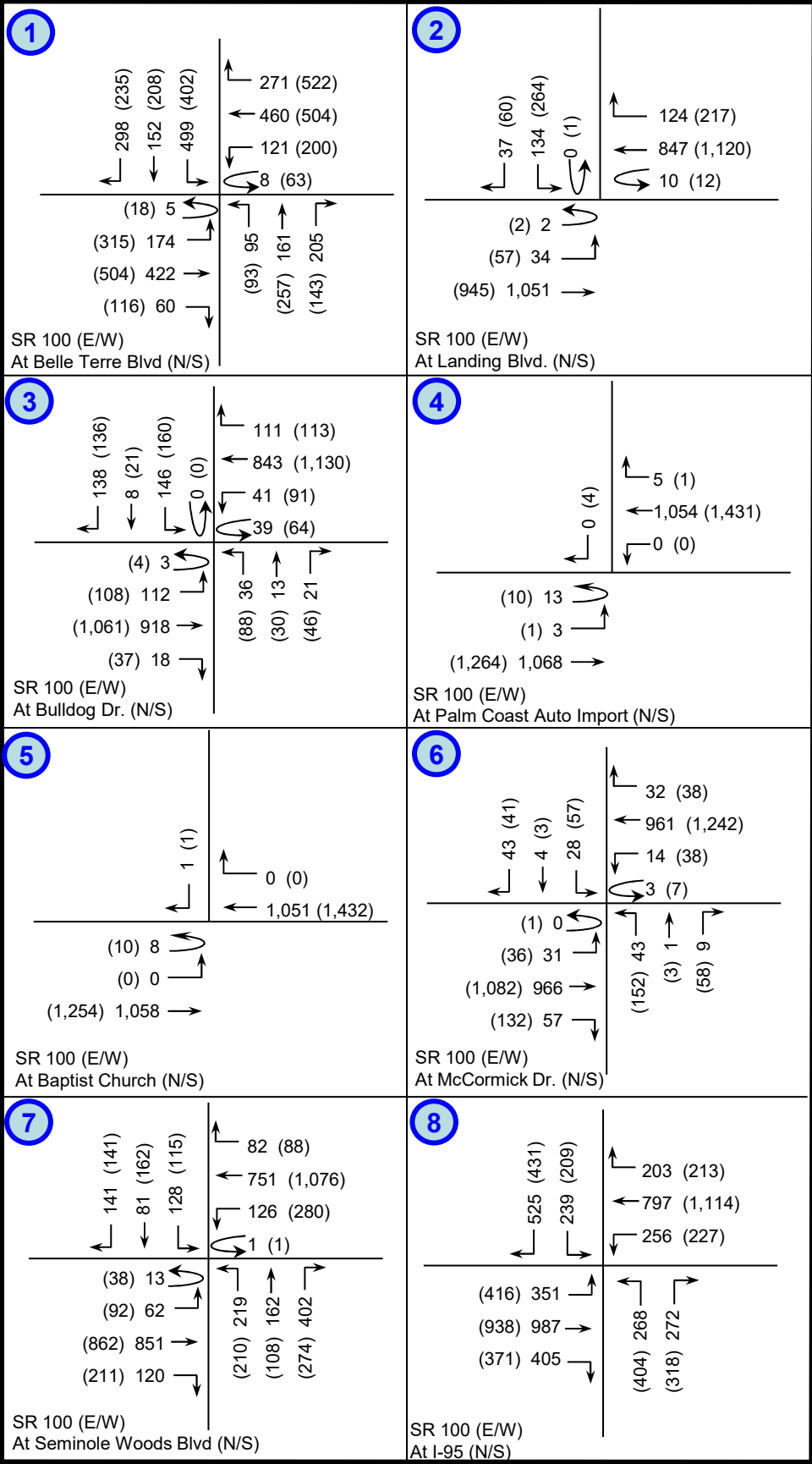
The Average Annual Daily Traffic (AADT) for the study roadway segments was obtained from historical AADT data provided by the City of Palm Coast (2025) and Florida Traffic Online (2024) where applicable. The existing LOS for the study area road segments during the peak hour are provided in **Table 1**.

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.



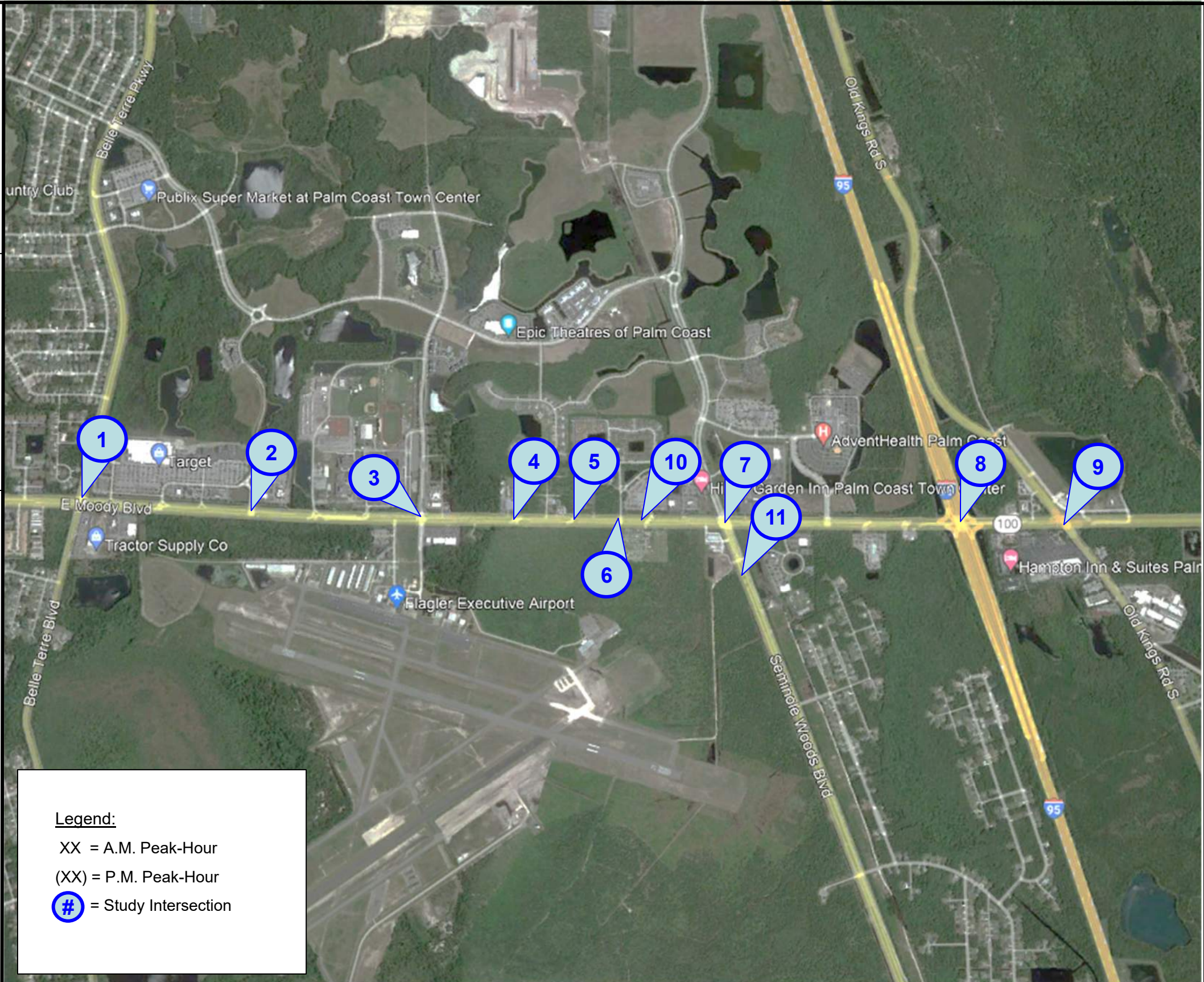
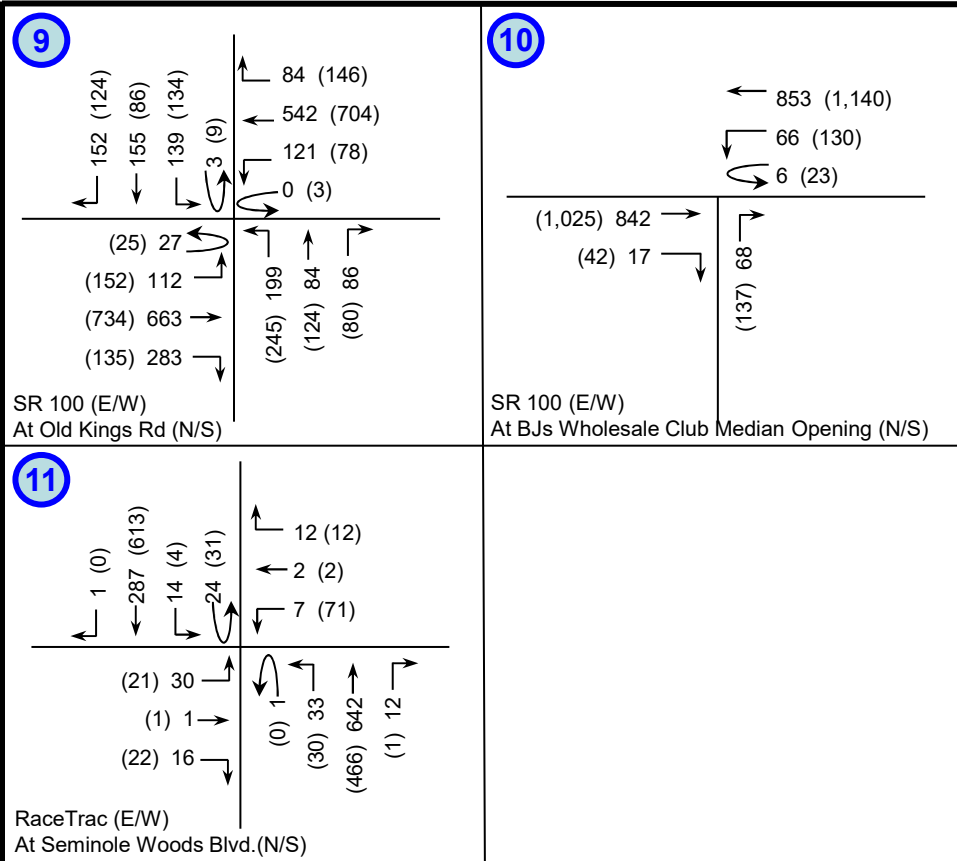
Flagler Landing



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

Project Number: 5964.02

Figure 2A



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

Flagler Landing



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 ¹	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS	2025 AADT ²		K-Factor		2025 Existing PM Peak-Hour Two-Way Volume ³		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 Blvd.	3520	4	D	3,580	35,649	36,500	0.0757	0.090	2,699	3,285	No
	Seminole Woods Blvd.	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 Palms Pkwy	4130	2	D	2,170	7,785	-	0.1038	-	808	-	No
Seminole Woods Boulevard	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

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

²2025 AADT data provided by COPC staff in March 2026.

³Existing 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	46.00	D	41.40	D	78.70	E	82.30	F	61.60	E	0.980
			PM	49.70	D	51.90	D	90.30	F	75.10	E	62.30	E	0.930
2. SR 100 at Landing Boulevard	D	Traffic Signal	AM	6.00	A	7.40	A	-	-	60.30	E	10.80	B	0.760
			PM	8.90	A	11.50	B	-	-	55.00	E	15.80	B	0.800
3. SR 100 at Bulldog Drive	D	Traffic Signal	AM	23.90	C	42.40	D	80.40	F	80.90	F	40.10	D	0.870
			PM	29.00	C	50.50	E	80.00	E	80.00	F	46.60	D	0.860
4. SR 100 at Palm Coast Import Auto	D	TWSC	AM	18.40	C	0.00	A	-	-	0.00	A	18.40	C	0.062
			PM	29.30	D	0.00	A	-	-	15.50	C	29.30	D	0.073
5. SR 100 at Central Baptist Church	D	TWSC	AM	19.70	C	-	-	-	-	13.00	B	19.70	C	0.035
			PM	30.50	D	-	-	-	-	15.40	C	30.50	D	0.070
6. SR 100 at McCormick Drive	D	Traffic Signal	AM	12.60	B	2.20	A	83.40	F	87.70	F	12.10	B	0.800
			PM	30.50	C	4.60	A	83.50	F	93.80	F	24.80	C	0.870
7. SR 100 at Seminole Woods Boulevard	D	Traffic Signal	AM	17.00	B	40.20	D	123.80	F	57.70	F	55.50	E	1.250
			PM	17.10	B	39.30	D	142.50	F	82.70	F	54.00	D	1.240
8. SR 100 at I-95 Ramps	D	Traffic Signal	AM	30.50	C	16.50	B	74.10	E	72.10	E	32.90	C	0.880
			PM	35.90	D	13.10	B	71.00	E	64.10	E	32.80	C	0.910
9. SR 100 at Old Kings Road	D	Traffic Signal	AM	2.70	A	23.30	C	68.00	E	68.40	E	25.00	C	0.860
			PM	2.70	A	21.30	C	68.10	E	72.60	E	25.10	C	0.790
10. SR 100 at BJs Wholesale Club Median Opening	D	TWSC	AM	-	-	11.60	B	13.00	B	-	-	13.00	B	0.148
			PM	-	-	16.40	C	15.50	C	-	-	16.40	C	0.296
11. Seminole Woods Boulevard at RaceTrac Driveway	D	TWSC	AM	14.40	B	13.60	B	0.00	A	13.20	A	14.40	B	0.082
			PM	15.70	C	20.40	C	9.00	A	11.80	B	20.40	C	0.066

*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 ²	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 Palms 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
	Lake Ave.	Royal Palms Pkwy	97.2%	12.35%	5.00%	1.10	81	14	Historical Growth
Seminole Woods Boulevard	SR 100	Ulaturn Place	78.7%	2.97%	2.97%	1.06	72	673	Vested Trips
	Ulaturn Place	Citation Pkwy	97.3%	9.26%	5.00%	1.10	119	675	Vested Trips
Old Kings Road	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 depict 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 Boulevard 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 Boulevard

- 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**. Please note, a column mentioning which HCM methodology was used to determine the results of each intersection is provided.

As indicated in the table, under background conditions the intersections of SR 100 at Central Baptist Church and Old Kings Road are expected to operate outside of the adopted LOS and/or with v/c ratios greater than 1.0. The intersections were re-analyzed with the following improvements:

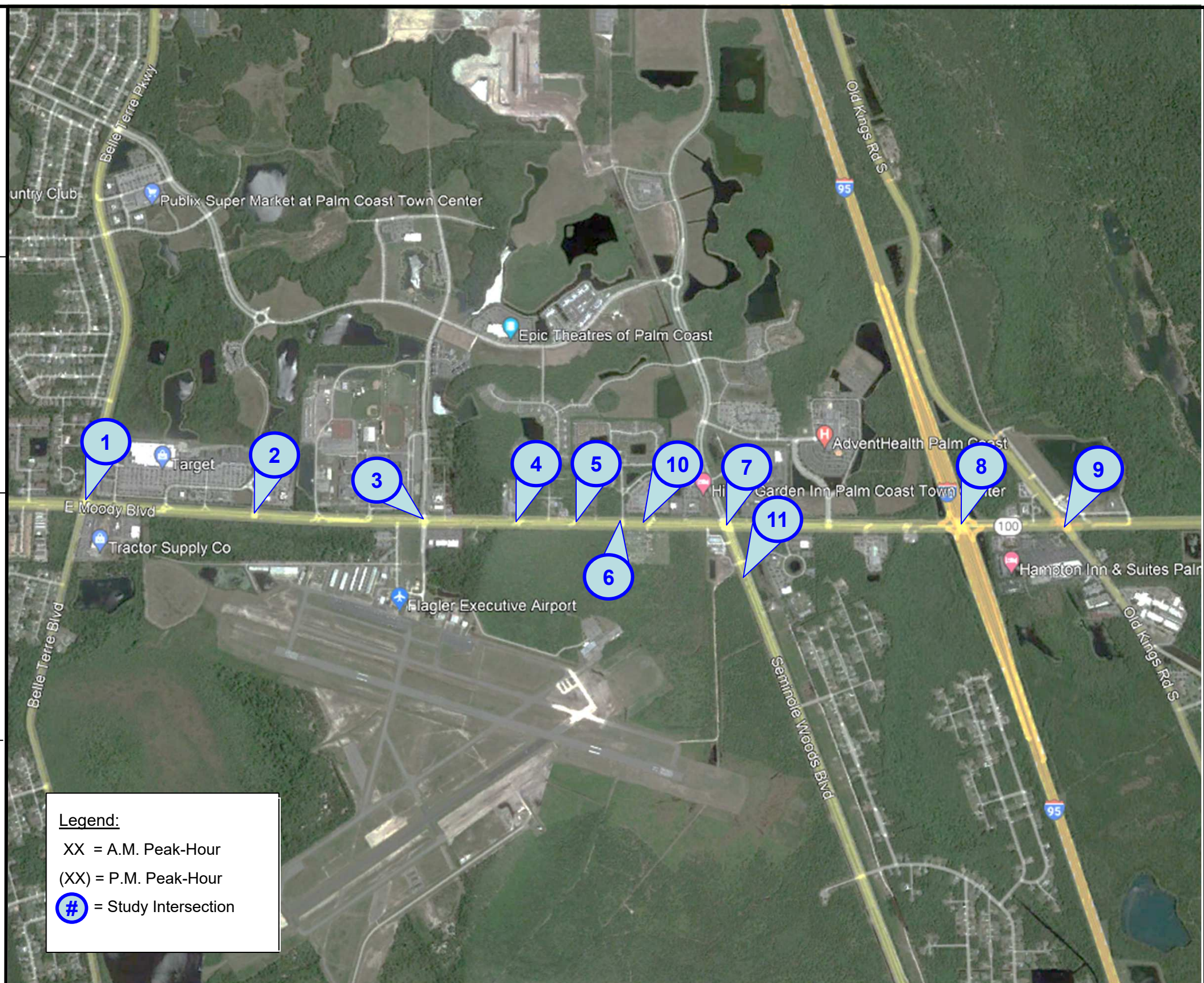
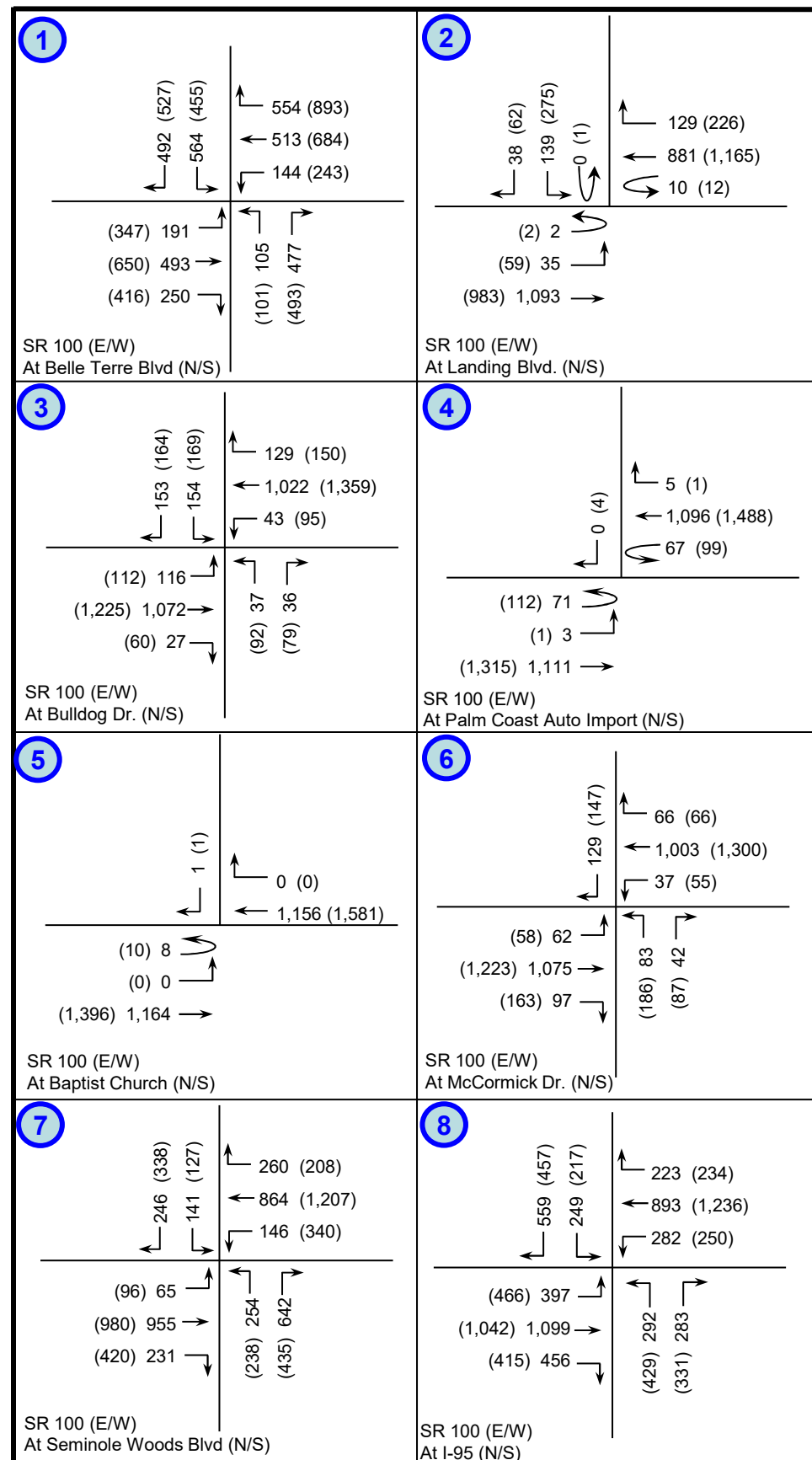
SR 100 at Central Baptist Church

- It is common that 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. Additional monitoring is recommended.

SR 100 at Old Kings Road

- Optimize timings in the PM peak hour

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

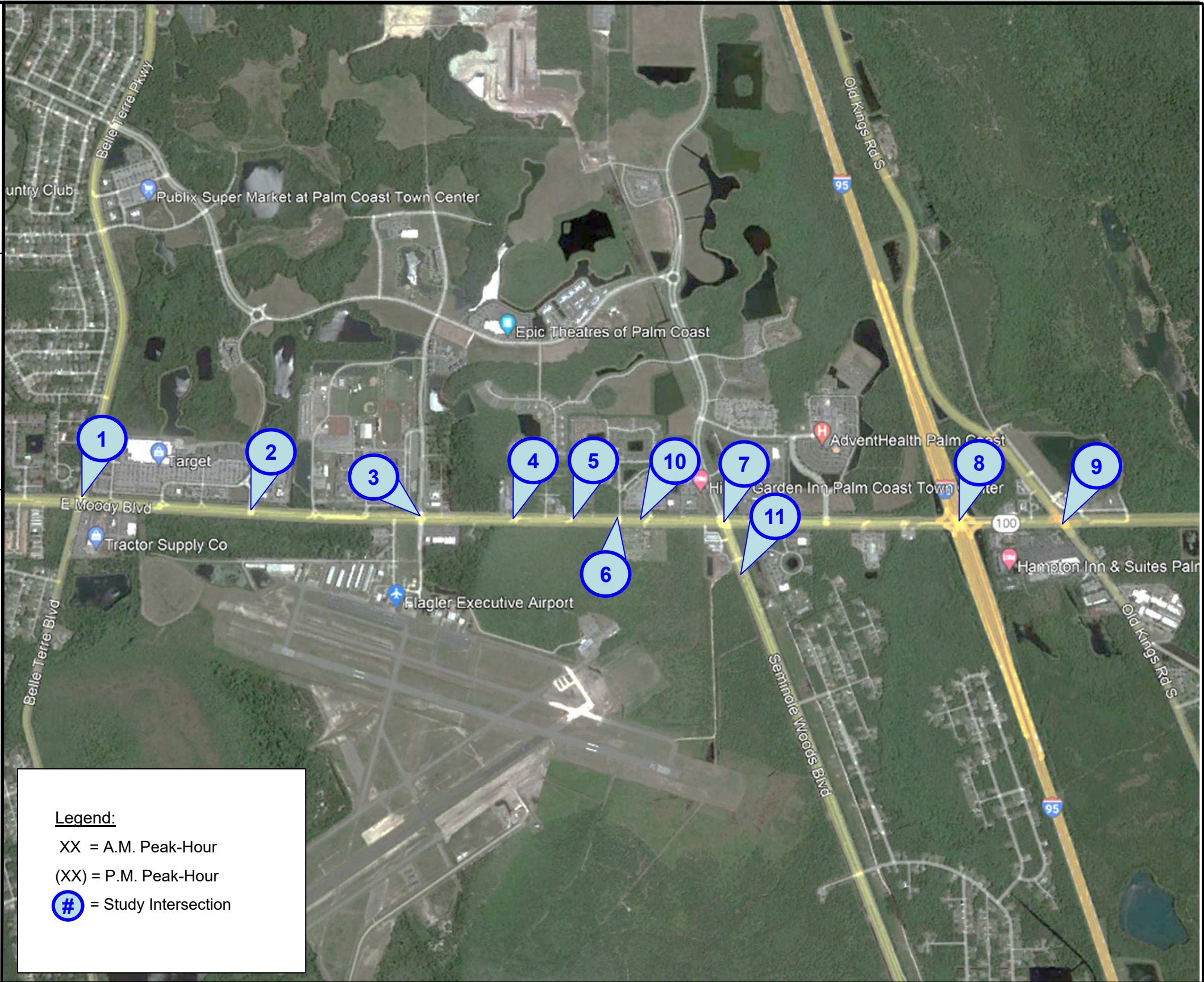
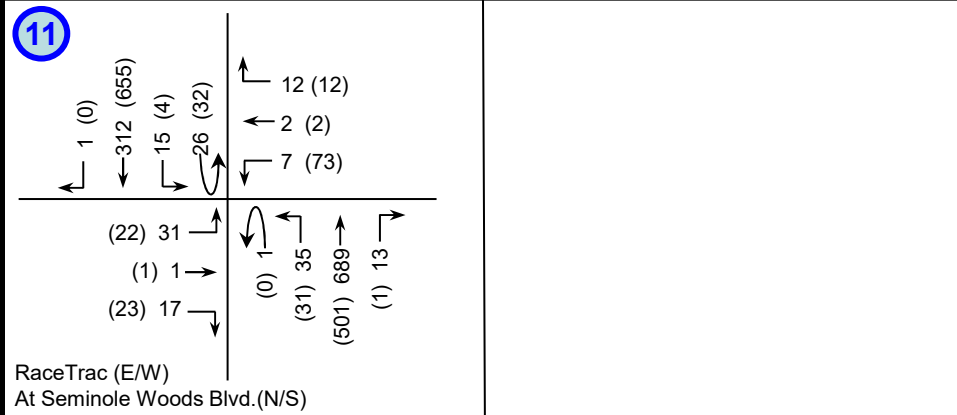
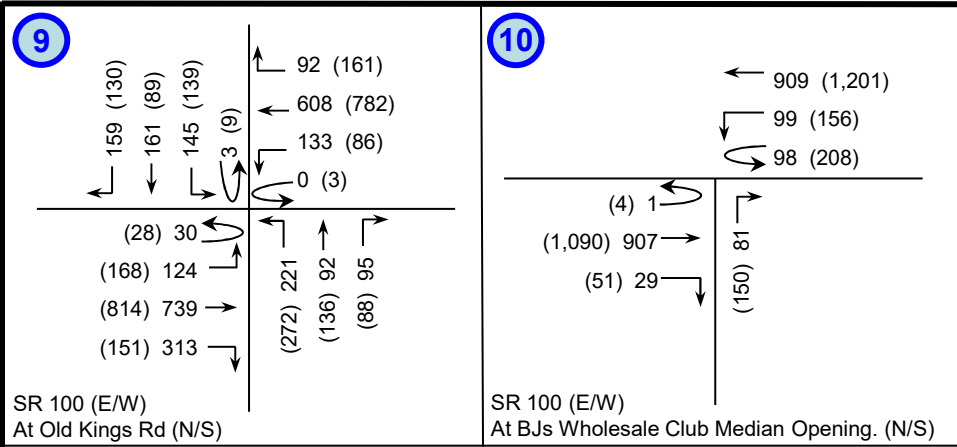


Table 4
2027 Background PM Peak Hour LOS - Roadway Segments

Roadway	Segment		Location ID	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS	2025 Existing Peak-Hour Two-Way Volume ¹	Annual Growth Rate	Vested Trips ²	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 Palms 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 Palms 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
Segments - Improved												
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 Blvd.	3520	6	D	5,390	2,699	-	1,082	Vested Trips	3,781	No

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

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

Table 5
2027 Background AM and PM Peak Hour Intersection Analysis

Background Conditions															
Intersection	Adopted LOS	Control Type	Methodology	Time Period	EB		WB		NB		SB		Overall		
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Max V/C
1. SR 100 at Belle Terre Boulevard	D	Traffic Signal	Synchro LVT	AM	27.90	C	14.50	B	42.80	D	32.70	C	27.30	C	0.800
				PM	31.10	C	18.40	B	41.30	D	32.40	C	27.80	C	0.720
2. SR 100 at Landing Boulevard	D	Traffic Signal	HCM 7th	AM	36.00	D	44.70	D	-	-	68.00	E	42.20	D	0.830
				PM	27.20	C	42.10	D	-	-	64.60	E	39.20	D	0.860
3. SR 100 at Bulldog Drive	D	Traffic Signal	HCM 7th	AM	3.20	A	47.20	C	59.60	E	64.70	E	27.80	C	0.840
				PM	5.40	A	10.70	B	80.50	F	72.70	E	13.60	B	0.880
4. SR 100 at Palm Coast Import Auto	D	Traffic Signal	HCM 2000	AM	3.30	A	3.40	A	-	-	0.00	A	3.30	A	0.570
				PM	9.70	A	4.30	A	-	-	0.00	A	6.90	A	0.610
5. SR 100 at Central Baptist Church	D	TWSC	HCM 7th	AM	22.70	C	-	-	-	-	13.80	B	22.70	C	0.042
				PM	38.00	E	-	-	-	-	16.70	C	38.00	E	0.089
6. SR 100 at McCormick Drive	D	Traffic Signal	HCM 2000	AM	7.30	A	5.70	A	56.20	E	48.00	D	11.00	B	0.500
				PM	10.20	B	16.10	B	58.40	E	51.00	D	18.60	C	0.610
7. SR 100 at Seminole Woods Boulevard	D	Traffic Signal	Synchro LVT	AM	25.20	C	16.60	B	50.90	D	33.00	C	29.20	C	0.890
				PM	21.40	C	15.90	B	40.40	D	49.70	D	25.10	C	0.820
8. SR 100 at I-95 Ramps	D	Traffic Signal	HCM 7th	AM	47.10	D	5.90	A	60.40	E	57.70	E	34.10	C	0.880
				PM	40.40	D	10.40	B	63.40	E	54.50	D	31.70	C	0.890
9. SR 100 at Old Kings Road	D	Traffic Signal	HCM 7th	AM	47.40	D	54.50	D	46.40	D	66.50	E	51.80	D	0.950
				PM	38.40	D	49.10	D	100.10	F	71.80	E	54.10	D	1.040
10. SR 100 at BJs Wholesale Club Median Opening	D	Traffic Signal	HCM 2000	AM	2.20	A	11.80	A	5.80	A	-	-	7.30	A	0.750
				PM	4.40	A	13.10	B	10.10	B	-	-	9.50	A	0.860
11. Seminole Woods Boulevard at RaceTrac Driveway	D	TWSC	HCM 7th	AM	15.10	C	14.20	B	-	NR	14.00	B	15.10	C	0.090
				PM	16.50	C	22.40	C	9.20	A	12.30	B	22.40	C	0.072

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

**NR = No LOS Delay results reported.

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

Background Conditions Improved															
Intersection	Adopted LOS	Control Type		Time Period	EB		WB		NB		SB		Overall		
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Max V/C
9. SR 100 at Old Kings Road	D	Traffic Signal	HCM 7th	PM	35.50	D	39.60	D	59.30	E	63.20	E	42.70	D	0.89

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) 11th 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
	Total:							9,651	9,653	19,304
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
	Total:							561	465	1,026
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
	Total:							861	861	1,722

*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

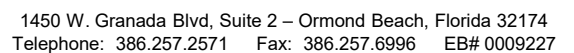
Time Period	Land Use	Total Trips			Internal Trips			Pass-by Trips			New External Trips		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
AM Peak-Hour	Free-Standing Discount Superstore	193	152	345	16	21	37	0	0	0	177	131	308
	Building Materials and Lumber Store	55	33	88	5	5	10	0	0	0	50	28	78
	Convenience Store/Gas Station (2-4K)	97	97	194	8	13	21	61	61	122	28	23	51
	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
	Total:	561	465	1,026	88	88	176	109	107	216	364	270	634
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
	Total:	861	861	1,722	167	167	334	108	107	215	585	587	1,172

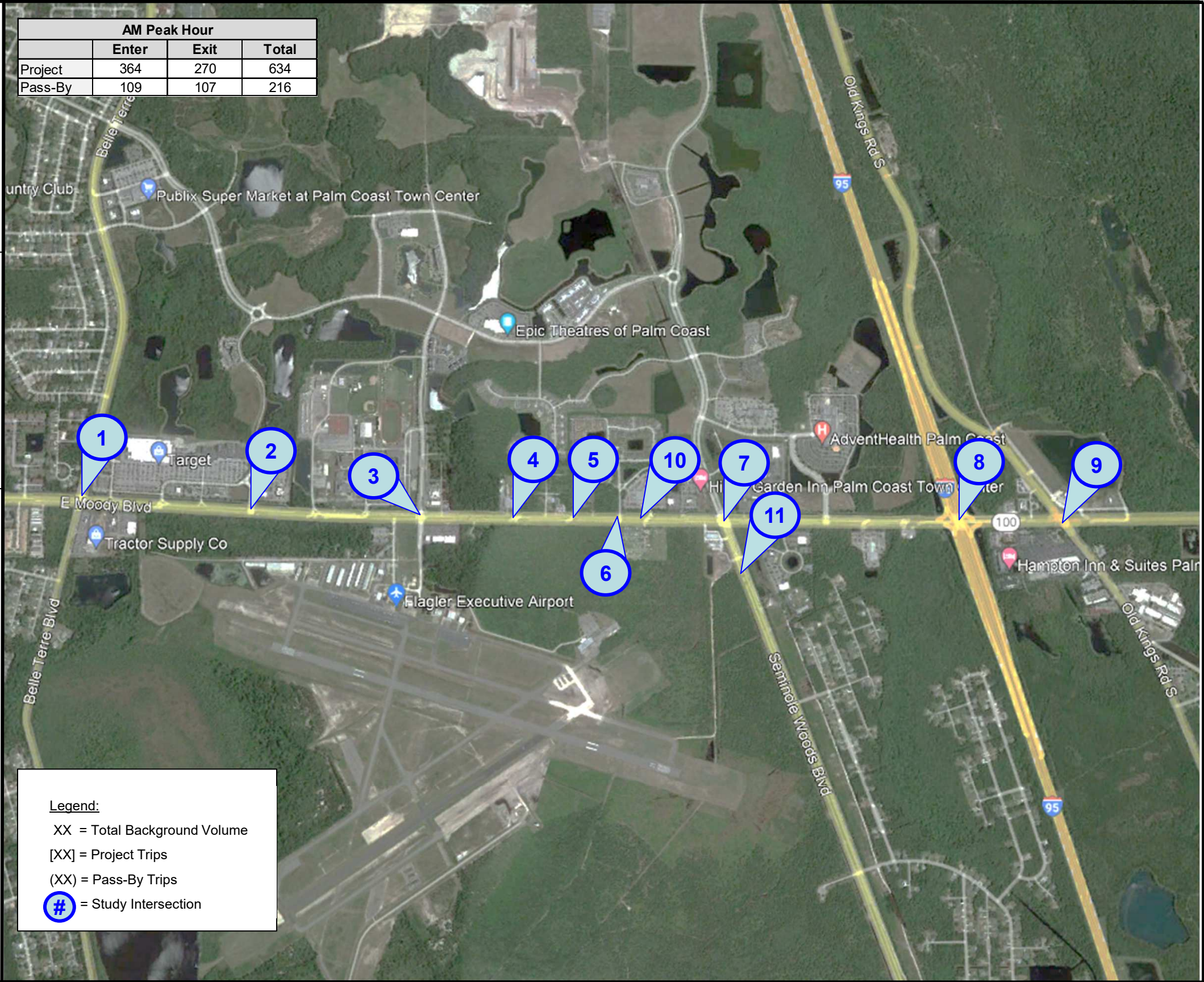
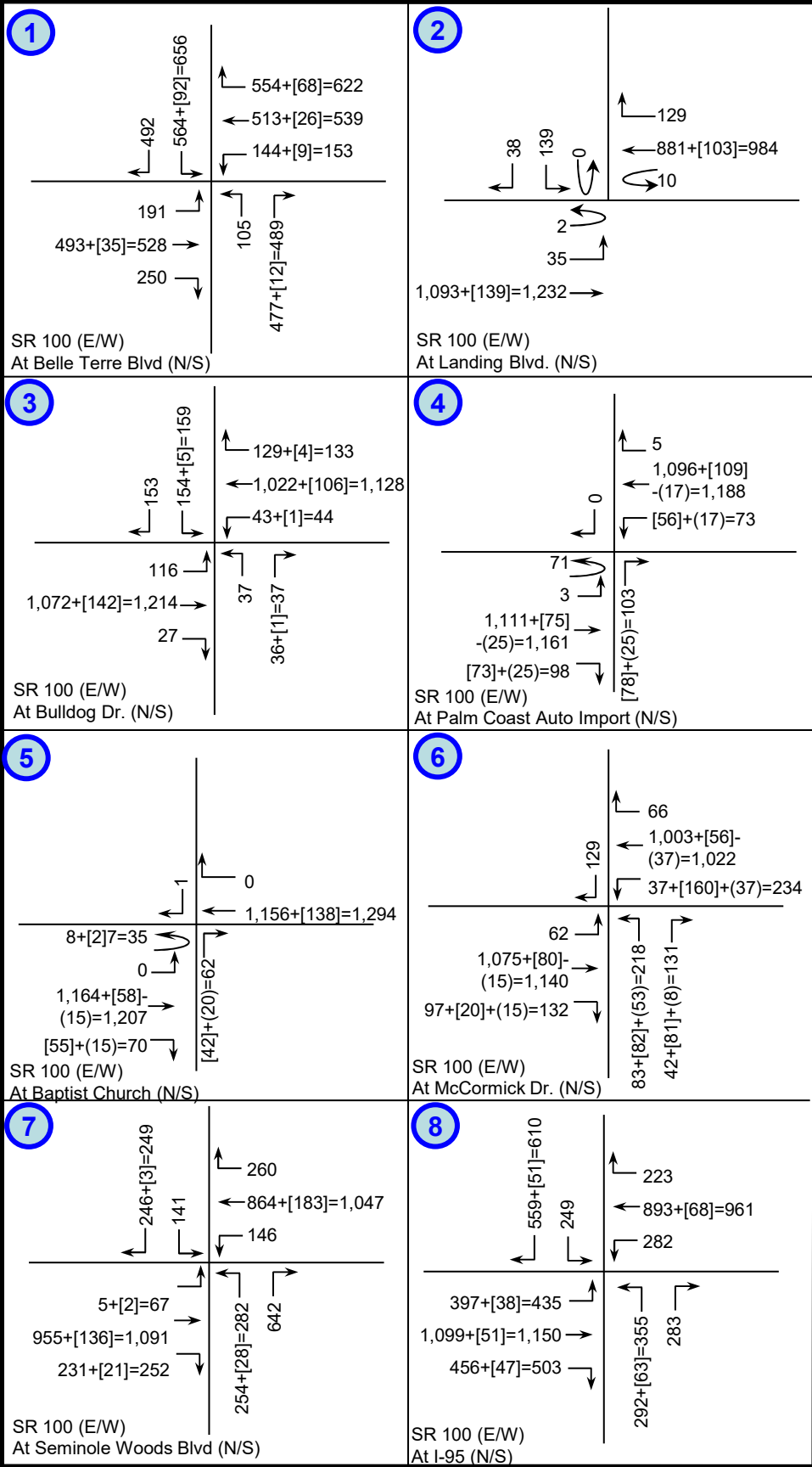
Project Trip Distribution

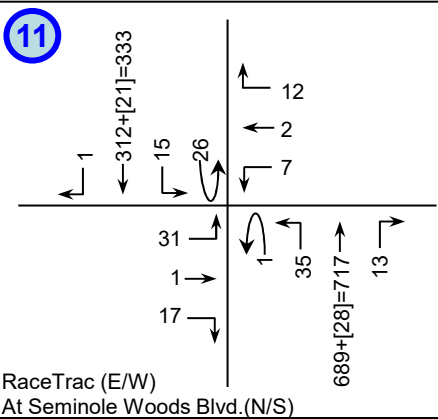
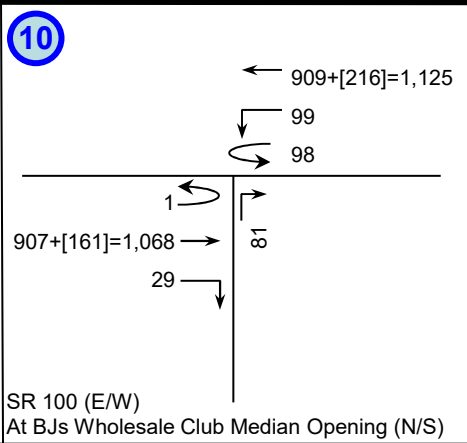
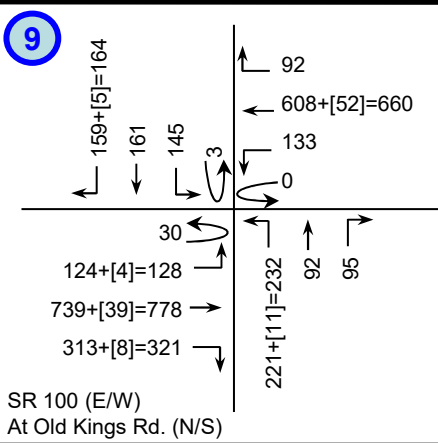
The Central Florida Regional Planning Model, version 7 (CFRPM) was used to determine the project trip distribution. The 2030 socio-economic (S/E) data sets and roadway network were used as the base network for the model. The resulting project trip distribution is illustrated in **Figure 4**.

Project Trip Assignment

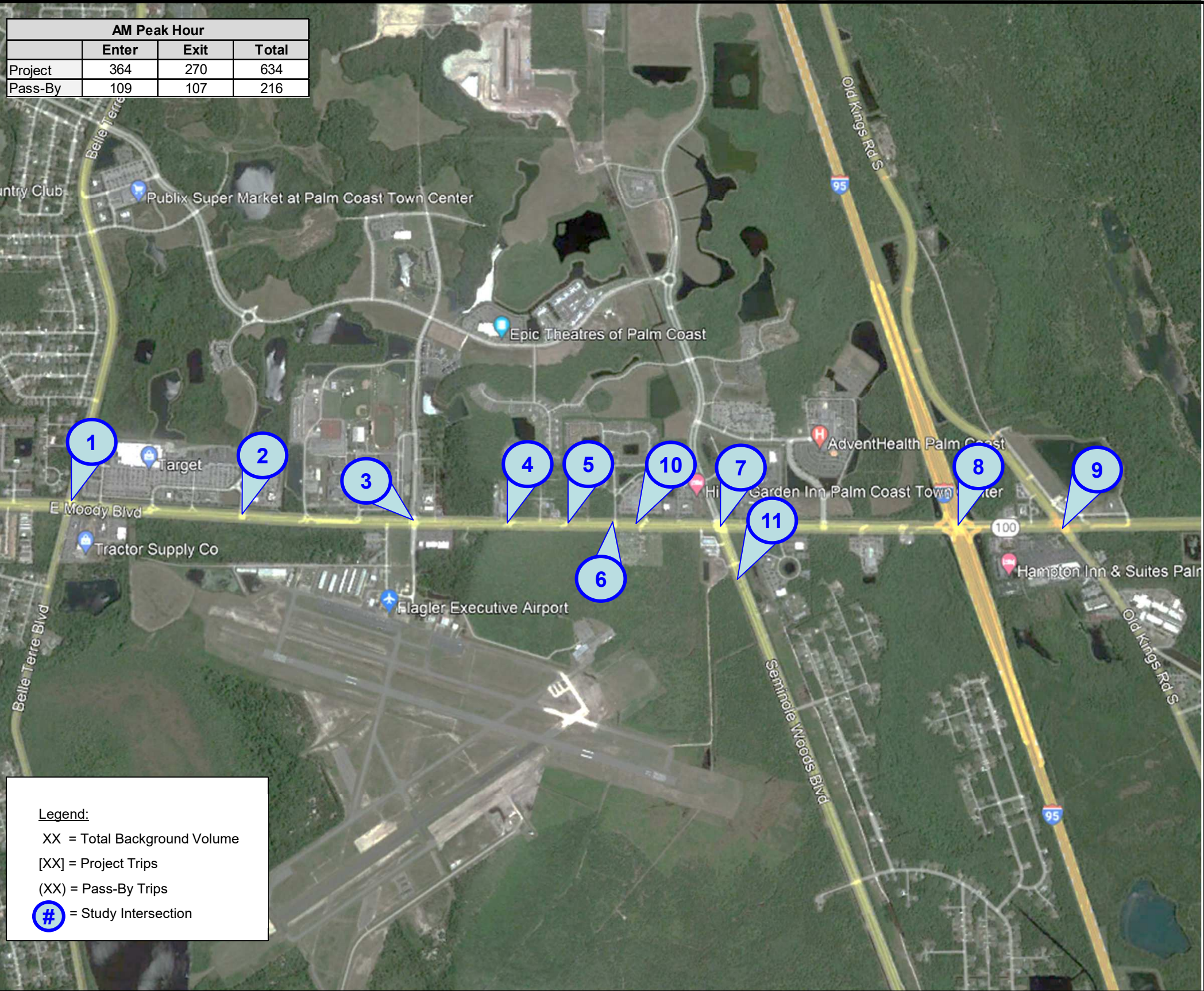
Using the trip distribution, the AM and PM peak-hour project trips were assigned to the study area roadway network. **Figures 5A through 5D** graphically depict the total 2027 build-out traffic.







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 Landing

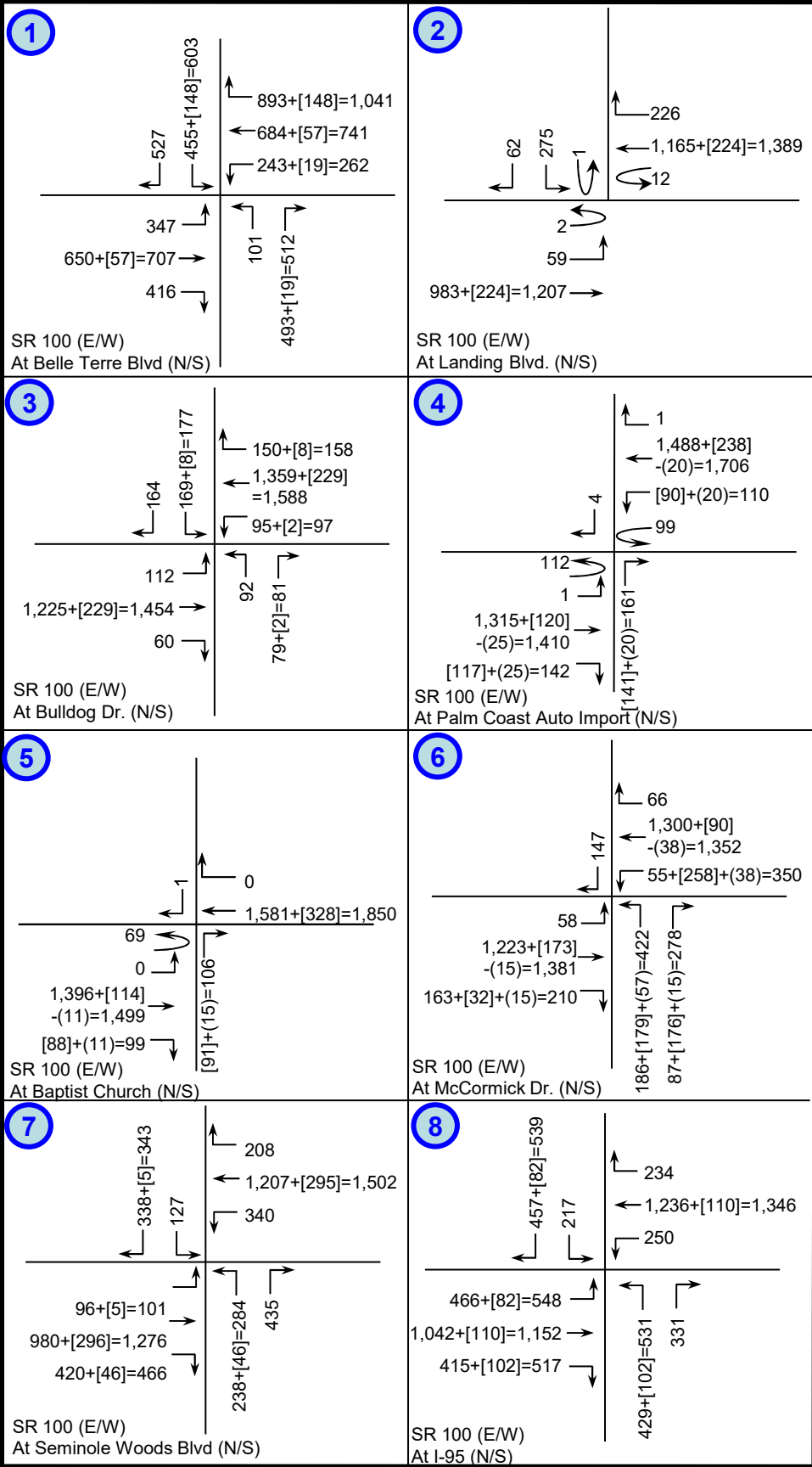


2027 Build-Out A.M. Peak-Hour
Traffic Volumes

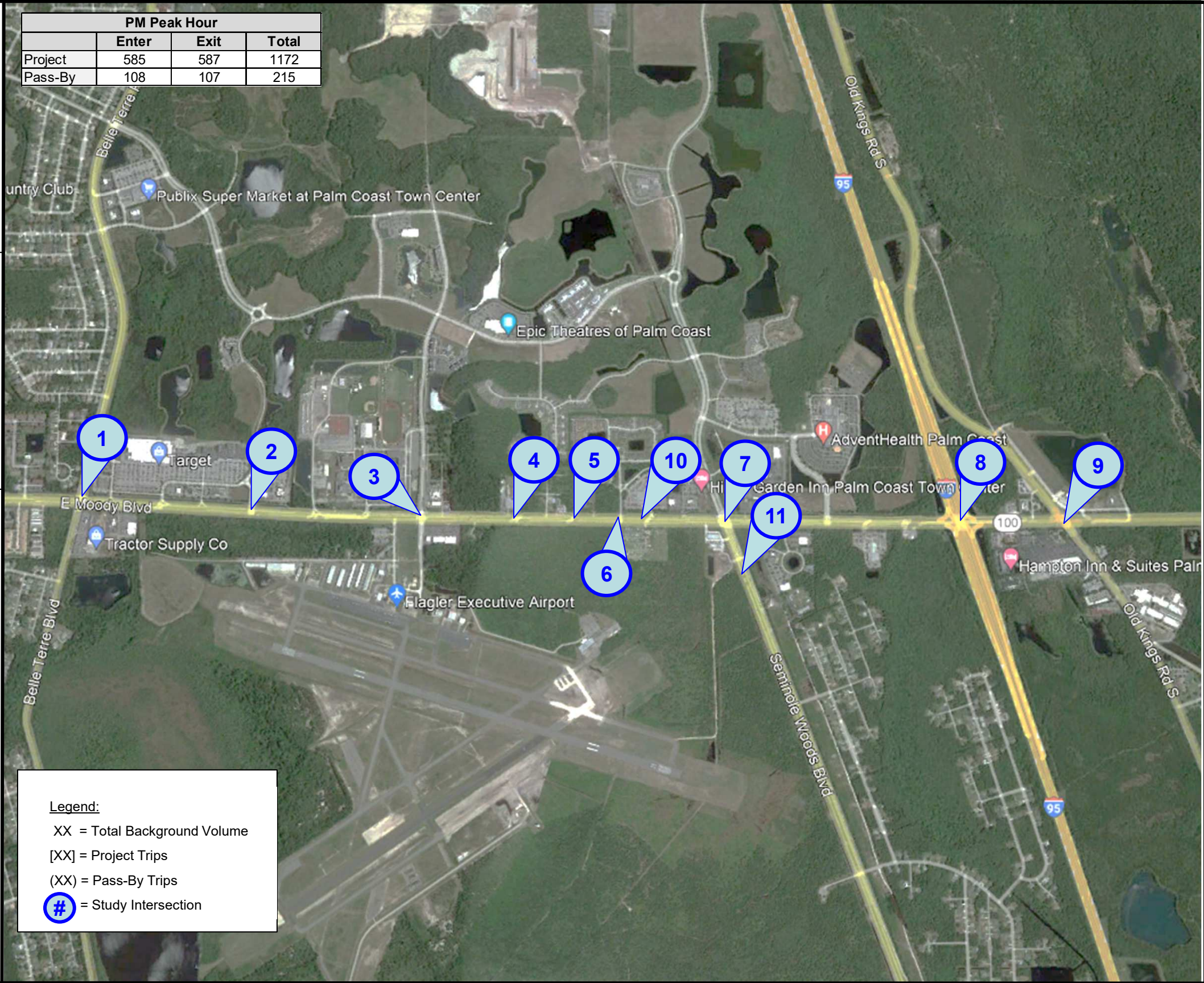
Project Number: 5964.02

Figure 5B

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



PM Peak Hour			
	Enter	Exit	Total
Project	585	587	1172
Pass-By	108	107	215



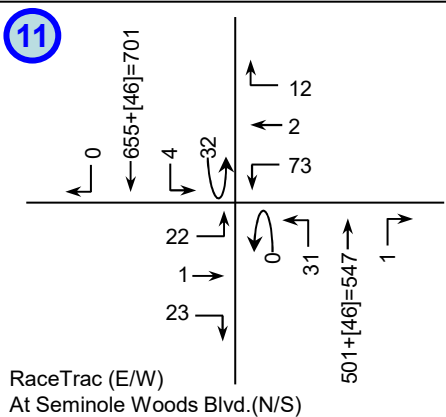
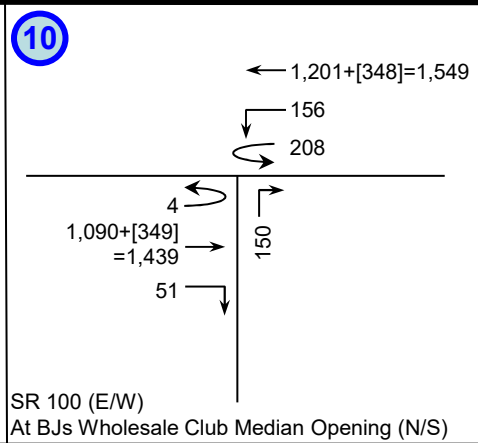
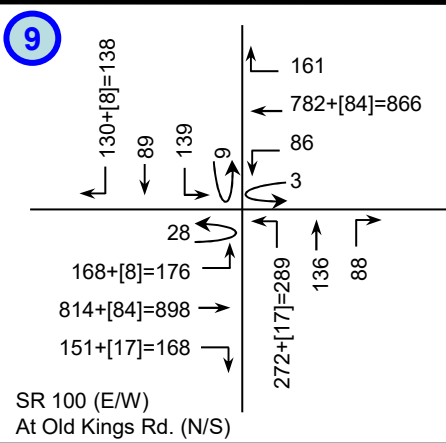
Legend:

XX = Total Background Volume

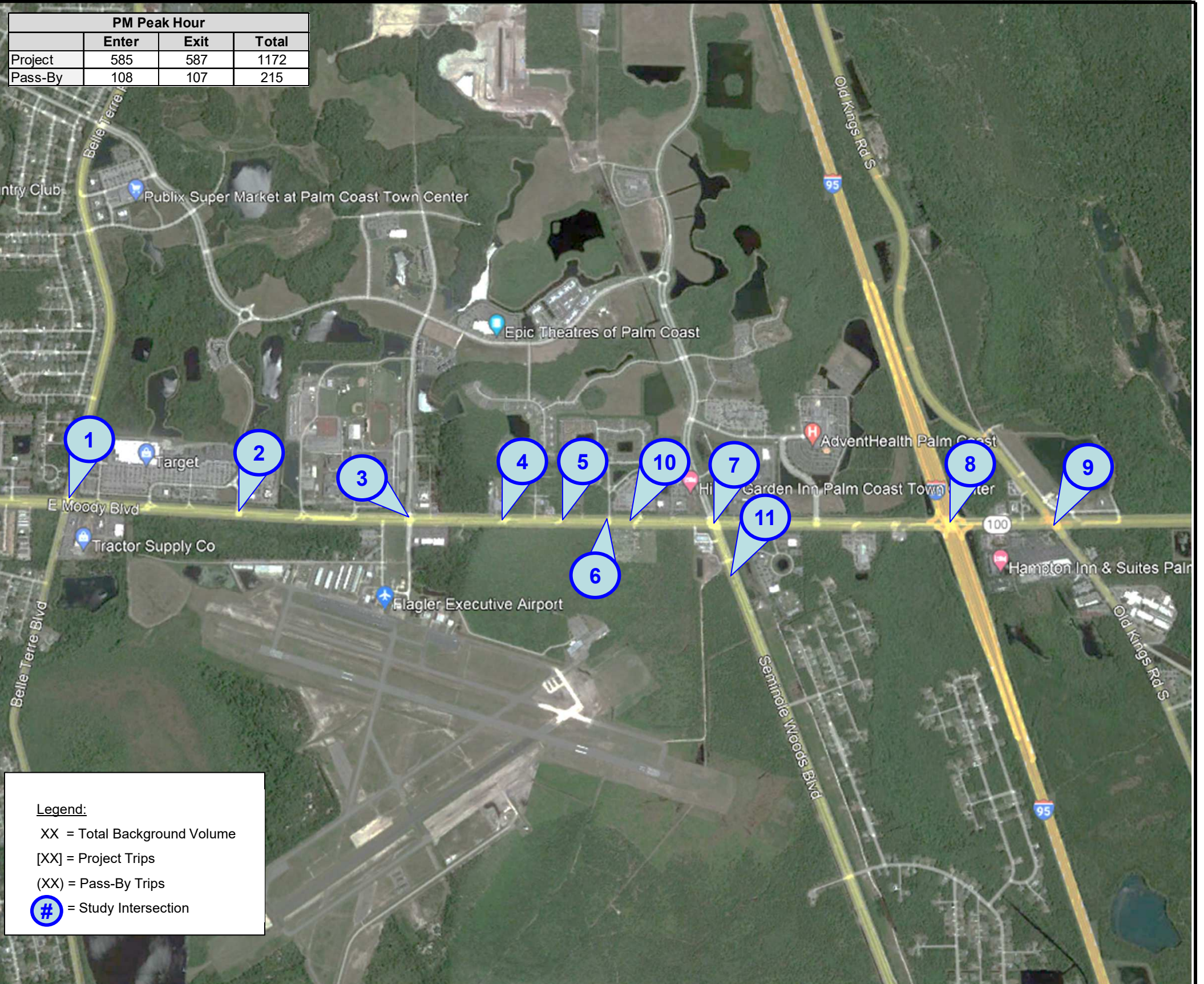
[XX] = Project Trips

(XX) = Pass-By Trips

= Study Intersection



PM Peak Hour			
	Enter	Exit	Total
Project	585	587	1172
Pass-By	108	107	215



Flagler Landing



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 intersections and 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 Central Baptist Church/Project #2 and Old Kings Road are expected to operate outside of the adopted LOS.

The intersections were reanalyzed with the following improvements:

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

- It is common that 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 v/c ratios are less than 1.0. Therefore, there are no improvements recommended at SR 100 at Central Baptist Church/Project Driveway#2.

9. SR 100 at Old Kings Road:

- Optimize timings in the AM peak hour

The improved intersection *Synchro* summary sheets is attached as **Appendix J**. The results are shown below in **Table 11**.

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
	Landings Blvd.	Belle Terre Pkwy	3505	4	D	3,580	2,860	38.3%	449	3,309	No
Belle Terre Parkway	Royal Palms Pkwy	East Hampton Blvd.	1254	4	D	3,580	3,112	22.5%	264	3,376	No
	East Hampton Blvd.	SR 100	1260	4	D	3,580	2,659	25.3%	297	2,956	No
Belle Terre Boulevard	SR 100	Zebulas Trail	1263	2	D	2,170	1,170	3.2%	38	1,208	No
	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 Palms Pkwy	4130	2	D	2,170	889	0.2%	2	891	No
Seminole Woods Boulevard	SR 100	Ulaturn Place	3325	4	D	5,900	1,887	7.8%	91	1,978	No
	Ulaturn 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
Segments - Improved**											
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	Methodology	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	Synchro LVT	AM	30.40	C	18.70	B	46.90	D	33.50	C	29.p90	C	0.83
				PM	36.10	D	17.00	B	40.30	D	34.80	C	28.90	D	0.75
2. SR 100 at Landing Boulevard	D	Traffic Signal	HCM 7 th	AM	36.20	D	43.70	D	-	-	69.50	E	41.80	D	0.86
				PM	24.30	C	38.40	D	-	-	64.60	E	35.50	D	0.90
3. SR 100 at Bulldog Drive	D	Traffic Signal	HCM 7 th	AM	10.30	B	38.10	D	59.40	E	66.70	E	26.80	C	0.86
				PM	5.80	A	30.70	C	82.10	F	73.40	F	23.10	C	0.87
4. SR 100 at Palm Coast Import Auto/ Project Driveway #1	D	TWSC	HCM 2000	AM	23.40	C	15.60	B	10.10	B	-	NR	19.10	B	0.69
				PM	26.70	C	24.60	C	31.10	C	0.30	A	25.80	C	0.80
5. SR 100 at Central Baptist Church /Project Driveway #2	D	TWSC	HCM 7 th	AM	32.80	D	-	NR	16.10	C	14.90	B	32.80	D	0.18
				PM	180.70	F	-	NR	21.50	C	19.60	C	180.70	F	0.95
6. SR 100 at McCormick Drive	D	Traffic Signal	HCM 2000	AM	39.40	D	21.50	C	45.60	D	10.90	B	31.40	C	0.76
				PM	30.90	C	19.00	B	51.40	D	18.70	B	28.90	C	0.80
7. SR 100 at Seminole Woods Boulevard	D	Traffic Signal	Synchro LVT	AM	22.40	C	23.40	C	53.80	D	34.00	C	30.80	C	0.90
				PM	24.00	C	26.60	C	47.30	D	37.50	D	29.60	C	0.80
8. SR 100 at I-95 Ramps	D	Traffic Signal	HCM 7 th	AM	49.20	D	45.00	D	58.90	E	54.20	D	49.10	D	0.90
				PM	43.20	D	41.80	D	66.40	E	50.50	D	46.10	D	0.94
9. SR 100 at Old Kings Road	D	Traffic Signal	HCM 7 th	AM	51.60	D	44.60	D	62.40	E	63.90	E	52.00	D	0.89
				PM	33.30	C	42.40	D	61.20	E	114.80	F	42.90	D	0.90
10. SR 100 at BJ's Wholesale Club Median Opening	D	TWSC	HCM 2000	AM	6.90	A	11.20	B	0.10	A	-	-	8.90	A	0.75
				PM	13.20	B	11.40	B	0.20	A	-	-	11.70	B	0.86
11. Seminole Woods Boulevard at RaceTrac Driveway	D	TWSC	HCM 7 th	AM	15.50	C	14.60	B	-	NR	14.40	B	15.50	C	0.11
				PM	17.40	C	24.60	C	9.40	A	12.90	B	24.60	C	0.34

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

**NR = No LOS Delay results reported

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

Build-Out Conditions Improved															
Intersection	Adopted LOS	Control Type	Methodology	Time Period	EB		WB		NB		SB		Overall		
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Max V/C
9. SR 100 at Old Kings Road	D	Traffic Signal	HCM 7 th	AM	42.20	D	45.20	D	61.90	E	62.40	E	47.70	D	0.88

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 95th 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 150-ft
- Northbound right-turn lane deficient by 25-ft

4. SR 100 at Palm Coast Import Auto/Project Driveway #1

- Westbound left-turn lane deficient by 15-ft

6. SR 100 at McCormick Drive

- Westbound left-turn lane deficient by 60-ft

8. SR 100 at I-95 Ramps

- Eastbound left-turn lane deficient by 50-ft

9. SR 100 at Old Kings Road

- Northbound left-turn lane deficient by 125-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 Deficiency Difference from Background to Build-Out (ft)	Project Trips
AM																		
1. SR 100 at Belle Terre Boulevard	WBL	50	525	350	1	250	600	75	2	100	450	0	2	125	475	0	0	9
	WBR	50	525	350	1	325	675	150	2	25	375	0	2	325	675	150	150	68
	NBR	45	245	290	1	400	690	445	1	225	515	270	1	250	540	295	25	12
3. SR 100 at Bulldog Drive	WBR	25	340	120	1	200	320	0	1	175	295	0	1	200	320	0	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	125	475	0	1	175	525	0	0	56
6. SR 100 at McCormick Drive	EBR	50	405	350	1	50	400	0	1	25	375	0	1	50	400	0	0	20
	WBL	50	515	350	2	25	375	0	2	50	400	0	2	200	550	35	35	160
7. SR 100 at Seminole Woods Boulevard	EBL	50	435	350	1	125	475	40	1	125	475	40	1	125	475	40	0	2
	EBR	50	555	350	1	50	400	0	1	125	475	0	1	50	400	0	0	21
	NBL	35	375	155	1	325	480	105	1	175	330	0	1	200	355	0	0	28
8. SR 100 at I-95 Ramps	EBL	45	435	185	2	300	485	50	2	275	460	25	2	300	485	50	25	38
9. SR 100 at Old Kings Road	EBL	45	395	290	1	100	390	0	1	200	490	95	1	225	515	120	25	4
	EBR	45	395	290	1	25	315	0	1	225	515	120	1	225	515	120	0	8
	NBL	45	305	290	1	375	665	360	1	300	590	285	1	375	665	360	75	11
PM																		
1. SR 100 at Belle Terre Boulevard	WBL	50	525	350	1	350	700	175	2	175	525	0	2	150	500	0	0	19
	WBR	50	525	350	1	725	1075	550	2	475	825	300	2	375	725	200	0	148
	NBR	45	245	290	1	250	540	295	1	275	565	320	1	275	275	30	0	19
3. SR 100 at Bulldog Drive	WBR	25	340	120	1	200	320	0	1	25	145	0	1	75	275	0	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	175	525	0	1	300	650	15	15	90
6. SR 100 at McCormick Drive	EBR	50	405	350	1	150	500	95	1	25	375	0	1	25	375	0	0	32
	WBL	50	515	350	2	50	400	0	2	50	400	0	2	225	575	60	60	258
7. SR 100 at Seminole Woods Boulevard	EBL	50	435	350	1	175	525	90	1	150	500	65	1	150	500	65	0	5
	EBR	50	555	350	1	100	450	0	1	100	450	0	1	175	525	0	0	46
	NBL	35	375	155	1	175	330	0	1	175	330	0	1	200	355	0	0	46
8. SR 100 at I-95 Ramps	EBL	45	435	185	2	350	535	100	2	325	510	75	2	375	560	125	50	82
9. SR 100 at Old Kings Road	EBL	45	395	290	1	125	415	20	1	275	565	170	1	250	540	145	0	8
	EBR	45	395	290	1	25	125	0	1	125	415	20	1	125	415	20	0	17
	NBL	45	305	290	1	400	690	385	1	300	590	285	1	425	715	410	125	17

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), which 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/Project Driveway #1:

- A 350-ft eastbound right-turn lane is warranted.
- An existing 635-ft westbound left-turn lane is expected to require 15-ft of additional storage in the PM peak hour to accommodate the additional project traffic.

5. SR 100 at Central Baptist Church /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 provide sufficient deceleration and queue storage for the additional project traffic.
- The existing dual westbound left-turn lanes (515-ft) is expected to require 60-ft of additional storage in the PM peak hour to accommodate the additional project traffic. 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.

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.

6

CONCLUSION AND RECOMMENDATIONS

This study was conducted to evaluate the impact the proposed Flagler Landings development would have on the surrounding roadway network in the City of Palm Coast. The development will generate 634 AM peak-hour and 1,172 PM peak-hour external trips. **Table 13** and **Table 14** shows the proposed intersection improvements for 2027 Background and Build-Out.

Table 13
Recommended Improvements for Intersections

Intersection	When Improvement Required	
	2027 Background	Build-Out
1. SR 100 at Belle Terre Boulevard		• NBR deficient by 25-ft • WBR deficient by 150-ft
4. SR 100 at Palm Coast Import Auto/ Directional Median Opening/Project Driveway #1		• WBL deficient by 15-ft
6. SR 100 at McCormick Drive		• WBL deficient by 60-ft
8. SR 100 at I-95 Ramps		• EBL deficient by 50-ft
9. SR 100 at Old Kings Road	• Optimize timings in the PM peak hour	• Optimize timings in the AM peak hour • NBL deficient by 125-ft

Table 14
Recommended Improvements for Roadway Segments

Roadway	Segment		When Improvement Required	
			2027 Background	Build-Out
SR 100	I-95	Memorial Medical Parkway	Widen to 6-lanes	
	Memorial Medical Parkway	Seminole Woods Boulevard	Widen to 6-lanes	
	Seminole Woods Boulevard	Bulldog Drive		Widen to 6-lanes

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 NCHRP 457 standards to determine if turn lanes are warranted at the project driveways. 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/Project Driveway #1:

- A 350-ft eastbound right-turn lane is warranted.
- An existing 635-ft westbound left-turn lane is expected to require 15-ft of additional storage in the PM peak hour to accommodate the additional project traffic.

5. SR 100 at Central Baptist Church /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 provide sufficient deceleration and queue storage for the additional project traffic.
- The existing dual westbound left-turn lanes (515-ft) is expected to require 60-ft of additional storage in the PM peak hour to accommodate the additional project traffic. 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.



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

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.

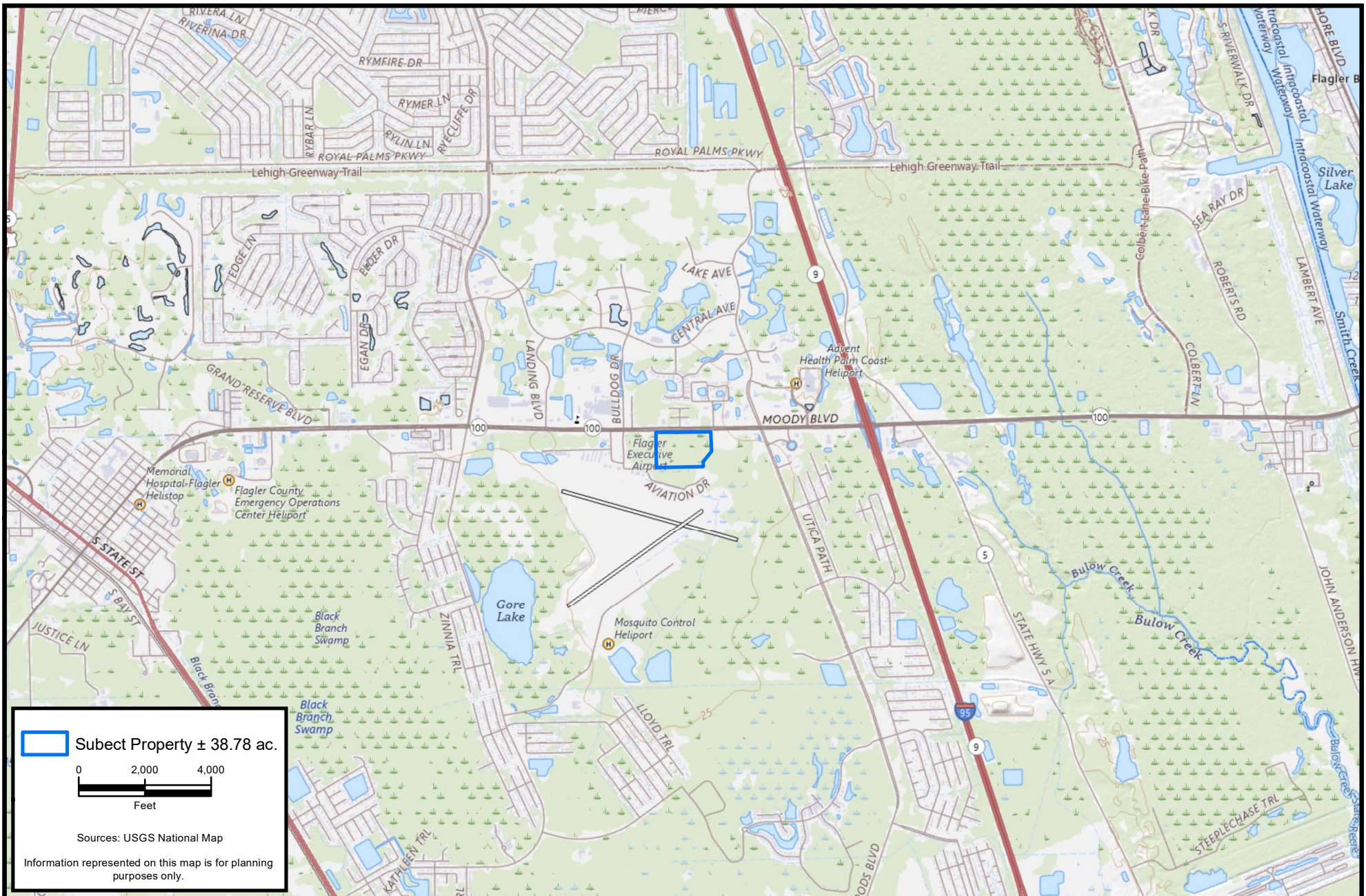
In conclusion, no listed plant or animal species were observed by CES biologists during the site review. I trust that this information is helpful. Please contact me with any questions or requests for additional information.

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



**CARTER ENVIRONMENTAL
SERVICES, INC.**



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

www.carterenv.com

Location

Gardner SR 100 - Atlee

Project: 5.12074.01

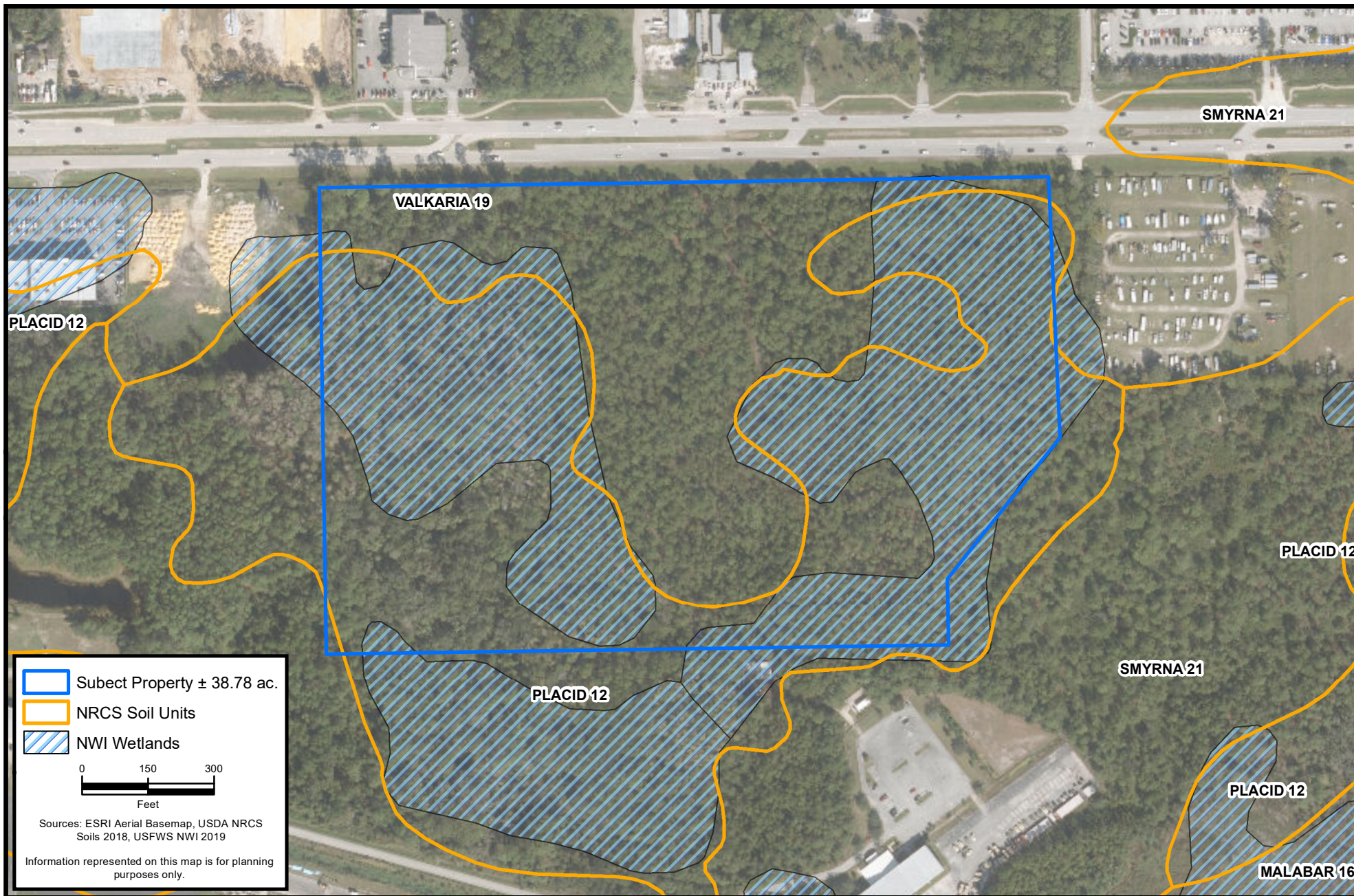
Flagler County, Florida

Date: Jun 17 2025

Figure:

1





**CARTER ENVIRONMENTAL
SERVICES, INC.**



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

www.carterenv.com

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

Existing Site Conditions Gardner SR 100 - Atlee

Project: 5.12074.01

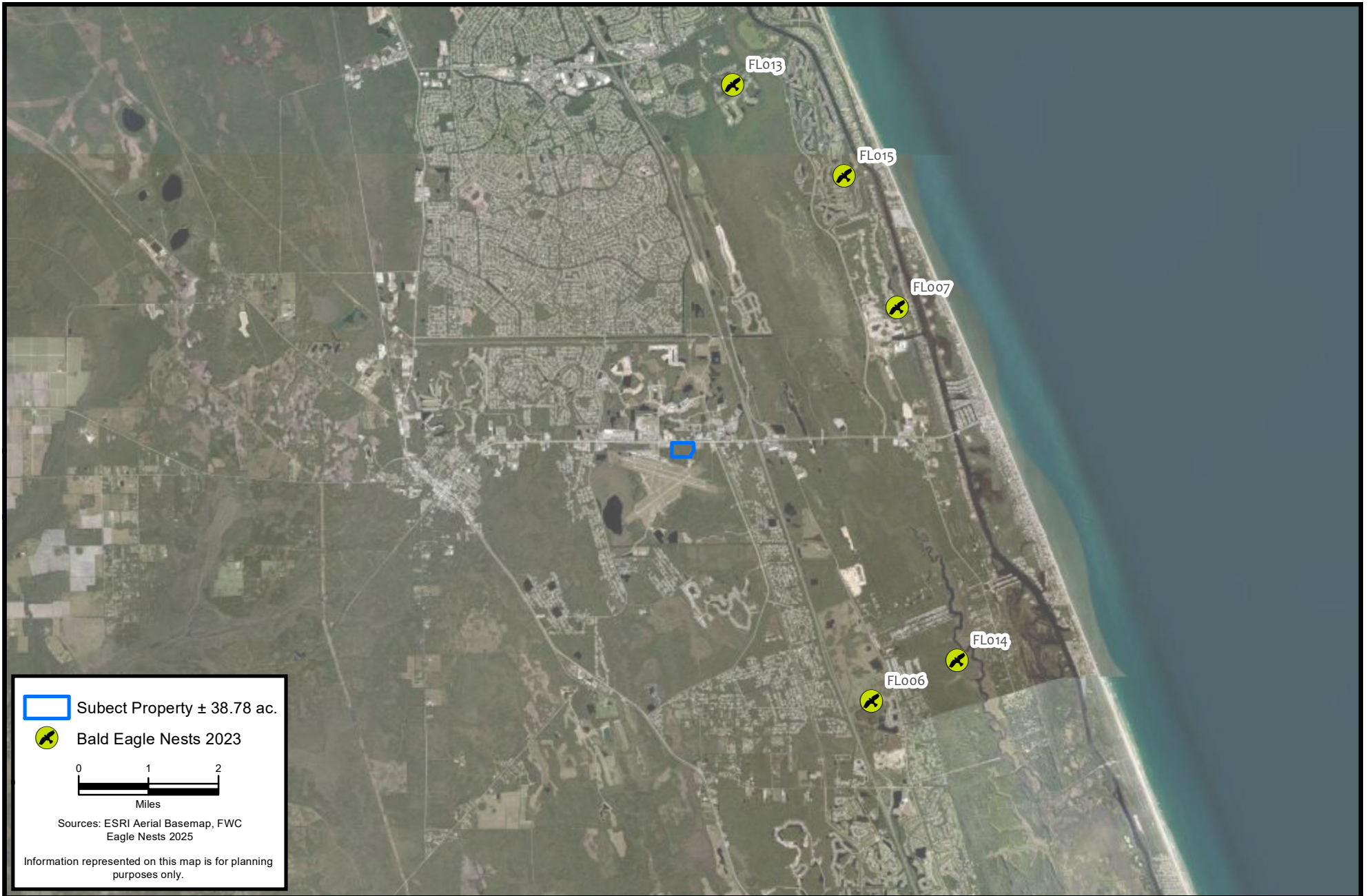
Flagler County, Florida

Date: Jun 17 2025

Figure:

3





**CARTER ENVIRONMENTAL
SERVICES, INC.**



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

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

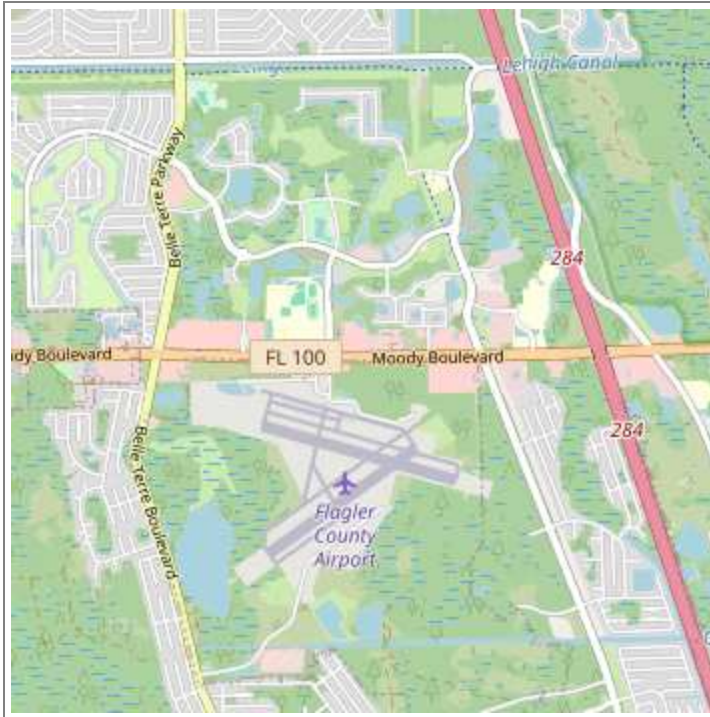
UNOFFICIAL REPORT

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



Descriptions

DOCUMENTED - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit.

DOCUMENTED-HISTORIC - 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.

LIKELY - The species or community is *known* to occur in this vicinity, and is considered likely within this Matrix Unit because:

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; *or*
2. there is a documented occurrence in the vicinity and there is suitable habitat for that species or community within this Matrix Unit.

POTENTIAL - 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.

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
Mycteria americana Wood Stork	G4	S2	T	FT
Scrub	G2	S2	N	N
Ursus americanus floridanus 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
<i>Ursus americanus floridanus</i> Florida Black Bear	G5T4	S4	N	N

Matrix Unit IDs: 50198 , 5052820 **Potential** Elements Common to Any of the 2 Matrix Units

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

Dave Jeff
Senior Project Manager

site: **Flagler Landing**

date: 6-10-25

Impacts	Habitat Type	Location and Landscape Support		Water Environment		Community Structure		Acres	Functional Loss	Total Impact Acres	Total Creation Acres	Total Enhancement Provided	Upland Acres Provided
		before	after	before	after	before	after						
	630	7	0	7	0	7	0	27.1	18.9700	33.23	0	0	0
									0.0000				
Prev. 2nd Imp	630	6	0	7	0	6	0	3.14	1.9887	Total Functional Loss	Total Functional Gain Units		
									0.0000				
									0.0000				
									0.0000				
									0.0000				
									0.0000	21.158	0.000		
secondary	630	6	5	7	7	7	6	2.99	0.1993	Needed	21.16		
									0.0000				
									0.0000				

Mitigation		Habitat Type	Location and Landscape Support		Water Environment		Community Structure		Time Lag	Risk	Preservation Adjustment Factor	Relative	Acres	Functional Gain Units
preservation			before	after	before	after	before	after						
enhancement														
1									1	1.00		0.0000		0.0000
2									1	1.00		0.0000		0.0000
3									1	1.00		0.0000		0.0000
4									1	1.00		0.0000		0.0000
5									1	1.00		0.0000		0.0000
6									1	1.00		0.0000		0.0000
7									1	1.00		0.0000		0.0000
8									1	1.00		0.0000		0.0000
creation														
1									1	1.00		0.0000		0.0000
2									1	1.00		0.0000		0.0000
uplands														
11					x	x			1	1.00		0.0000		0.0000
12					x	x			1	1.00		0.0000		0.0000
13					x	x			1	1.00		0.0000		0.0000
14					x	x			1	1.00		0.0000		0.0000
15					x	x			1	1.00		0.0000		0.0000



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 => $25,350 \text{ GPD} / 60 / 16 = 26.41 \text{ GPM}$ 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 ft² (464.5 m²) 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 ² (× 0.0929 for m ²)					Fire Flow gpm† (× 3.785 for L/min)	Flow Duration (hours)
I(443), I(332), II(222)*	II(111), III(211)*	IV(2HH), V(111)*	II(000), III(200)*	V(000)*		
0—22,700	0—12,700	0—8200	0—5900	0—3600	1500	2
22,701— 30,200	12,701— 17,000	8201— 10,900	5901— 7900	3601— 4800	1750	
30,201— 38,700	17,001— 21,800	10,901— 12,900	7901— 9800	4801— 6200	2000	
38,701— 48,300	21,801— 24,200	12,901— 17,400	9801— 12,600	6201— 7700	2250	
48,301— 59,000	24,201— 33,200	17,401— 21,300	12,601— 15,400	7701— 9400	2500	
59,001— 70,900	33,201— 39,700	21,301— 25,500	15,401— 18,400	9401— 11,300	2750	
70,901— 83,700	39,701— 47,100	25,501— 30,100	18,401— 21,800	11,301— 13,400	3000	3
83,701— 97,700	47,101— 54,900	30,101— 35,200	21,801— 25,900	13,401— 15,600	3250	
97,701— 112,700	54,901— 63,400	35,201— 40,600	25,901— 29,300	15,601— 18,000	3500	
112,701— 128,700	63,401— 72,400	40,601— 46,400	29,301— 33,500	18,001— 20,600	3750	
128,701— 145,900	72,401— 82,100	46,401— 52,500	33,501— 37,900	20,601— 23,300	4000	4
145,901— 164,200	82,101— 92,400	52,501— 59,100	37,901— 42,700	23,301— 26,300	4250	
164,201— 183,400	92,401— 103,100	59,101— 66,000	42,701— 47,700	26,301— 29,300	4500	

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

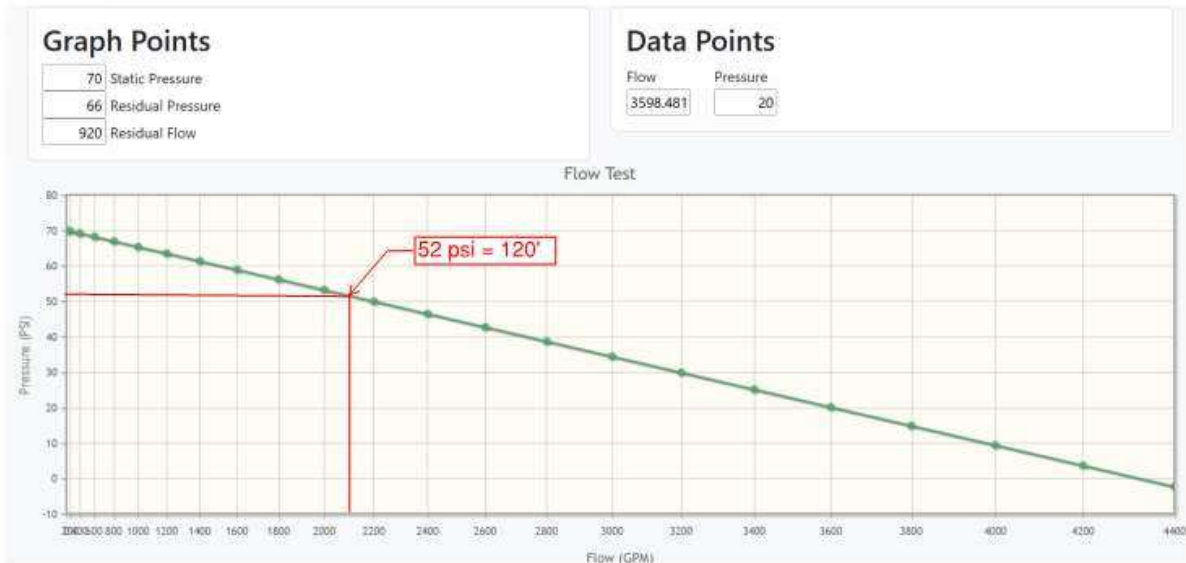
18.4.5.3.5

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 ^a		Maximum Capacity ^b	
(ft)	(m)	(gpm)	(L/min)
≤ 250	≤ 76	1500	5678
> 250 and ≤ 500	> 76 and ≤ 152	1000	3785
> 500 and ≤ 1000	> 152 and ≤ 305	750	2839

^aMeasured in accordance with 18.5.1.4 and 18.5.1.5.

^bMinimum 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

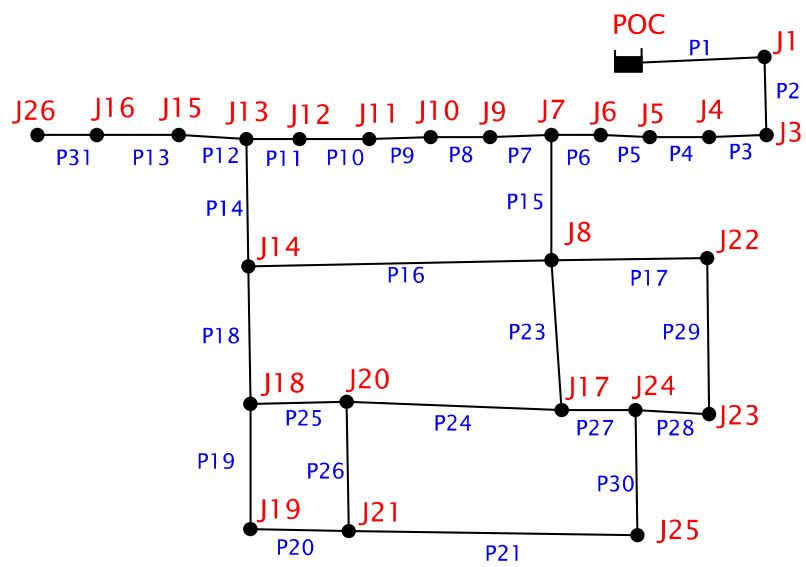
Test Performed by: BILL & DUSTY

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)
 $Q - Available = Q \times h_r / h_i$

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                                *
*****

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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 ft	Base Demand GPM	Head ft	Pressure 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 ft	Base Demand GPM	Head ft	Pressure psi
Resvr 1	120	#N/A	120.00	0.00

Network Table - Links

Link ID	Length ft	Diameter in	Roughness	Flow 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 ft	Diameter in	Roughness	Flow 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 fps	Unit Headloss 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 fps	Unit Headloss 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



ALANN ENGINEERING GROUP, LLC.
CONSULTING ENGINEERS
CERTIFICATE No. EB5479
880 AIRPORT ROAD, SUITE, 113
ORMOND BEACH, FL 32174
TEL: (386) 673-7640
FAX: (386) 672-2022

Michael Hanson, A.I.C.P

From: Sanders, Michael <Michael.Sanders@dot.state.fl.us>
Sent: Wednesday, August 5, 2026 6:06 PM
To: Kimberly Buck; Kady Dearing; ken@atleegroup.net
Cc: Phong Nguyen, PTP; Sean Castello, PE; Buck, Steven; Browning, Stephen; Russ, Thomas; Scott Kehoe; Michael Hanson, A.I.C.P; Pearson, Jason
Subject: SR 100 at McCormick Drive - Flagler landing
Attachments: PLANRD-MCCORMICK-02-compressed.pdf

Kim,

This email confirms the Department's direction regarding the proposed Flagler Landings development. The Department will require implementation of the identified traffic capacity improvements as part of the State Access Permit process, subject to local government development approval.

Please proceed with incorporating these improvements into the permit plans and continue to coordinate with the Department's DeLand Operations Office for permit approval. We are available to discuss technical details regarding implementation of these improvements to facilitate permit approval and project implementation.

Thanks,
Mike

Michael Sanders, P.E.
Traffic Services Program Engineer
District Five
Florida Department of Transportation
719 S Woodland Blvd
DeLand FL 32720
Office # 386-943-5339
michael.sanders@dot.state.fl.us





city of
PALM COAST

Community Development Department
Planning Division

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

August 13, 2026

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

RE: **FLAGLER LANDING 5TH COMMENT LETTER; TECHNICAL SITE PLAN TIER 3;**
Application#: 6587

Dear Mrs. 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 **5th** 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)986-3787.

Sincerely,

Michael Hanson

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



palmcoastgov.com

Staff Comments 5th Submittal

Reviewing Department Comments

PLLA - PLANNING LANDSCAPE ARCH (386) 986-3760

Comments:

Held By: DENNIS R. LEAP, P.E. - (386)986-2482 - DLEAP@PALMCOASTGOV.COM

INFORMATIONAL COMMENT

Tree Mitigation Calculations have been reviewed and approved.

The result is that applicant shall pay into tree fund dollar amounts for:

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

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

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

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

1) Upon meeting FDOT requirements for improvements to McCormick/SR 100 intersection and half traffic signal at the western entrance to SR 100, then no further issues.

2) Upon satisfying the proportional share and payment as provided, no further comments.

3) Please include the above 2 comments as condition of Development Order approval.

.