



**City of Palm Coast**  
**Revised Agenda**  
**BEAUTIFICATION AND**  
**ENVIRONMENTAL**  
**ADVISORY COMMITTEE**

City Hall  
160 Lake Avenue  
Palm Coast, FL 32164  
[www.palmcoastgov.com](http://www.palmcoastgov.com)

*Chairman Jeffery Seib*  
*Vice Chair Kenneth Jones*  
*Committee Member Edward Beier*  
*Committee Member Marcia Foltz*  
*Committee Member Glenn Partelow*

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**Thursday, August 23, 2018**

**5:00 PM**

**COMMUNITY WING OF CITY HALL**

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>In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 386-986-3713 at least 48 hours prior to the meeting.

>Public comment on issues on the agenda or public participation shall be limited to 3 minutes.

>The City of Palm Coast is not responsible for any mechanical failure of recording equipment

>All pagers and cell phones are to remain OFF during the Committee meeting.

>Other matters of concern may be discussed as determined by Committee during the meeting.

>If you wish to obtain more information regarding the agenda, please contact the City Clerk's office at 386-986-3713.

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

**ROLL CALL**

**MINUTES**

**1 MEETING MINUTES OF THE JUNE 28, 2018 BEAUTIFICATION AND ENVIRONMENTAL  
ADVISORY COMMITTEE MEETING**

**OLD BUSINESS**

**2 ELECTION OF VICE-CHAIR OF THE BEAUTIFICATION AND ENVIRONMENTAL ADVISORY  
COMMITTEE**

**3 POND MOWING UPDATE**

**NEW BUSINESS**

**4 MASTER PLANNED DEVELOPMENT (MPD) CATEGORY DISCUSSION**

**5    ROUNABOUT PROJECT AT MATANZAS WOODS PARKWAY AND U.S. HIGHWAY 1**

**6    COMMUNITY ISSUES/OBJECTIVES/RESPONSIBILITIES OF BEAC MEMBERS**

**PUBLIC PARTICIPATION**

**DISCUSSION OF MATTERS NOT ON THE AGENDA**

**ADJOURNMENT**

**ATTACHMENTS**

## City of Palm Coast, Florida Agenda Item

Agenda Date: August 23 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	3991	<b>Account</b>
		<b>#</b>
<b>Subject</b>	MEETING MINUTES OF THE JUNE 28, 2018 BEAUTIFICATION AND ENVIRONMENTAL ADVISORY COMMITTEE MEETING	
<b>Background :</b>		
<b>Recommended Action :</b> Approve the minutes as presented.		



**City of Palm Coast  
Minutes  
BEAUTIFICATION AND  
ENVIRONMENTAL  
ADVISORY COMMITTEE**

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**Thursday, June 28, 2018**

**5:00 PM**

**COMMUNITY WING OF CITY HALL**

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**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

*Chair Partelow called the June 28, 2018 Beautification and Environmental  
Advisory Committee (BEAC) Meeting to order at 5:00PM.*

**ROLL CALL**

*Present and responding to roll call were:*

*Chair Partelow*

*Ms. Foltz*

*Mr. Seib*

*Mr. Beier*

*Absent: Vice Chair Jones.*

*In addition, Chair Partelow introduced staff members:*

*William Butler, Landscape Architect*

*Carl Cote, Manager Construction Management and Engineering Division*

**MINUTES**



**1 MEETING MINUTES OF THE MAY 24, 2018 BEAUTIFICATION AND ENVIRONMENTAL ADVISORY COMMITTEE MEETING**

**Pass**

**Motion made to approve as presented made by Committee Member Beier and seconded by Chairman Seib**

**Approved - 4 - Committee Member Edward Beier, Committee Member Marcia Foltz, Chairman Jeffery Seib, Committee Member Glenn Partelow**

**OLD BUSINESS**

**2 WHITEVIEW PARKWAY CORRIDOR IMPROVEMENTS PROJECT**

*Chair Partelow introduced this agenda item and Mr. William Butler who introduced Mr. Carl Cote who gave a presentation which is attached these minutes.*

*Mr. Beier: Is that where most of the accidents occurred?*

*ANS: Mr. Cote: No, Ravenwood is a critical one and Rolling Sands where you have those three intersections. When ITT master planned the community they didn't line up those three road up and so you have people turning left and right at the same time.*

*Ms. Foltz provided some history about traffic planning at that time (referring to when ITT was planning the community).*

*Ms. Foltz: What is the zoning on the other side of US 1 in the County?*

*ANS: Mr. Cote: It is DRI (Development of Regional Impact) on the west side of US 1. Those huge developments in the future, I think they are connected to Palm Coast Pkwy., Matanzas Woods (Pkwy). and Royal Palms.*

*Mr. Beier: What do you mean Linear Park? That is what we have in other places, does that mean integrating into the wooded areas?*

*ANS: Mr. Cote: No, not necessarily. It would be similar to going on east on Whiteview now. We don't have a lot of roadway here so it would be some landscaping and it would be a wider rock paved, grass of right-of-way (referring to the presentation).*

*Mr. Beier: I drove down Whiteview last week and I assume you would have the (trash) cans and the benches there, and I assume you would have it in the new area?*

*ANS: Mr. Cote: Yes, that is correct.*

*Discussion ensued with the recommendation of reducing the speed in that corridor and Mr. Cote informed the members of the steps in the process of reducing the speed based on traffic study and analysis.*

*Mr. Cote informed the members about the master plan continuous street lighting review project which is under way.*

*Mr. Seib: Is that the large chunk of land that is on the top there (referring to the presentation)?*

*ANS: Mr. Cote: Yes, you can see that.*

*Mr. Seib: That is not City property?*

*ANS: Mr. Cote: No, it is for sale now.*

*Ms. Foltz: Is that the only way it can connect? Is it residential?*

*ANS: Mr. Cote: No, you can see some connections. you can connect on Pine Lakes, you can connect on Whiteview. There are some wetlands in here, too.*

*Mr. Seib: Was there much of a comment from the public to leave it as it is, where it is the fourth lane ?*

*ANS: Mr. Cote: One person asked the question, usually when you do a traffic study you have a "no build option", do nothing option. What is the do nothing option? That option is in the traffic study but it is not the recommended option.*

*Ms. Foltz: How does that affect your stormwater, are you going to lose the ditch? What is going to happen with the ditch?*

*ANS: Mr. Cote: Not in this option. In this option the ditch stays as it is. The path is going to go where the road is.*

*Ms. Foltz: Are you concerned about someone falling? Are you going to have to put guardrails up or something like that?*

*ANS: Mr. Cote: With the existing ditch and its configuration.*

*Mr. Seib: What is the distance from the pathway to the slope?*

*ANS: Mr. Cote: Once we have the full survey that will be looked into (regarding) how wide the path is from the road. How far do we have to stay away from the ditch? Do we have to start sloping from here for the ditch so you don't have that severe falloff. Or do you do plant landscaping.*

*Chair Partelow: What does it take to get a railing put in? If it is preceived that there is a danger what happens then? Who do you contact about putting a railing in?*

*ANS: Mr. Cote: You could contact me or someone in my group (Construction Management & Engineering Division).*

*Mr. Beier: Are the trees in the median going to be saved or taken down?*

*ANS: Mr. Cote: The intent was that the existing median would stay pretty much as it is, but we are cutting in some turn lanes. Then there are some trees with health concerns and then there are some unraveling the pavement, too. We are going to analyze the situation and definately identify which trees we wish to try to save, which ones can go away due to health or hazard concerns.*

*Mr. Beier: Do you know if monies have been appropriated for this improvement?*

*ANS: Mr. Cote: There were funds actually this year to begin design and to start construction. But due to the designation from the TPO (Transportation Planning Organization) we will be propably seeking some DOT (Department of*

*Transportation) funding to help pay for construction, at least for a portion of the project.*

*Mr. Cote explained to the committee members what funds are included in this year's 5 year capital budget review.*

*Discuss ensued amongst the members regarding lowering the speed in the area.*

*Clarification to the roll of the BEAC members when they attend any City Council meetings they can speak during the public comment section of the meetings as an individual.*

**Pass**

**Motion made to approve the improvements to Whiteview Corridor with the inclusion of a recommendation to lower the speed limit to be more in line with the residential area made by Committee Member Beier and seconded by Chairman Seib**

**Approved - 4 - Committee Member Edward Beier, Committee Member Marcia Foltz, Chairman Jeffery Seib, Committee Member Glenn Partelow**

**NEW BUSINESS**

**3 ELECTION OF CHAIR AND VICE CHAIR TO THE BEAUTIFICATION AND ENVIRONMENTAL ADVISORY COMMITTEE**

*Chair Partelow announced he would relinquish his position as Chair for the BEAC.*

**Pass**

**Motion made to approve nomination for Mr. Seib to the position of Chair of the BEAC. The members decided to delay the vote for the Vice Chair position until such time as the current Vice Chair - Mr. Jones would be present made by Committee Member Partelow and seconded by Committee Member Foltz**

**Approved - 4 - Committee Member Edward Beier, Committee Member Marcia Foltz, Chairman Jeffery Seib, Committee Member Glenn Partelow**

**PUBLIC PARTICIPATION**

*Chair Partelow opened the meeting to public comment at 5:52PM and seeing no one approach the podium closed the public comment section of the meeting at 5:53PM.*

**DISCUSSION OF MATTERS NOT ON THE AGENDA**

*Discussion among the members about the growth of Town Center which is a planned master development (MPD) ensued. Mr. Butler said that he would send a copy of the MPD to the BEAC members for their review.*

*Mr. Butler discussed the role of the BEAC as outlined in Resolution No. 2006-07 along with the application form for the beautification nomination.*

## **ADJOURNMENT**

*The meeting was adjourned at 6:15PM.*

*Respectfully Submitted by:  
Irene Schaefer, Recording Secretary*

**Prepared For:** City of Palm Coast

**Prepared By:** Sean L. Castello, P.E.

**Date:** 3/6/2017

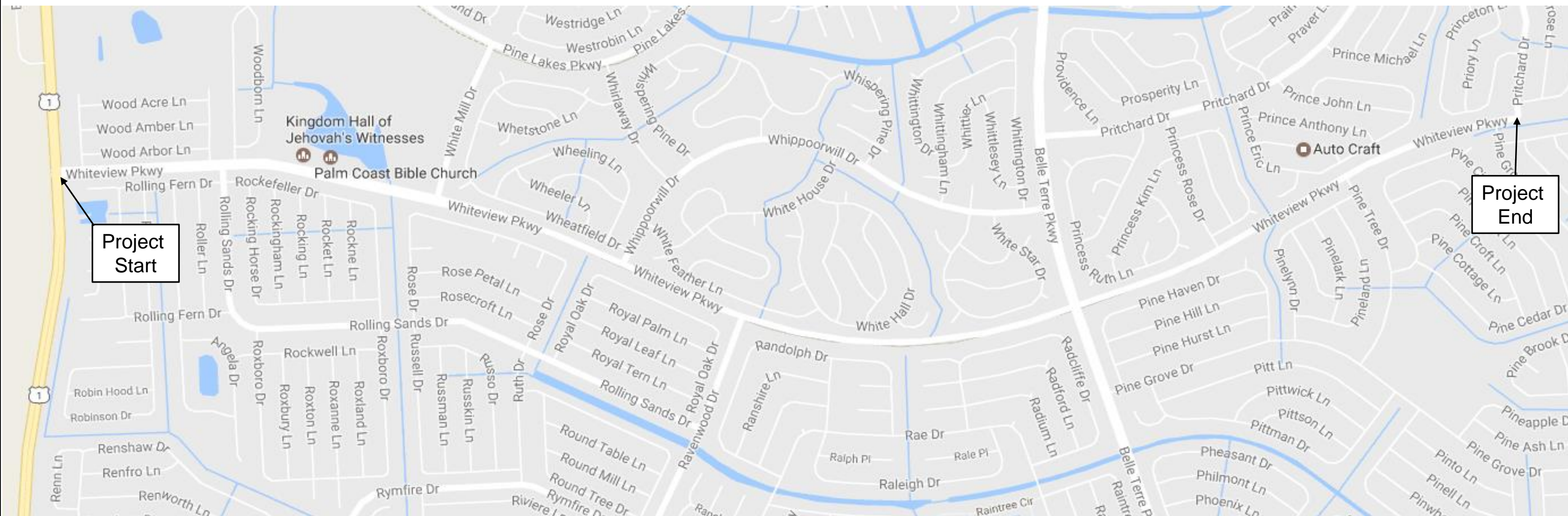
**Re:** Whiteview Parkway Corridor Study

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City Staff has been tasked with evaluating corridors throughout the City to improve traffic operation and safety for vehicles and pedestrians. In this study, staff is evaluating Whiteview Parkway from US 1 to Pritchard Drive to evaluate the potential for adding turn lanes, crosswalks, and sidewalks/paths. The purpose of this study is to determine corridor improvements based on projected future traffic volumes.

In addition, City Staff has begun analysis of completing the path along Whiteview Pkwy from US 1 to White Mill Drive. Due to Right of Way (ROW) restrictions along this segment, it's difficult to fit a path based on the existing roadway configuration. After a charrette with City Staff and a project consultant, reducing the roadway lanes from four (4) lanes to two (2) lanes became a preferred alternative to provide a safe and functional pedestrian facility. The viability of reducing the roadway from four (4) lanes to two (2) lanes is based on the projected future traffic that will be analyzed as part of this study.

**Figure 1** illustrates the project limits.



## Existing Condition

Whiteview Pkwy is classified as an urban arterial. The roadway is approximately 3.5 miles in length. Whiteview Pkwy is a four (4) lane divided roadway from US 1 to White Mill Drive and a two (2) lane undivided from White Mill Drive to Pritchard Drive. The speed limits along Whiteview Pkwy are as follows:

- Whiteview Pkwy from US 1 to White Mill Drive – 45 MPH
- Whiteview Pkwy from White Mill Drive to Belle Terre Pkwy – 50 MPH
- Whiteview Pkwy from Belle Terre Pkwy to Pritchard Drive – 40 MPH

As part of the existing and future conditions analysis for Whiteview Pkwy, general operating conditions on study area roadways were evaluated. Based on anticipated traffic impacts of the proposed improvements of Whiteview Pkwy, the following roadways and signalized intersections were included in this study:

**Table 1: Intersections Traffic Counts**

Intersection	Intersection Control	Date of Collection
Whiteview Pkwy at US 1	Signal	Sept 13, 2016
Whiteview Pkwy at Wood Ash Lane	Stop	Sept 13, 2016
Whiteview Pkwy at Wood Aspen Lane	Stop	Sept 14, 2016
Whiteview Pkwy at Rolling Sands Drive	Stop	Sept 14, 2016
Whiteview Pkwy at Woodbury Drive	Stop	Sept 15, 2016
Whiteview Pkwy at White Mill Drive	Stop	Sept 15, 2016
Whiteview Pkwy at Whippoorwill Drive	Stop	Sept 20, 2016
Whiteview Pkwy at Ravenswood Drive	Stop	Sept 20, 2016
Whiteview Pkwy at Belle Terre Boulevard	Signal	Sept 1, 2015
Whiteview Pkwy at Princess Rose Drive	Stop	Sept 21, 2016
Whiteview Pkwy at Pine Tree Drive	Stop	Sept 22, 2016

All traffic counts were conducted during the typical AM (7-9 AM) and PM (4-6 PM) peak hours on Tuesday, Wednesday and Thursday. A summary of the existing AM and PM peak hour traffic volumes are illustrated in **Figure 2**.







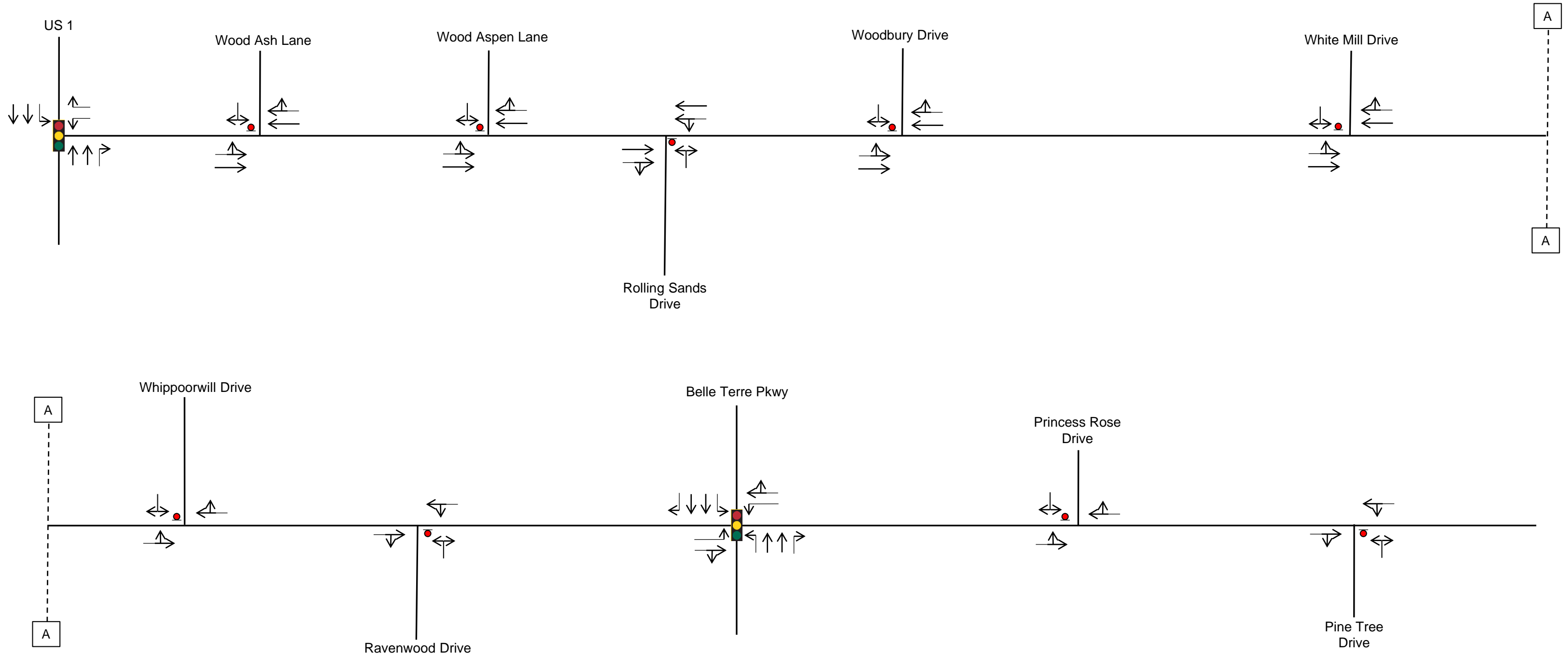
## Existing Condition Intersection Analysis

**Table 2** summarizes the existing Level of Service based on the average delay for the approaches at signalized intersections and the stop controlled movements at unsignalized intersections based on the intersection geometry in **Figure 3**. Intersection operational analyses were performed for the AM and PM peak periods. **Figure 4** illustrates the Level of Service for the AM and PM peak periods under the existing condition. The SYNCHRO 7 intersection worksheets are included in **Appendix A**. As shown in **Tables 2**, and in **Figure 4**, all study intersections operate at Level of Service “D” or better.

**Table 2: Existing (2016) Intersection Analysis**

Intersection	Intersection Type	AM		PM	
		Delay	LOS	Delay	LOS
Whiteview Pkwy at US 1	Signal	15.2	B	11.7	B
Whiteview Pkwy at Wood Ash Ln	Stop	8.4/11.1*	A/B	7.5/9.3*	A/A
Whiteview Pkwy at Wood Aspen Ln	Stop	0.0/12.8*	A/B	7.6/10.7*	A/B
Whiteview Pkwy at Rolling Sands Dr	Stop	7.6/12.2*	A/B	8.8/14.7*	A/B
Whiteview Pkwy at Woodbury Dr	Stop	8.2/10.7*	A/B	7.8/10.0*	A/B
Whiteview Pkwy at Whitemill Dr	Stop	8.1/12.7*	A/B	7.9/14.3*	A/B
Whiteview Pkwy at Whippoorwill Dr	Stop	8.1/14.5*	A/B	7.9/14.7*	A/B
Whiteview Pkwy at Ravenwood Dr	Stop	8.0/19.3*	A/C	8.6/18.7*	A/C
Whiteview Pkwy at Belle Terre Pkwy	Signal	24.0	C	24.2	C
Whiteview Pkwy at Princess Rose Dr	Stop	7.8/10.3*	A/B	7.6/9.8*	A/A
Whiteview Pkwy at Pine Tree Dr	Stop	7.4/10.1*	A/B	7.7/11.0*	A/B

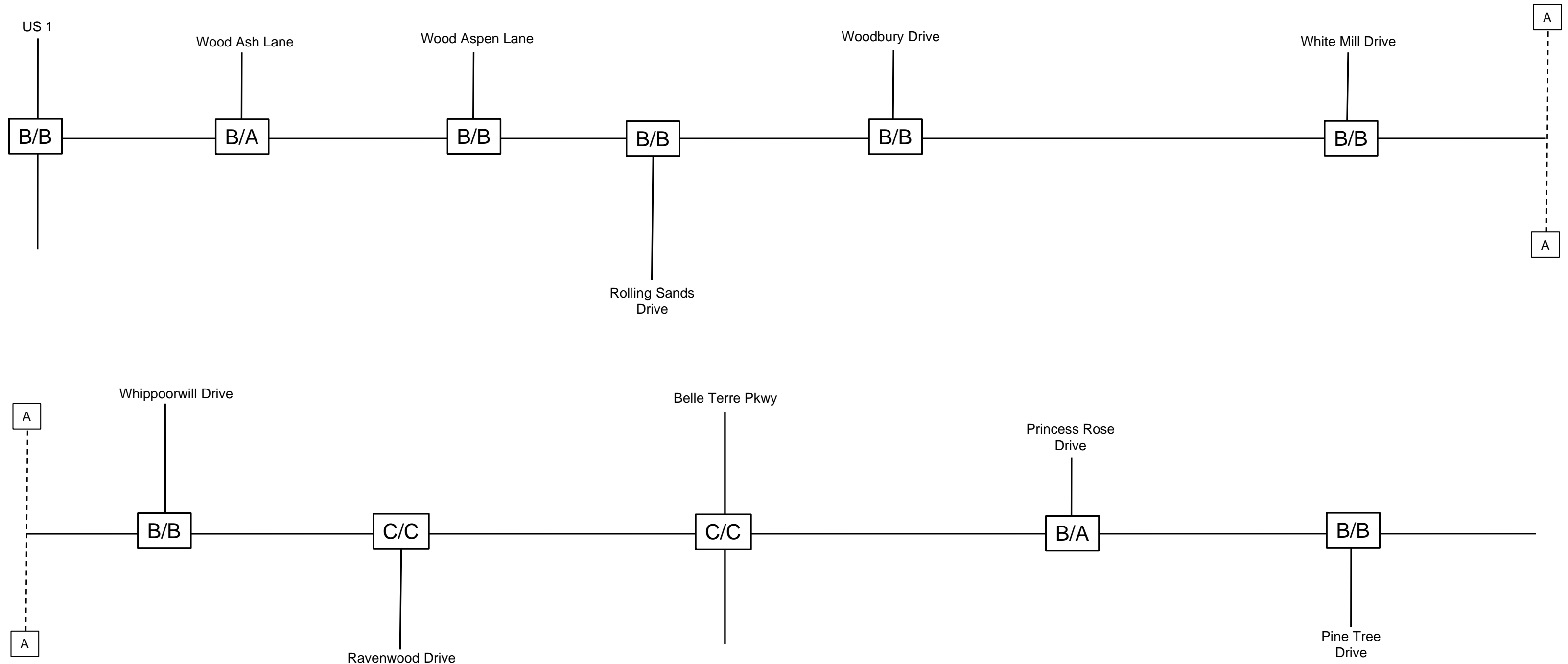
\*Major/Minor approach Delay & LOS



## Whiteview Pkwy Technical Memorandum

## Existing Year (2016) Intersection Geometry

**Figure 3**



**Legend**  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Existing Year (2016)  
Level Of Service**

**Figure 4**

## Crash Analysis

Crash data was analyzed along the corridor. From January 2014 to December 2016, there were a total of 60 crashes reported along the corridor. **Table 3** summarizes the types that occurred at each intersection over the 3 year period.

**Table 3: Crash Summary by Intersection**

Intersection	Crash Type							Total	Wet	Injury	Fatalities
	Rear End	Left Turn	Angle	Pedestrian	Animal	Sideswipe	Other				
Princess Rose Dr at Whiteview Pkwy	0	1	0	0	0	0	0	1	1	0	0
Belle Terre Pkwy at Whiteview Pkwy	14	1	2	0	1	1	2	21	3	9	0
Ravenwood Dr at Whiteview Pkwy	5	2	2	1	0	0	4	14	3	62	1
Rolling Sand Dr at Whiteview Pkwy	0	5	2	0	1	1	0	9	1	8	0
US 1 at Whiteview Pkwy	4	1	0	0	0	0	0	5	2	5	0
Whippoorwill Dr at Whiteview Pkwy	1	2	1	0	0	0	2	6	0	8	0
White Mill Dr at Whiteview Pkwy	1	1	0	0	0	1	0	3	1	1	0
Wood Aspen Ln at Whiteview Pkwy	0	0	1	0	0	0	0	1	0	1	0

**Table 4** illustrates the types of crashes that have occurred over the 3 year period.

**Table 4: Crash Summary by Year**

Crash Type	2014	2015	2016
Rear End	5	14	6
Left Turn	3	4	6
Angle	1	4	3
Pedestrian	1	0	0
Animal	0	2	0
Sideswipe	0	2	1
Other	2	3	3
<b>Total</b>	<b>12</b>	<b>29</b>	<b>19</b>

The following observations can be made from the crash data.

- 60 crashes have occurred along the corridor.
- 21 crashes occurred at the intersection of Belle Terre Pkwy and Whiteview Pkwy with the majority being rear end collisions. The improvements for this intersection are already spelled out in the Belle Terre Blvd/Pkwy Corridor Study.
- 14 crashes have occurred at the intersection of Ravenwood Drive and Whiteview Pkwy. This was also the intersection where the most injuries have occurred and there was 1 fatality.
- Rolling Sands Drive at Whiteview Pkwy had the most number of left turning, angle and sideswipe collisions (8).
- The majority of collisions (25) are rear end collisions while the second most are left turn collisions (13).

## Crash Analysis

The development of traffic projections for Whiteview Pkwy requires the examination of historical traffic growth, proposed development within the corridor vicinity, and a basic understanding of the traffic circulation patterns and characteristics of the corridor. In arriving at the volume forecasts for Whiteview Pkwy, various growth rates were examined. Due to the lack of available data, it was determined that the use of population data for trends analysis and growth rates determined by the Belle Terre Blvd/Pkwy Intersection Analysis Report (2016).

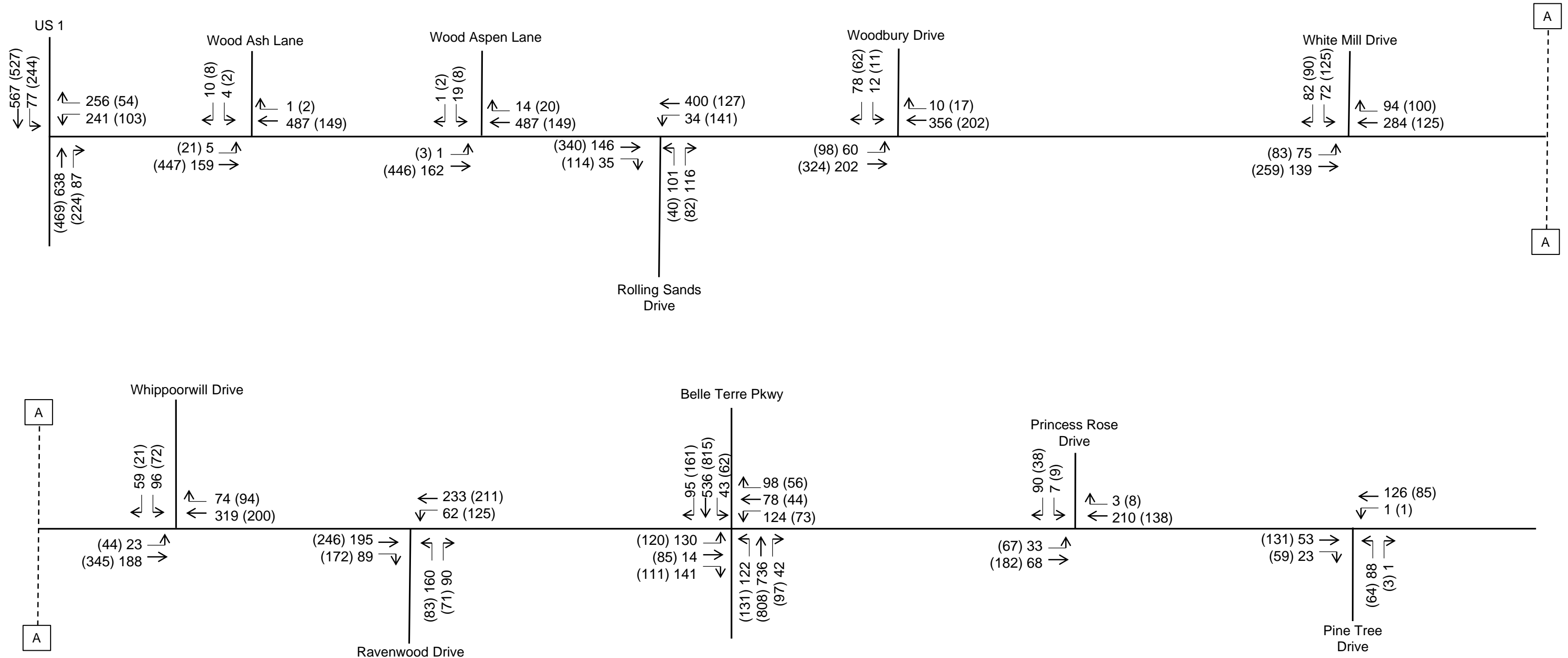
A Trends Analysis was performed based on population data collected from the US census bureau. The analysis provided the following information in **Table 5**. The trend analysis output spreadsheets are available in **Appendix B**.

**Table 5: Trends Analysis**

<b>Analysis Area</b>	<b>R<sup>2</sup></b>	<b>Growth Rate</b>
Palm Coast	91.89%	1.08%
Flagler County	90.91%	0.92%
<b>Average</b>		<b>1.00%</b>

With an R<sup>2</sup> greater than 75%, an average growth rate of 1.0% was calculated. The growth rate was applied to the existing traffic volumes entering and exiting neighborhood streets. For all other traffic along the corridor and the side streets, a 2.0% growth rate was applied to account for background coming from other roadways such as US 1 and Belle Terre Pkwy.

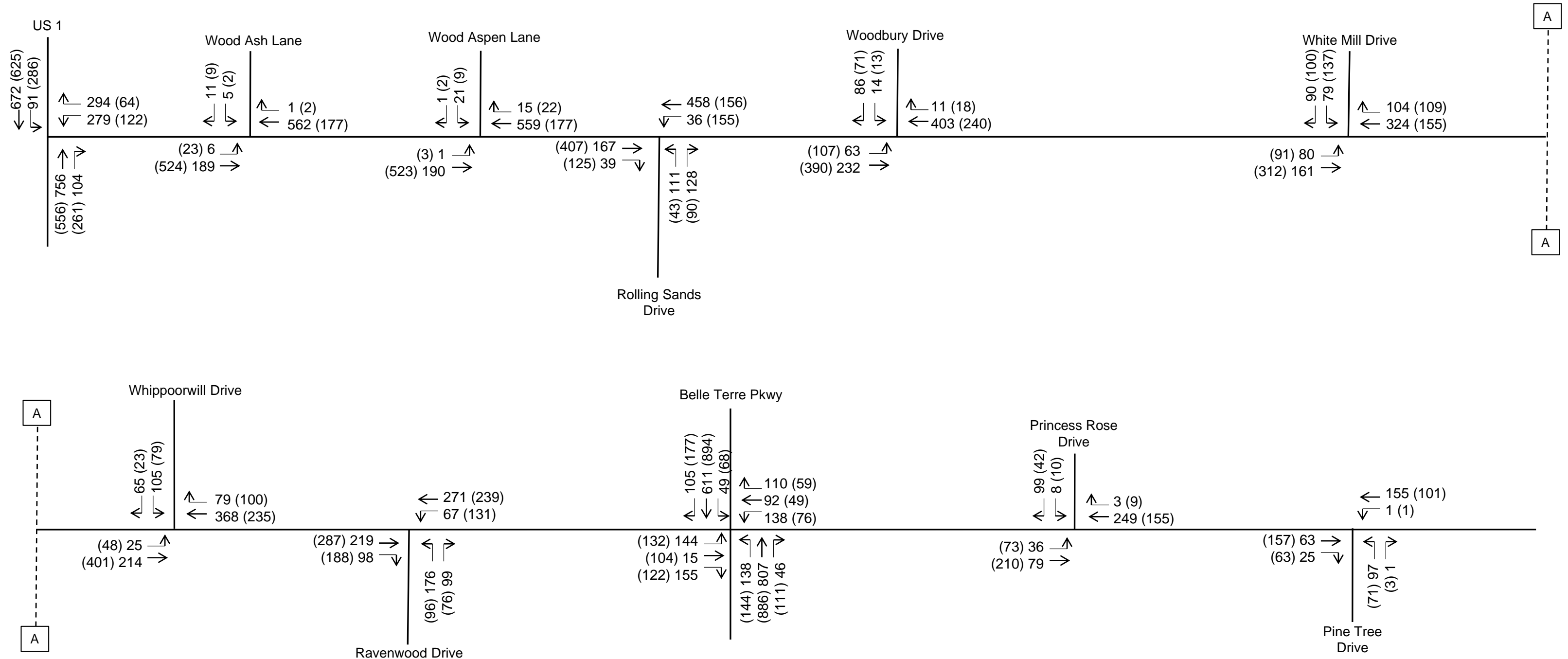
**Figures 5, 6 and 7** illustrates the Opening Year (2020), Mid-design (2030) and Design Year (2040). These volumes will be utilized to analyze the No Build and Build Conditions.



## Whiteview Pkwy Technical Memorandum

## Opening Year (2020) Traffic Volumes

**Figure 5**



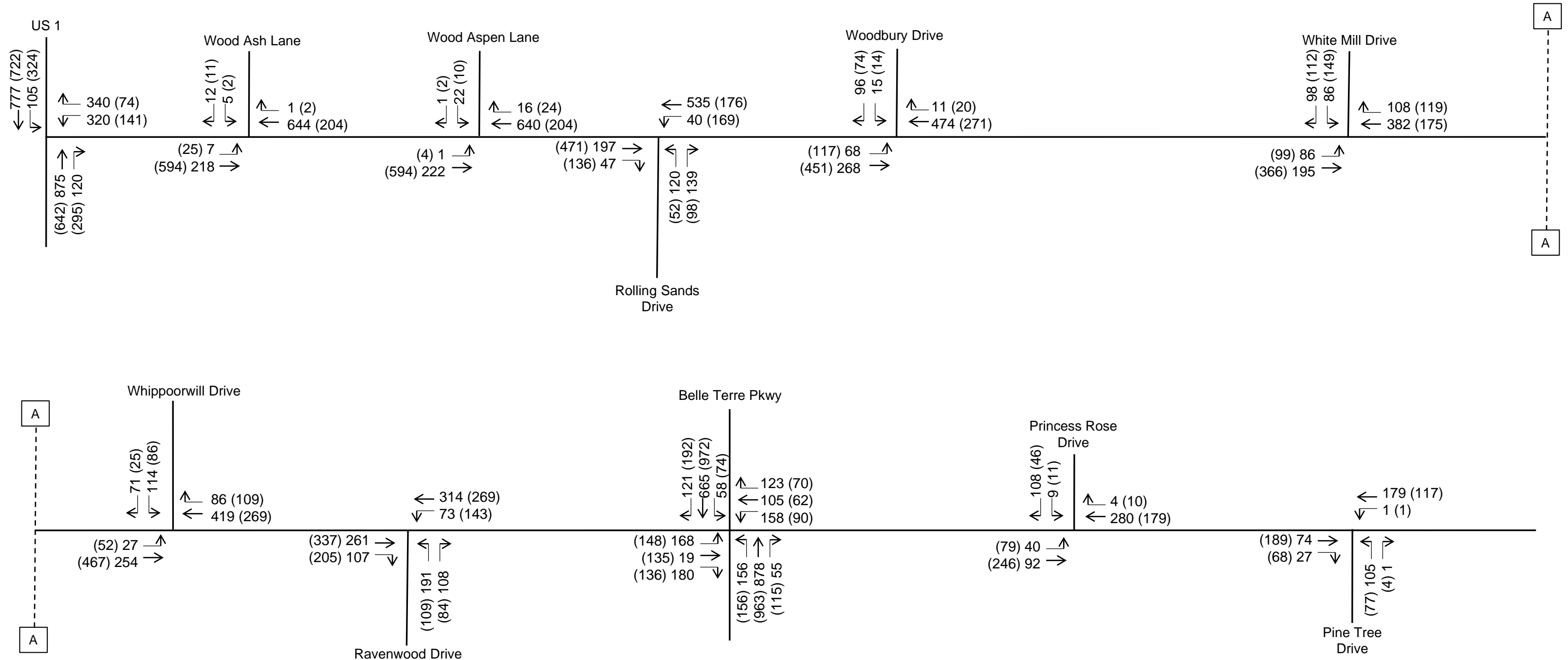
**Legend**  
XX (XX) – AM (PM)



# Whiteview Pkwy Technical Memorandum

### Mid-Design Year (2030) Traffic Volumes

### Figure 6



Legend  
XX (XX) – AM (PM)



Whiteview Pkwy  
Technical Memorandum

Design Year (2040)  
Traffic Volumes

Figure 7



## Future Traffic Analysis

This section presents the results of the operational analyses for the future conditions (2020, 2030 and 2040). All conditions were analyzed using the most current adopted procedures as outlined in the Transportation Research Board's Special Report 209 - Highway Capacity Manual (HCM). Signalized and unsignalized intersection analyses were conducted using the SYNCHRO 9 software package. The HCS outputs from SYNCHRO 9 were presented as the results for this analysis.

### No Build Scenario

The No-Build geometry for Whiteview Pkwy is consistent with the existing roadway condition. **Figure 8** shows the No-Build geometry utilized for the Level of Service analysis for the opening, mid-design and design years. Signal timings were optimized to achieve the best level of service possible.

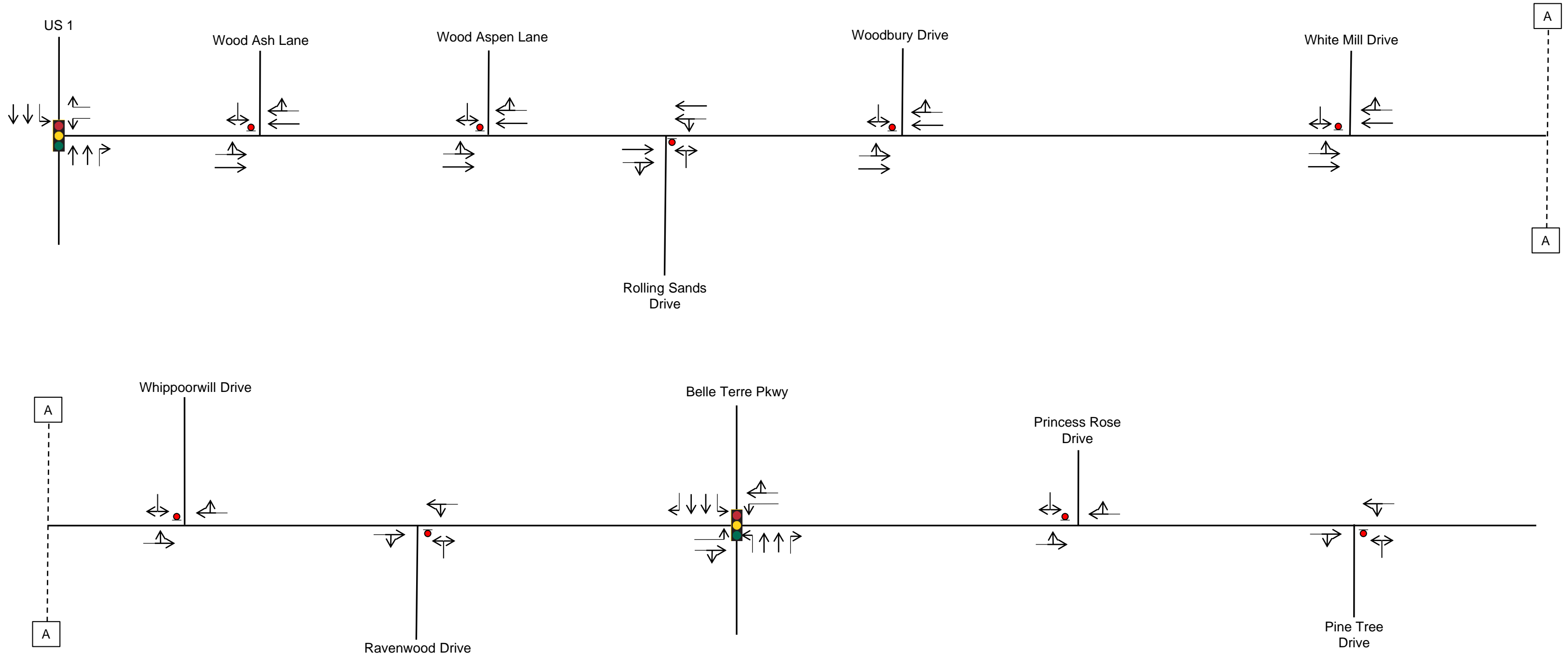
### Intersection Analysis

**Table 6** summarizes the No-Build Level of Service based on the average delay for the approaches at signalized intersections and the major/minor stop controlled movements at unsignalized intersections. **Figures 9, 10 and 11** illustrate the Level of Service for the AM and PM peak periods for the future No Build intersection conditions. The SYNCHRO 7 intersection worksheets for signalized intersections are included in **Appendix C**.

**Table 6: No Build Intersection Level of Service**

Intersection	Intersection Type	2020				2030				2040			
		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Whiteview Pkwy at US 1	Signal	15.7	B	11.8	B	17.5	B	12.8	B	21.0	C	14.1	B
Whiteview Pkwy at Wood Ash Ln	Stop	8.4/11.0	A/B	7.6/9.4	A/A	8.7/11.8	A/B	7.6/9.5	A/A	9.0/12.5	A/B	7.7/9.6	A/A
Whiteview Pkwy at Wood Aspen Ln	Stop	8.5/13.6	A/B	7.6/10.9	A/B	8.7/14.9	A/B	7.6/11.6	A/B	9.0/16.7	A/C	7.7/12.3	A/B
Whiteview Pkwy at Rolling Sands Dr	Stop	7.7/12.9	A/B	8.8/14.9	A/B	7.7/14.2	A/B	9.2/19.1	A/C	7.8/16.4	A/C	9.7/23.0	A/C
Whiteview Pkwy at Woodbury Dr	Stop	8.2/10.8	A/B	7.9/10.2	A/B	8.4/11.3	A/B	8.0/10.8	A/B	8.7/12.1	A/B	8.2/11.3	A/B
Whiteview Pkwy at Whitemill Dr	Stop	8.3/14.0	A/B	7.9/14.9	A/B	8.5/15.6	A/C	8.0/17.8	A/C	8.7/18.5	A/C	8.1/21.8	A/C
Whiteview Pkwy at Whippoorwill Dr	Stop	8.2/15.4	A/C	8.0/15.8	A/C	8.4/17.8	A/C	8.1/18.5	A/C	8.6/21.9	A/C	8.2/22.8	A/C
Whiteview Pkwy at Ravenwood Dr	Stop	8.0/19.5	A/C	8.7/25.2	A/D	8.1/25.3	A/D	8.9/26.0	A/D	8.6/40.1	A/E	9.2/41.6	A/E
Whiteview Pkwy at Belle Terre Pkwy	Signal	24.0	C	25.7	C	25.4	C	27.4	C	27.5	C	30.1	C
Whiteview Pkwy at Princess Rose Dr	Stop	7.7/10.2	A/B	7.6/9.9	A/A	7.8/10.6	A/B	7.7/10.2	A/B	7.9/11.1	A/B	7.8/10.5	A/B
Whiteview Pkwy at Pine Tree Dr	Stop	7.4/10.2	A/B	7.7/11.2	A/B	7.4/10.6	A/B	7.7/10.9	A/B	7.4/11.0	A/B	7.8/11.4	A/B

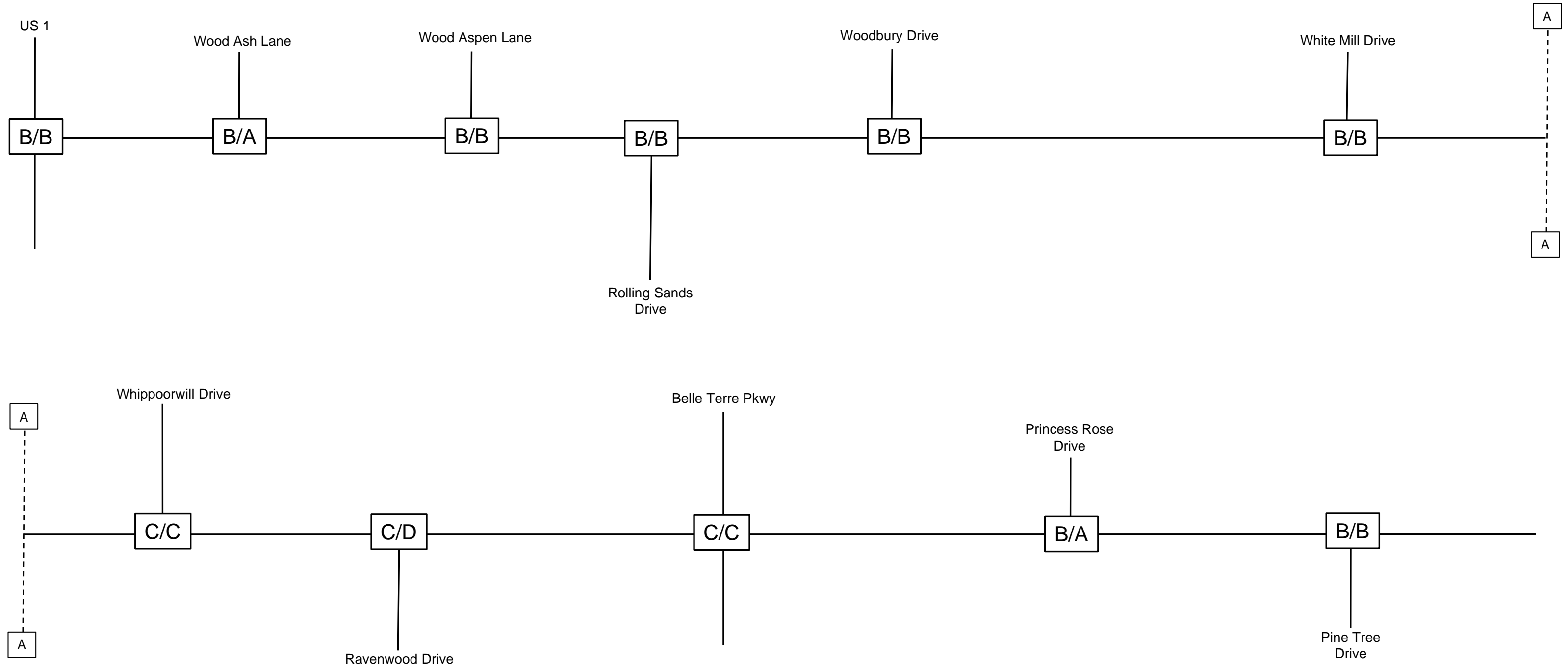
The results of the analysis shows that all intersections will operate at an acceptable level of service except for the intersection of Whiteview Pkwy at Ravenwood Drive which experiences failure in the minor approach.



**Whiteview Pkwy  
Technical Memorandum**

**No Build  
Intersection Geometry**

**Figure 8**



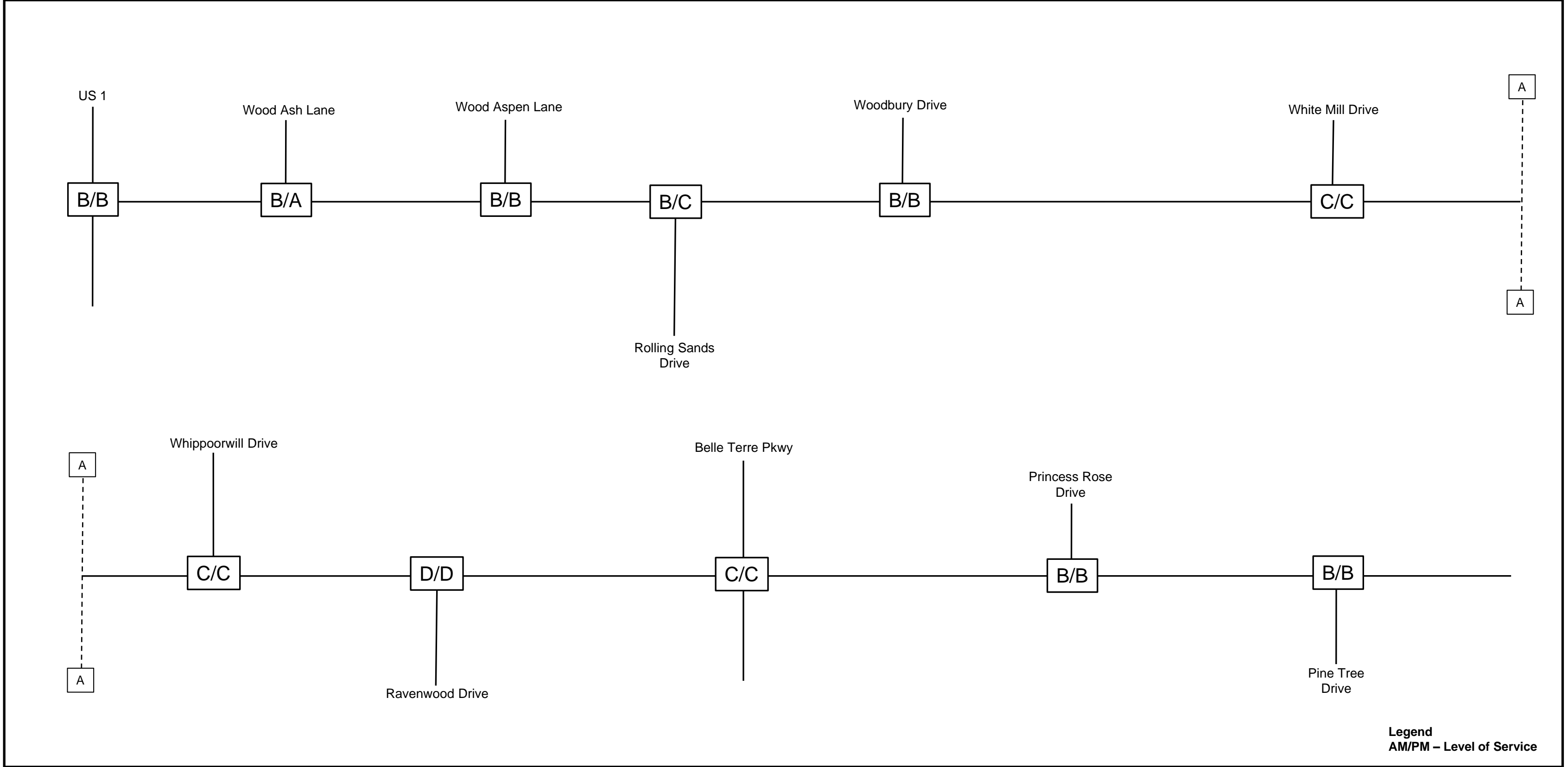
Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Opening Year (2020) - No Build  
Level Of Service**

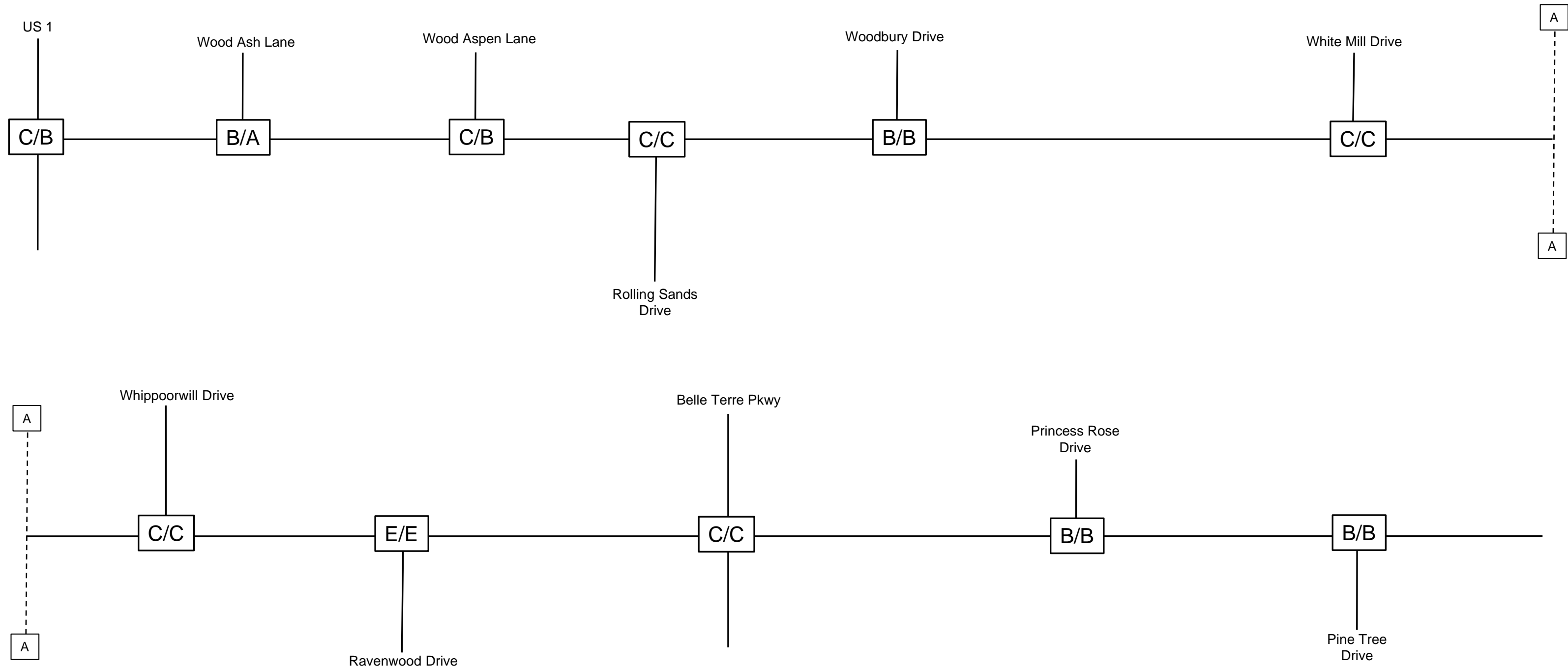
**Figure 9**



**Whiteview Pkwy  
Technical Memorandum**

**Mid-Design Year (2030) - No Build  
Level Of Service**

**Figure  
10** <sup>24</sup>



Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Design Year (2040) - No Build  
Level Of Service**

**Figure 11**  
25

## Build Scenario

The Build geometry for Whiteview Pkwy is consistent with much of the existing roadway condition except for the four (4) lane segment reduced to a two (2) lane segment. **Figure 12** shows the Build geometry utilized for the Level of Service analysis for the opening, mid-design and design years. Signal timings were optimized to achieve the best level of service possible.

## Intersection Analysis

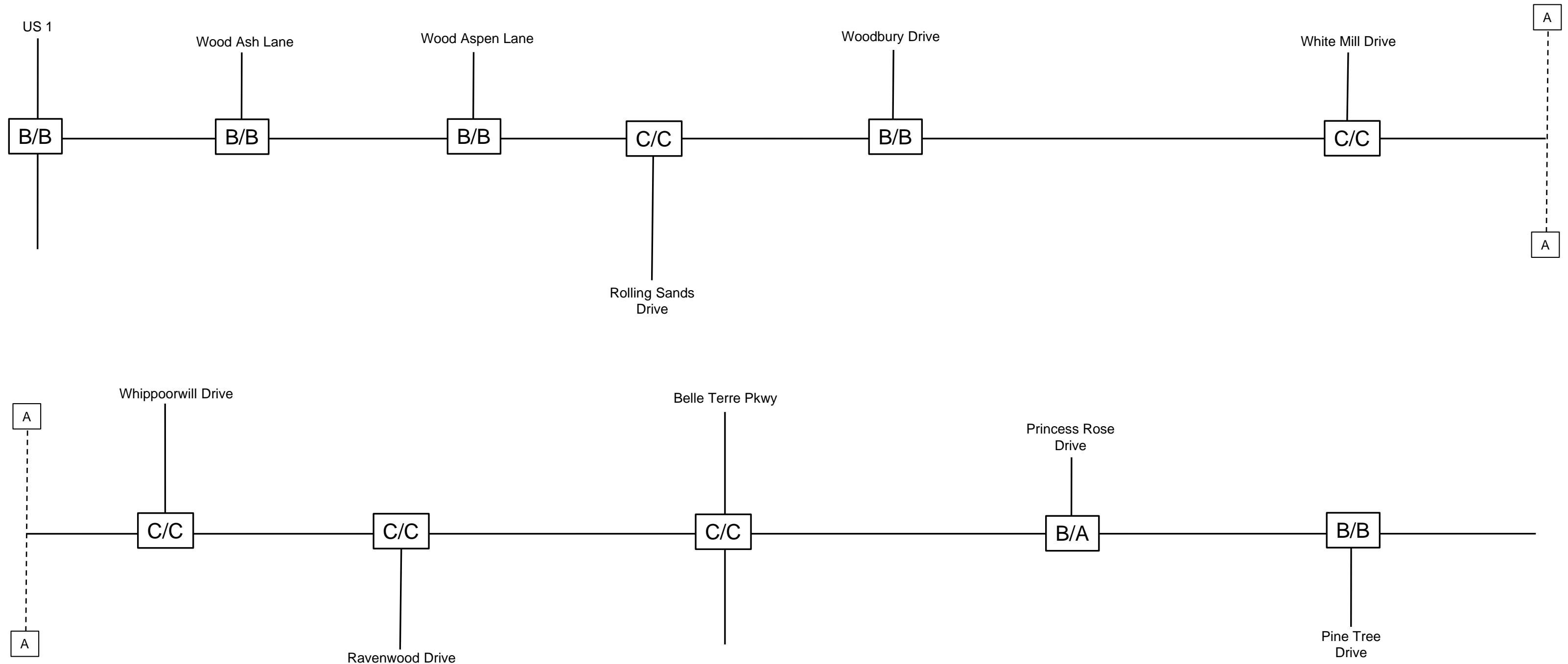
**Table 7** summarizes the Build Level of Service based on the average delay for the approaches at signalized intersections and the major/minor stop controlled movements at unsignalized intersections. **Figure 12** illustrates the geometries utilized for this analysis while **Figures 13, 14 and 15** illustrate the Level of Service for the AM and PM peak periods for the future Build intersection conditions. The SYNCHRO 7 intersection worksheets for signalized intersections are included in **Appendix D**.

**Table 7: Build Intersection Level of Service**

Intersection	Intersection Type	2020				2030				2040			
		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Whiteview Pkwy at US 1	Signal	15.7	B	11.8	B	17.5	B	12.8	B	21.0	C	14.1	B
Whiteview Pkwy at Wood Ash Ln	Stop	8.4/12.3	A/B	7.6/10.1	A/B	8.7/13.4	A/B	7.6/10.4	A/B	9.0/14.6	A/B	7.7/10.6	A/B
Whiteview Pkwy at Wood Aspen Ln	Stop	8.4/14.1	A/B	7.6/13.5	A/B	8.7/15.7	A/C	7.6/13.8	A/B	9.0/17.7	A/C	7.7/15.3	A/C
Whiteview Pkwy at Rolling Sands Dr	Stop	7.7/15.4	A/C	8.8/16.1	A/C	7.7/18.1	A/C	9.2/19.6	A/C	7.8/23.9	A/C	9.7/26.7	A/D
Whiteview Pkwy at Woodbury Dr	Stop	8.2/12.1	A/B	7.9/11.0	A/B	8.4/13.0	A/B	8.0/11.9	A/B	8.6/14.5	A/B	8.2/12.9	A/B
Whiteview Pkwy at Whitmill Dr	Stop	8.3/15.1	A/C	7.9/16.8	A/C	8.5/17.2	A/C	8.0/21.6	A/C	8.7/21.3	A/C	8.1/29.9	A/D
Whiteview Pkwy at Whippoorwill Dr	Stop	8.2/15.4	A/C	8.0/15.8	A/C	8.4/17.8	A/C	8.1/18.5	A/C	8.6/21.9	A/C	8.2/22.8	A/C
Whiteview Pkwy at Ravenwood Dr	Stop	8.0/19.5	A/C	8.7/21.9	A/C	8.1/25.3	A/D	8.9/26.0	A/D	8.3/40.1	A/E	9.2/57.3	A/F
Whiteview Pkwy at Belle Terre Pkwy	Signal	24.0	C	25.7	C	25.4	C	27.4	C	27.5	C	30.1	C
Whiteview Pkwy at Princess Rose Dr	Stop	7.7/10.2	A/B	7.6/9.9	A/A	7.8/10.6	A/B	7.7/10.2	A/B	7.9/11.0	A/B	7.8/10.5	A/B
Whiteview Pkwy at Pine Tree Dr	Stop	7.4/10.2	A/B	7.7/11.2	A/B	7.4/10.6	A/B	7.7/10.9	A/B	7.4/11.0	A/B	7.8/11.4	A/B

The results of the analysis shows that all intersections will operate at an acceptable level of service except for the intersection of Whiteview Pkwy at Ravenwood Drive which experiences failure in the minor approach.





Legend  
AM/PM – Level of Service

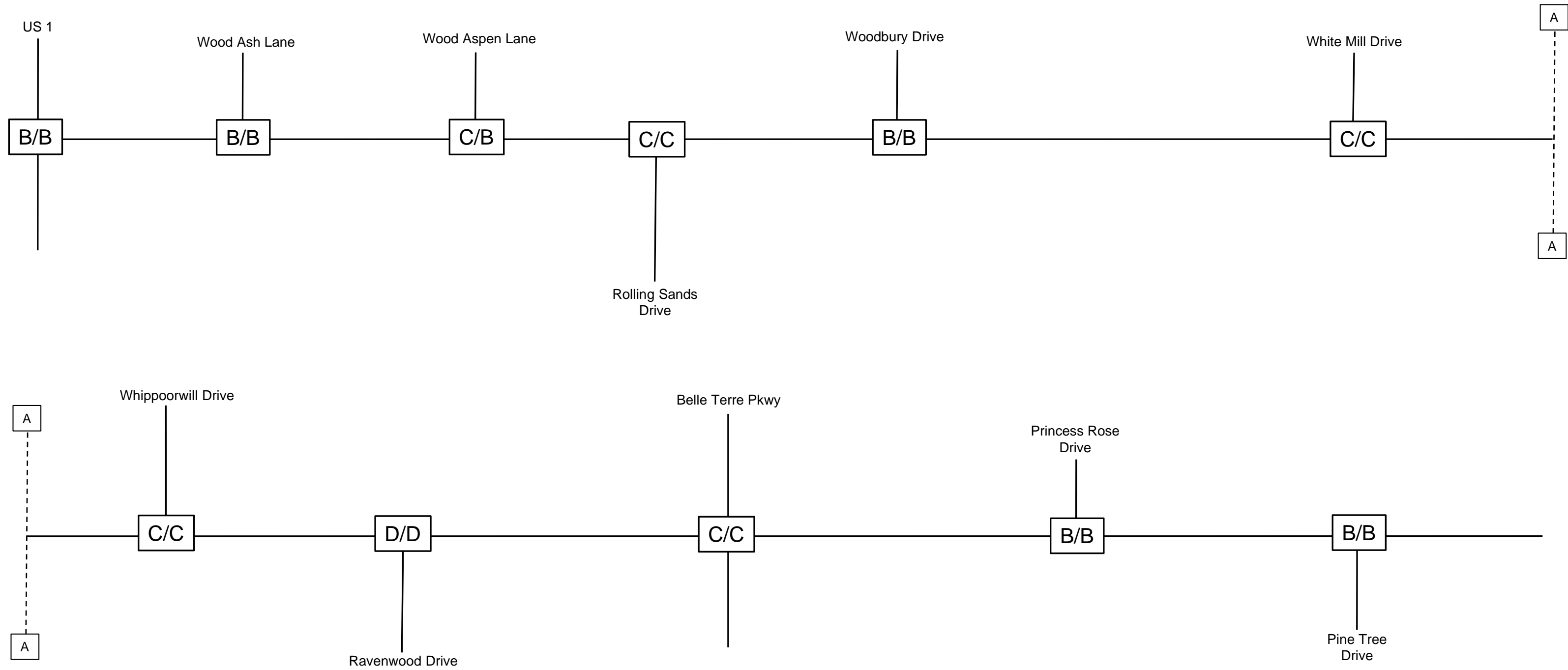


**Whiteview Pkwy  
Technical Memorandum**

**Opening Year (2020) - Build  
Level Of Service**

**Figure 13**





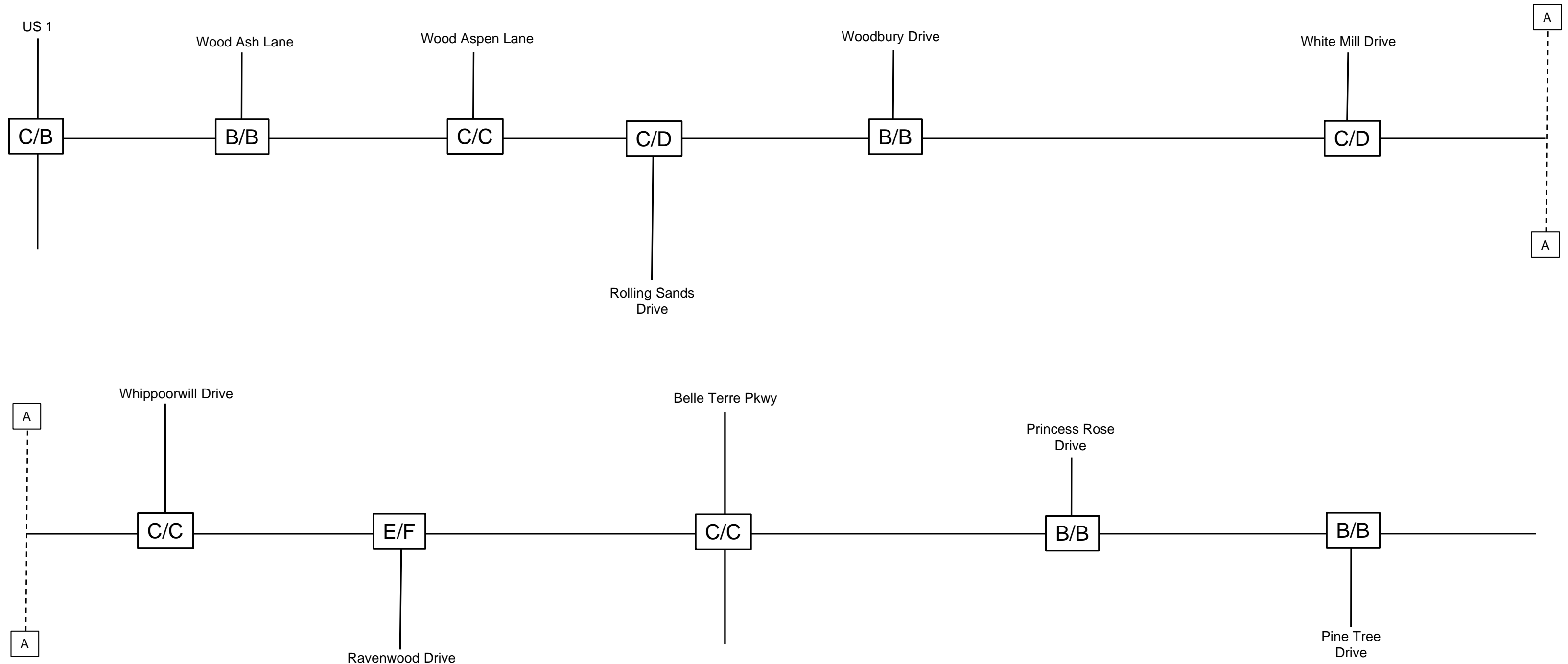
Legend  
AM/PM – Level of Service



**Whiteview Pkwy  
Technical Memorandum**

**Mid-Design Year (2030) - Build  
Level Of Service**

**Figure 14**



**Legend**  
**AM/PM – Level of Service**



**Whiteview Pkwy  
 Technical Memorandum**

**Design Year (2040) - Build  
 Level Of Service**

**Figure 15**

## Build Scenario with Improvements

In addition to the build scenario, city staff evaluated further improvements, such as turn lanes, which would improve safety and operations along the corridor. The roadway geometry does not change for Whiteview Pkwy from the Build Condition except for the addition of turn lanes where they are needed. **Figure 16** shows the improved Build Condition geometry utilized for the Level of Service analysis for the design (2040) year only. Signal timings were optimized to achieve the best level of service possible.

## Intersection Analysis

**Table 8** summarizes the Build Level of Service based on the average delay for the approaches at signalized intersections and the major/minor stop controlled movements at unsignalized intersections. **Figure 16** illustrates the geometries utilized for this analysis. The following improvements are illustrated below:

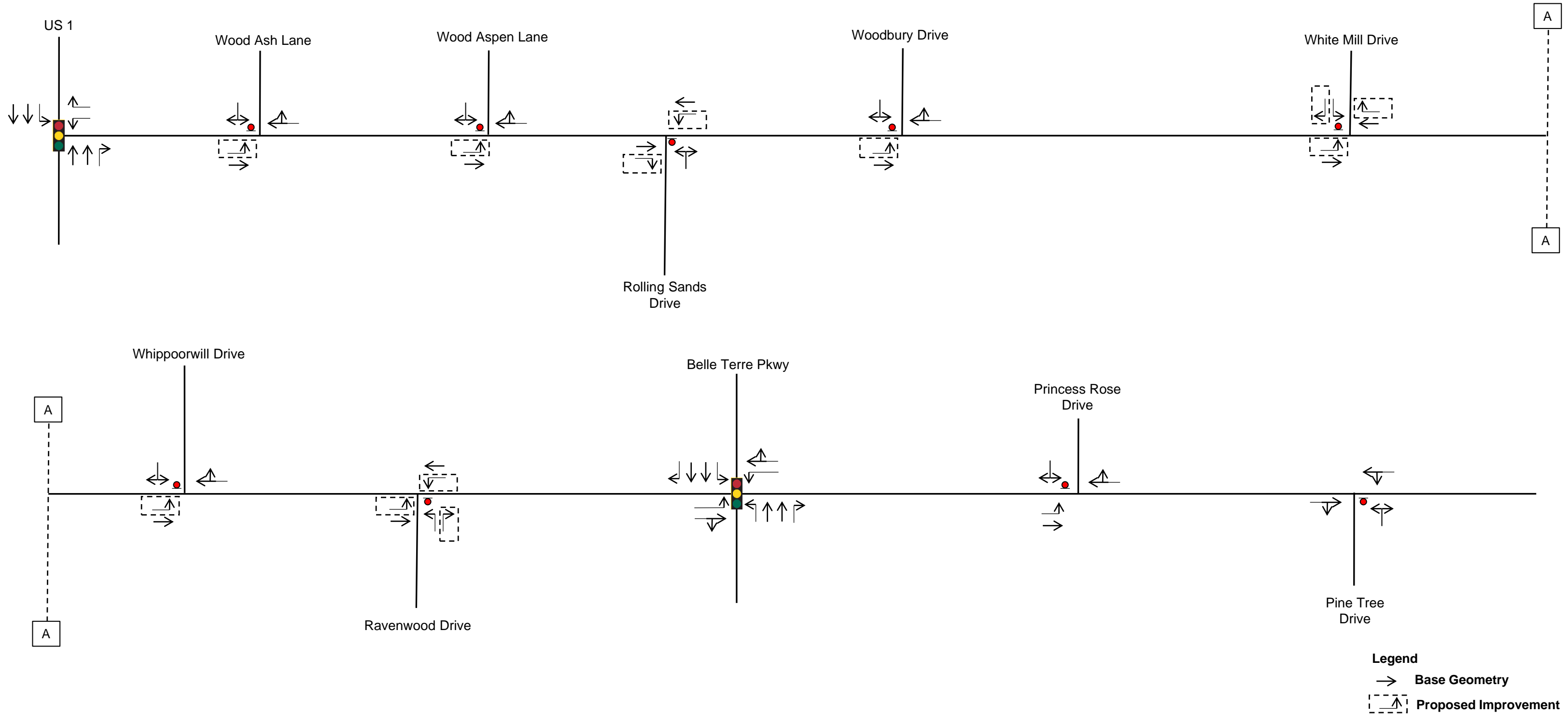
- Whiteview Pkwy at Wood Ash Lane
  - EB Left Turn Lane
- Whiteview Pkwy at Wood Aspen Lane
  - EB Left Turn Lane
- Whiteview Pkwy at Rolling Sands Drive
  - WB Left Turn Lane
  - EB Right Turn Lane
- Whiteview Pkwy at Woodbury Lane
  - EB Left Turn Lane
- Whiteview Pkwy at White Mill Drive
  - EB Left Turn Lane
  - WB Right Turn Lane
  - SB Right Turn Lane
- Whiteview Pkwy at Whippoorwill Drive
  - EB Left Turn Lane
- Whiteview Pkwy at Ravenwood Drive
  - WB Left Turn Lane
  - EB Right Turn Lane
  - NB Right Turn Lane
- Whiteview Pkwy at Princess Rose Drive
  - EB Left Turn Lane

**Figure 17** illustrates the Level of Service for the AM and PM peak periods for the improved Build intersection conditions. The SYNCHRO 7 intersection worksheets for signalized intersections are included in **Appendix E**.

**Table 8: Improved Build Intersection LOS**

Intersection	Intersection Type	2040			
		AM		PM	
		Delay	LOS	Delay	LOS
Whiteview Pkwy at US 1	Signal	21.0	C	14.1	B
Whiteview Pkwy at Wood Ash Ln	Stop	9.0/14.6	A/B	7.7/10.6	A/B
Whiteview Pkwy at Wood Aspen Ln	Stop	9.0/17.7	A/C	7.7/15.3	A/C
Whiteview Pkwy at Rolling Sands Dr	Stop	7.7/22.0	A/C	9.0/22.3	A/C
Whiteview Pkwy at Woodbury Dr	Stop	8.6/14.4	A/B	8.2/12.7	A/B
Whiteview Pkwy at Whitemill Dr	Stop	8.4/19.8	A/C	7.8/24.4	A/C
Whiteview Pkwy at Whippoorwill Dr	Stop	8.3/23.3	A/C	8.2/22.3	A/C
Whiteview Pkwy at Ravenwood Dr	Stop	8.0/27.7	A/D	8.4/29.8	A/D
Whiteview Pkwy at Belle Terre Pkwy	Signal	27.5	C	30.1	C
Whiteview Pkwy at Princess Rose Dr	Stop	7.9/11.0	A/B	7.8/10.5	A/B
Whiteview Pkwy at Pine Tree Dr	Stop	7.4/11.0	A/B	7.8/11.4	A/B

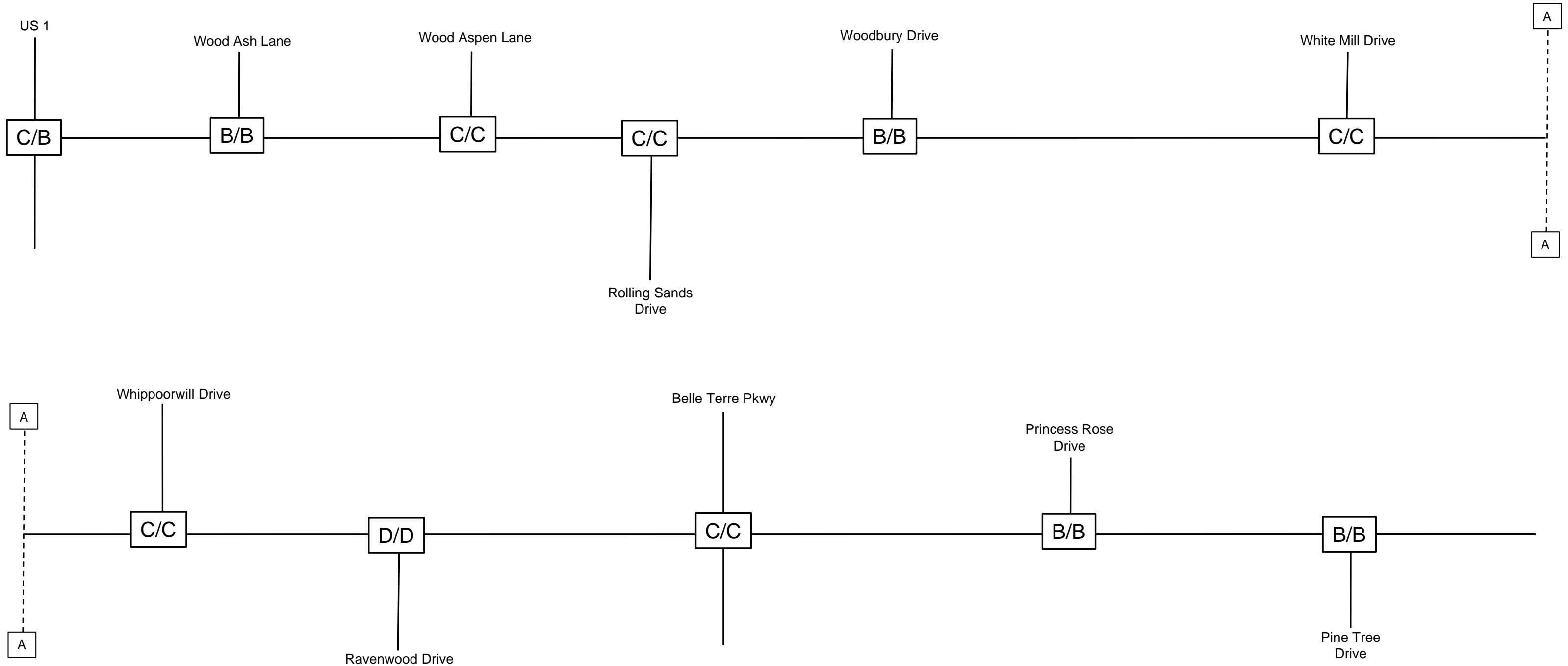
In the approved build conditions, the five intersections highlighted in **Table 8** showed a decrease in delay with the additions of turn lanes. These improvements will also improve safety throughout the corridor and reduce the need for traffic signals.



## Whiteview Pkwy Technical Memorandum

## Build Condition with Improvements Intersection Geometry

**Figure 16**



## Whiteview Pkwy Technical Memorandum

**Design Year (2040) – Build Condition with  
Improvements Level Of Service**

**Figure 17**

## Storage Length Calculations

As part of this study, staff evaluated the turn lane lengths required for the proposed improvements. **Table 9** illustrates the proposed lengths.

**Table 9: Proposed Turn Lane Lengths**

Intersection	Proposed Turn Lane	Total Turn Lane Length (ft)
Whiteview Pkwy at Wood Ash Ln	EB Left Turn Lane	245
Whiteview Pkwy at Wood Aspen Ln	EB Left Turn Lane	245
Whiteview Pkwy at Rolling Sands Dr	WB Left Turn Lane	245
	EB Right Turn Lane	245
Whiteview Pkwy at Woodbury Dr	EB Left Turn Lane	245
Whiteview Pkwy at Whitemill Dr	EB Left Turn Lane	245
	WB Right Turn Lane	285
	SB Right Turn Lane	245
Whiteview Pkwy at Whippoorwill Dr	EB Left Turn Lane	340
Whiteview Pkwy at Ravenwood Dr	WB Left Turn Lane	340
	EB Right Turn Lane	340
	NB Right Turn Lane	255
Whiteview Pkwy at Princess Rose Dr	EB Left Turn Lane	255

## Conclusion & Recommendation

The study corridor of Whiteview Pkwy from US 1 to Pritchard Drive is currently classified an urban other principal arterial. Annual growth rates were developed to forecast the future demand for the future traffic conditions of Whiteview Pkwy.

Based on the traffic forecasts developed for this Technical Memorandum, an analysis was conducted to evaluate the existing and future operational conditions of the No-Build, Build and Build condition with improvements. This analysis indicated the performance of the Whiteview Pkwy study intersections through the design year (2040). The analysis showed that the Whiteview Pkwy corridor in its existing, No Build and Build configurations would be able to accommodate traffic through the design year (2040) except at the intersection of Whiteview Pkwy at Ravenwood Drive. The Build Condition improvement condition provides a considerable improvement in LOS and safety for all analysis years and provides an extension to the path from White Mill Drive to US 1.

From the evaluation of the operating conditions for the No-Build and Build Conditions, it is recommended that the intersection improvements shown in **Figure 16** be provided with the recommended storage lengths in **Table 9**.

Based on the analysis information provided within this study, City Staff recommends the Build Condition with improvements is implemented along Whiteview Pkwy. This condition provides better traffic operations and safety in the Design Year (2040) then the No Build and Build condition. In addition, the ability to build a path along the roadway will improve pedestrian and bicycle mobility and creating a better quality of life for residents who live in neighborhoods along the corridor.





# **WHITEVIEW PKWY CORRIDOR IMPROVEMENTS**

---

## **COMMUNITY DEVELOPMENT DEPARTMENT**

# Project Overview



- Project Limits
  - Whiteview Pkwy from US 1 to Pritchard Dr. (3.5 miles)
- Analysis Variables
  - Intersection Delay
  - Crash Data
  - Volumes

# Existing Conditions



- Whiteview Pkwy from US 1 to White Mill Drive
  - Length – 0.85 Miles
  - 120' foot Right of Way
  - 4 lane Divided Roadway
  - 11 foot travel lanes
  - **No paths or sidewalks**
  - Single Family Residential Land Use



# Existing Conditions



- Whiteview Pkwy from White Mill Dr to Pritchard Dr
  - Length – 2.65 Miles
  - 120 foot Right of Ways
  - Two 11 foot travel lanes
  - 12 foot path on the southside of the roadway
  - Single Family Residential Land Use

# Future Improvements Locations



Extension of Whiteview Path



Intersection Improvements

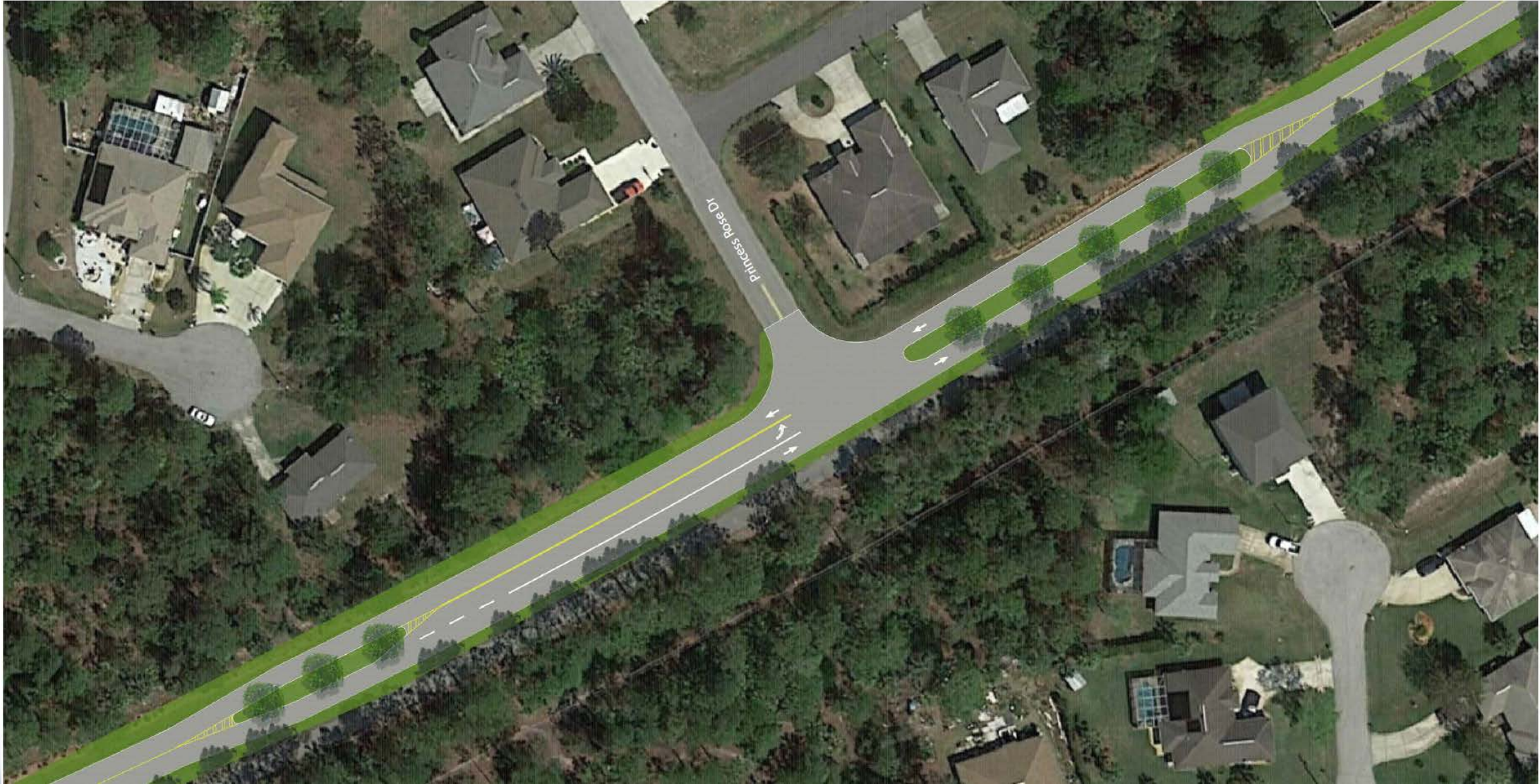
# Proposed Corridor Improvements

Proposed improvements provide the following benefits:

- Comprehensive accommodations for all road users
- Creates Additional Right of Way to provide for a path from US 1 to White Mill Drive
- Improve safety on the corridor for motorists, pedestrians, and bicyclists
- Improve Community Aesthetics



# Proposed Corridor Improvements





# Proposed Corridor Improvements





# Proposed Corridor Improvements





# Proposed Corridor Improvements





# Proposed Corridor Improvements



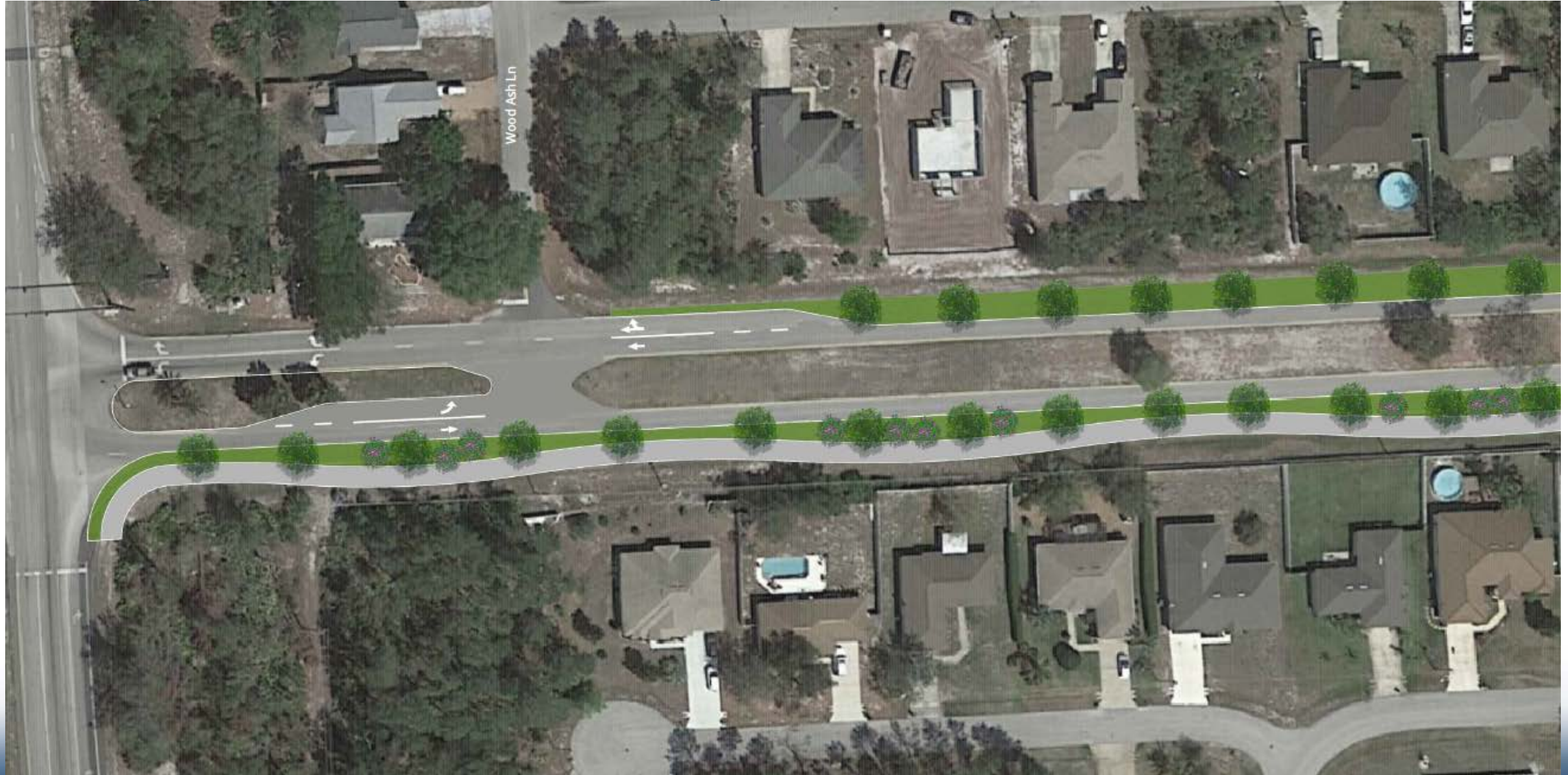


# Proposed Corridor Improvements



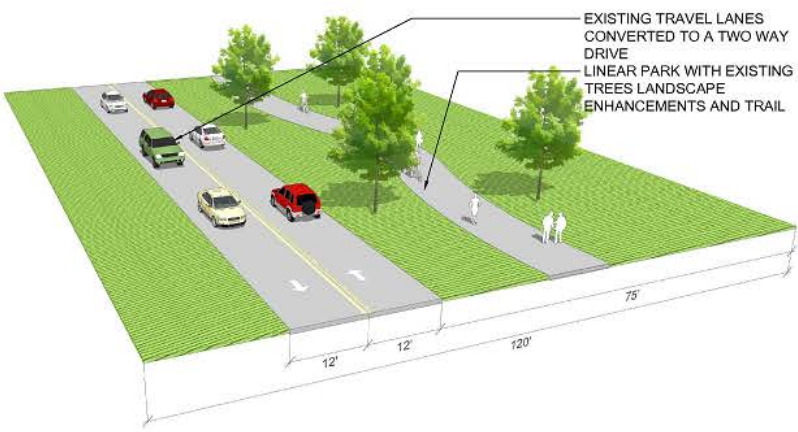


# Proposed Corridor Improvements





# Proposed Corridor Improvements



WHITEVIEW PARKWAY - EASTBOUND VIEW

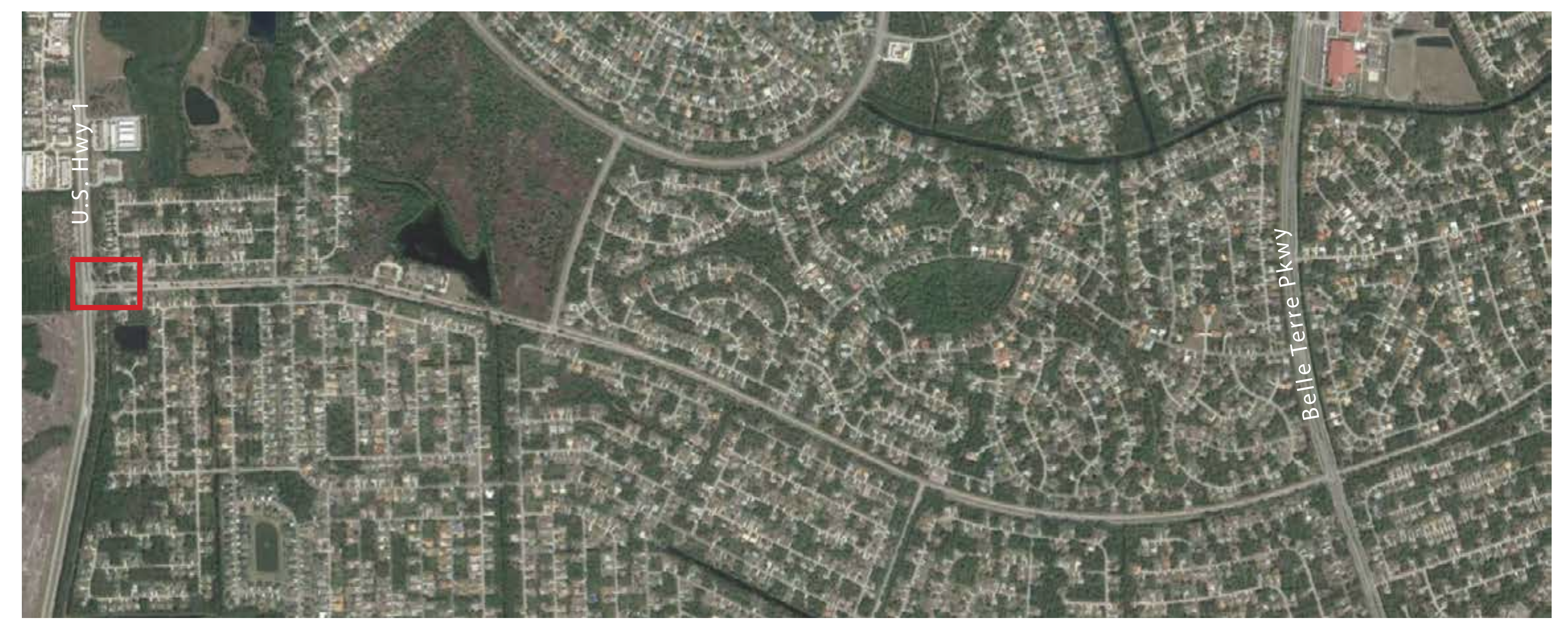
# Next Steps

Move forward with obtaining design services

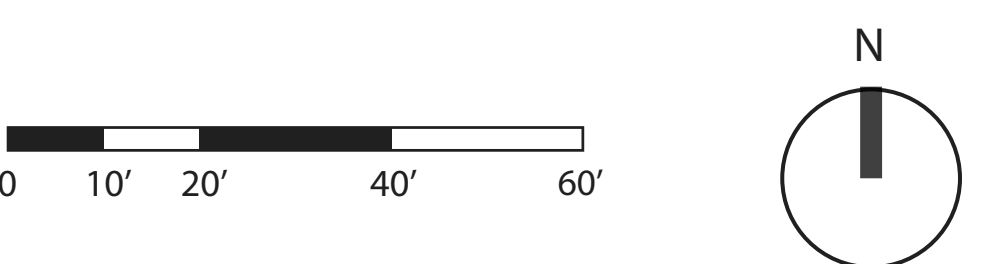
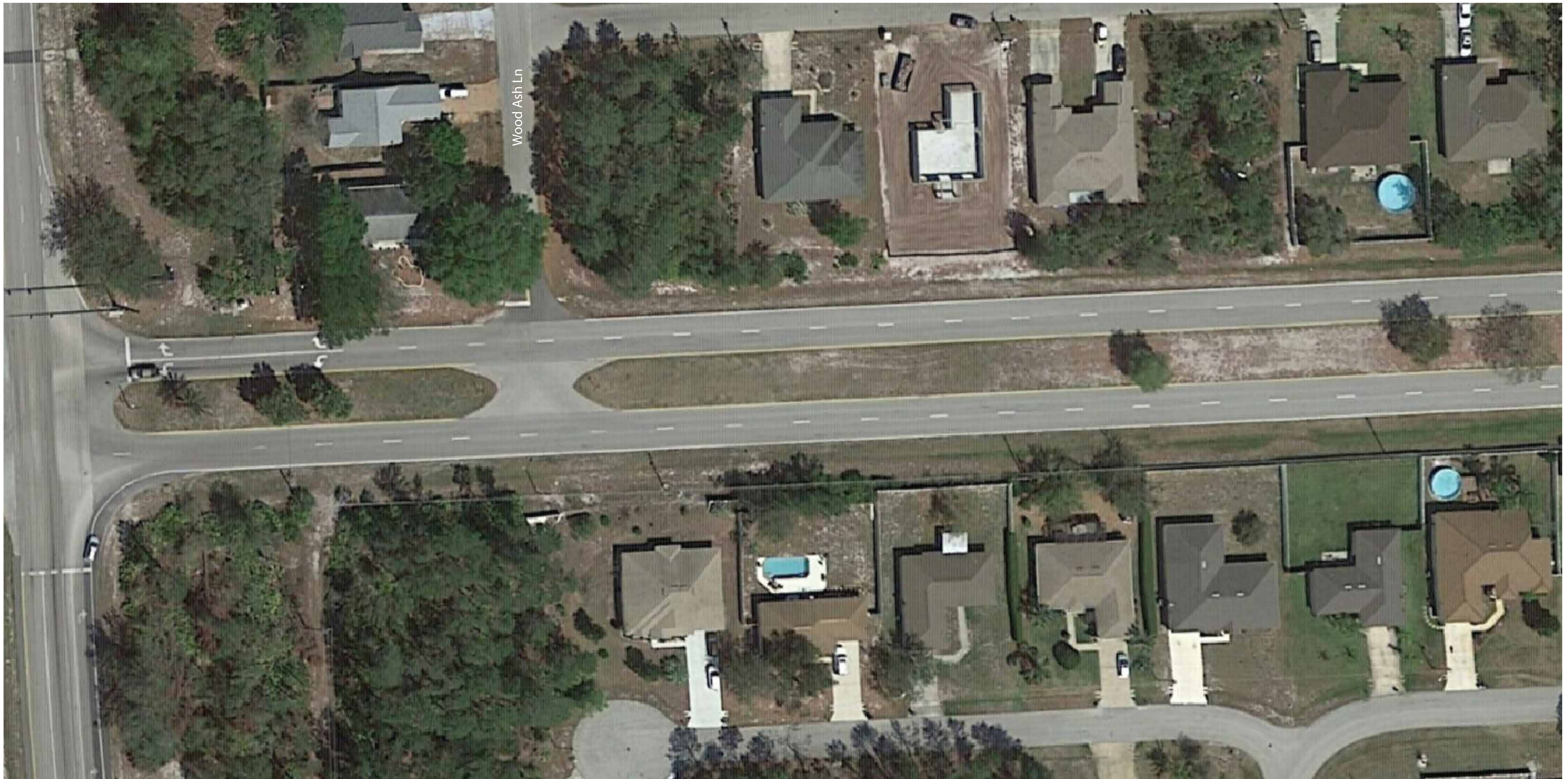
# Questions?



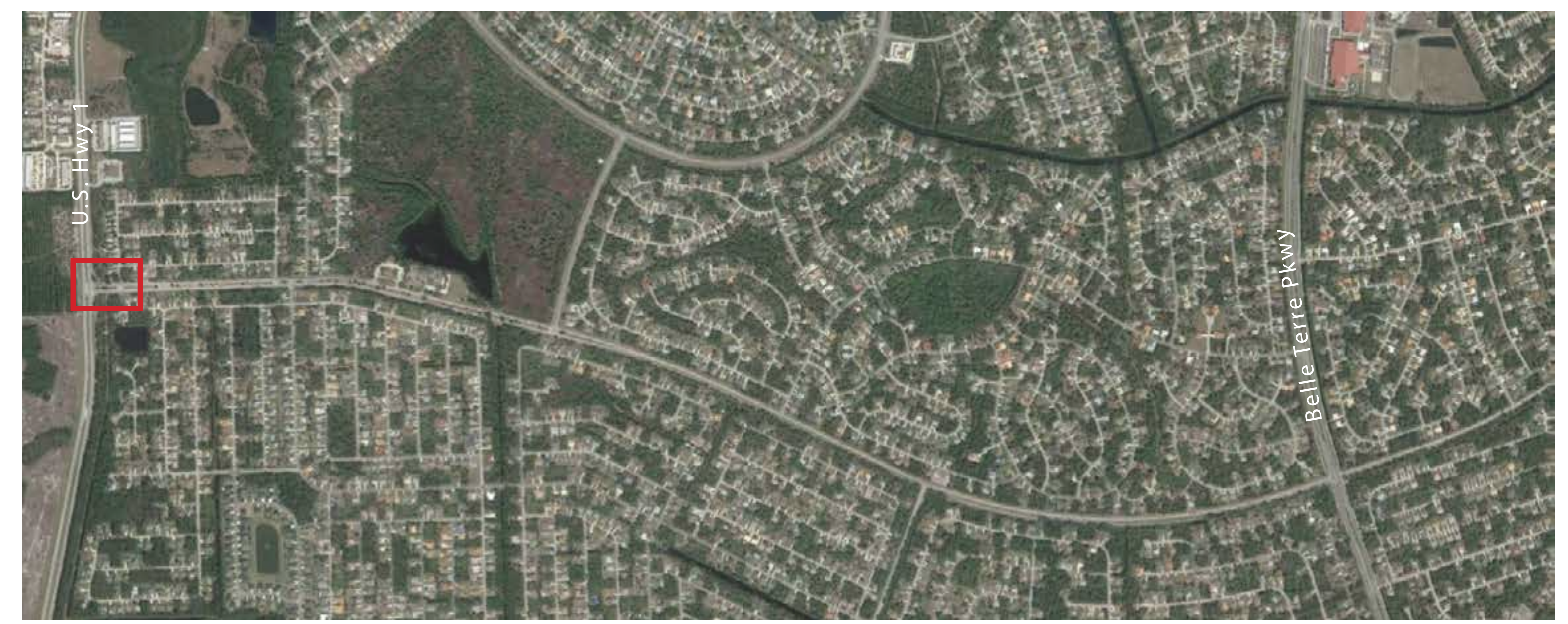




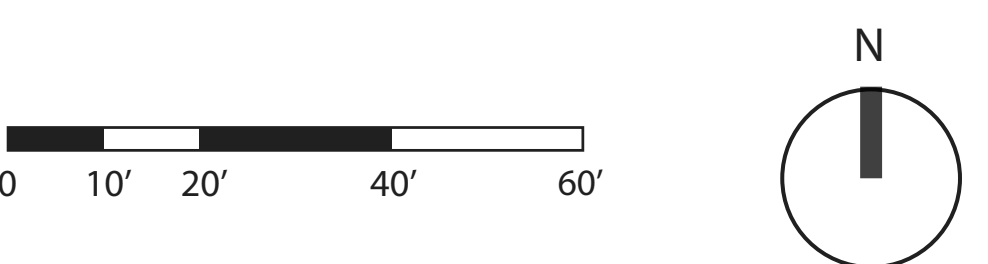
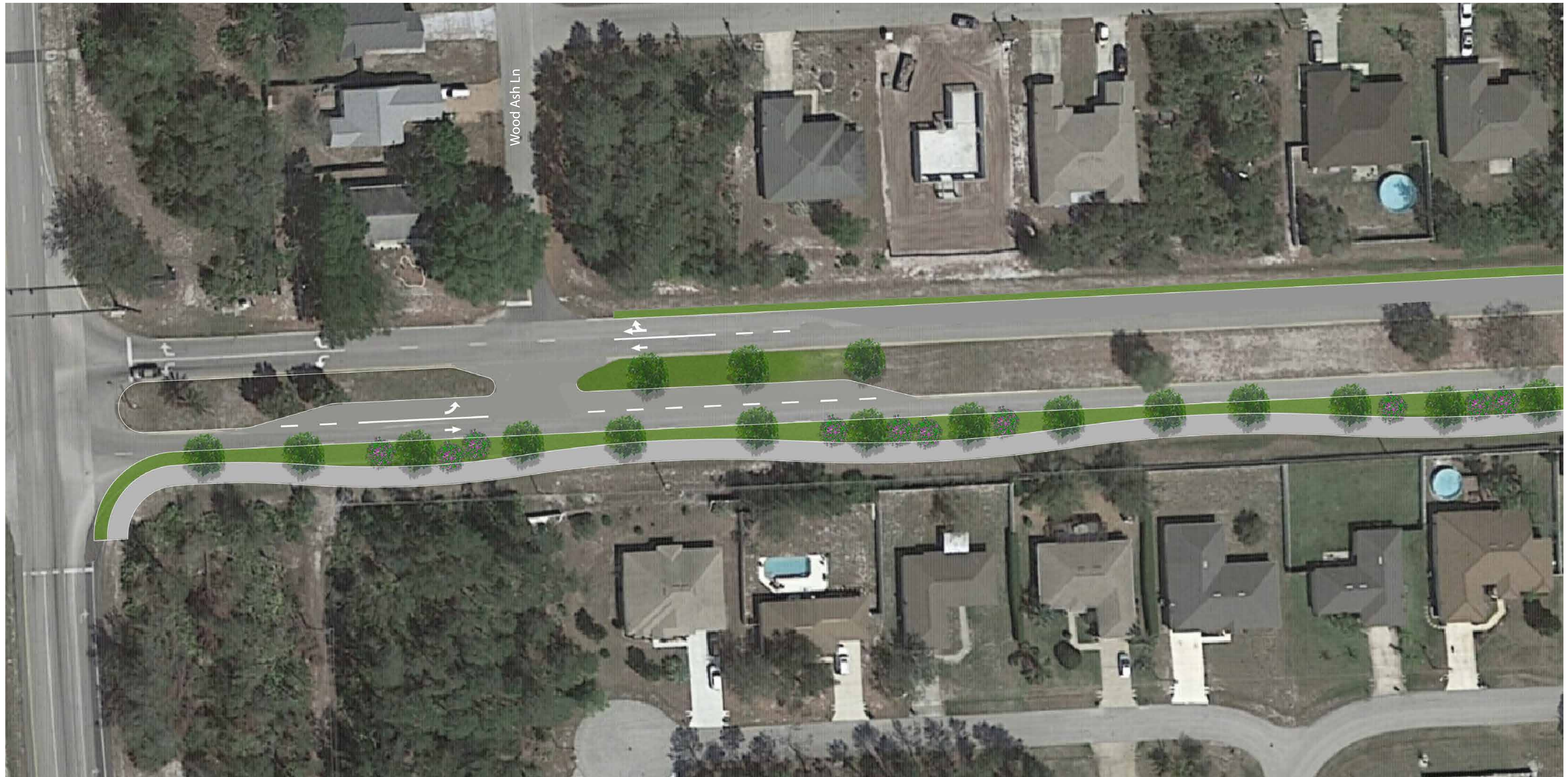
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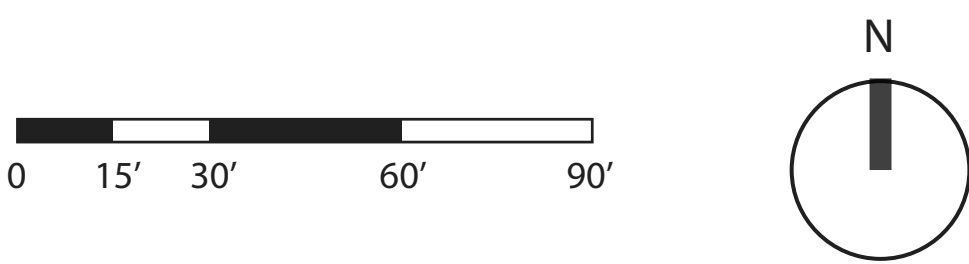
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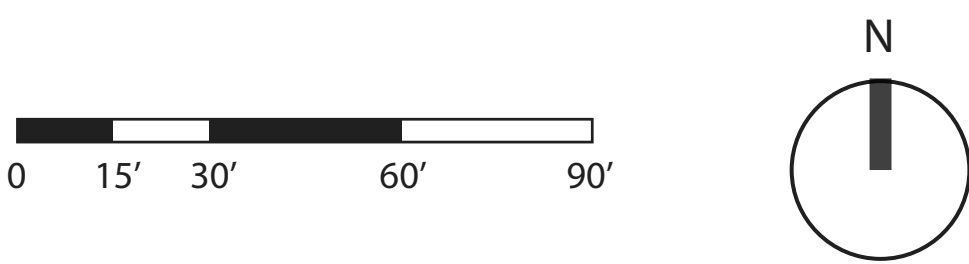
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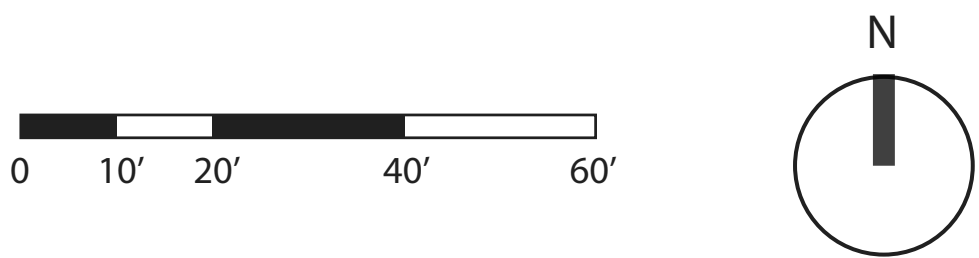
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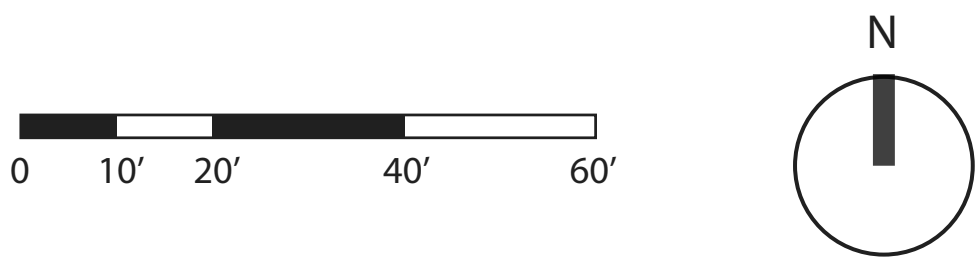
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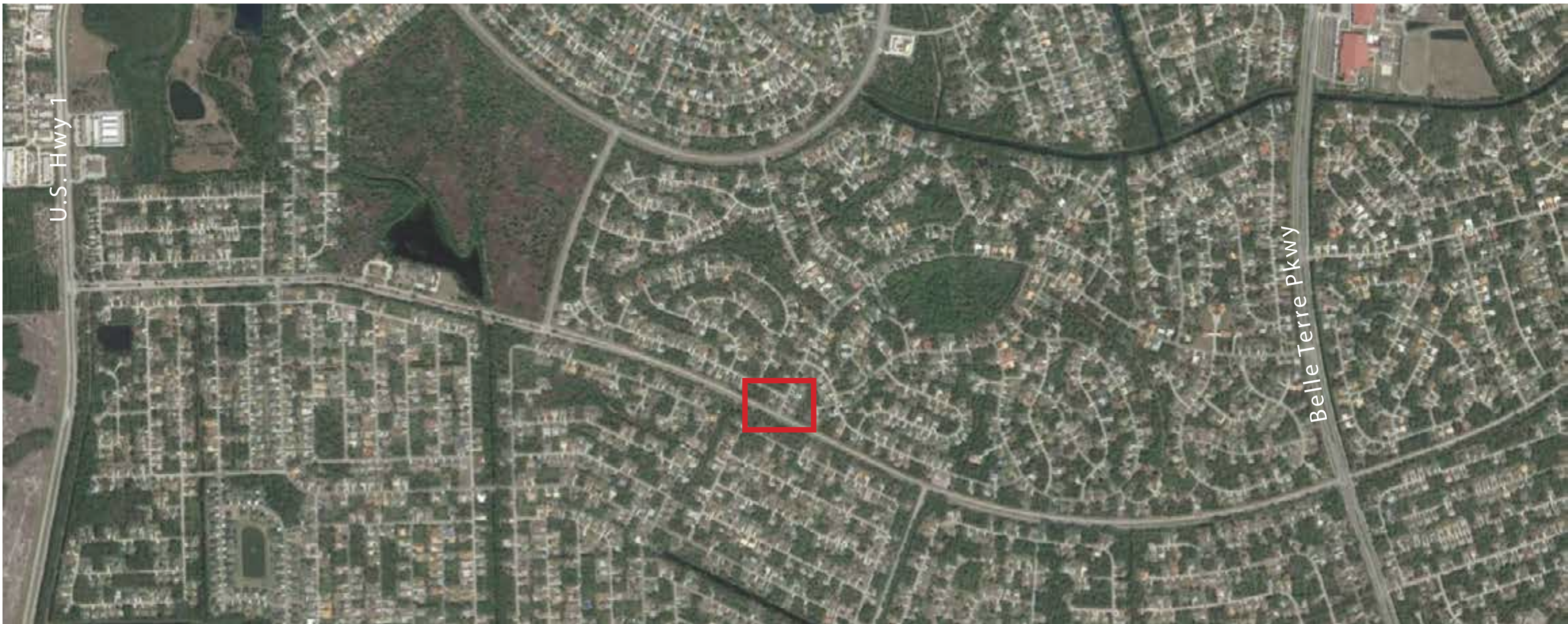




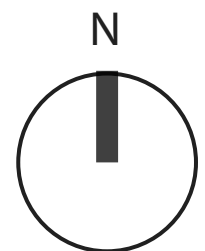
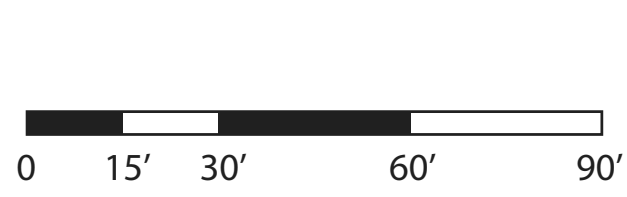
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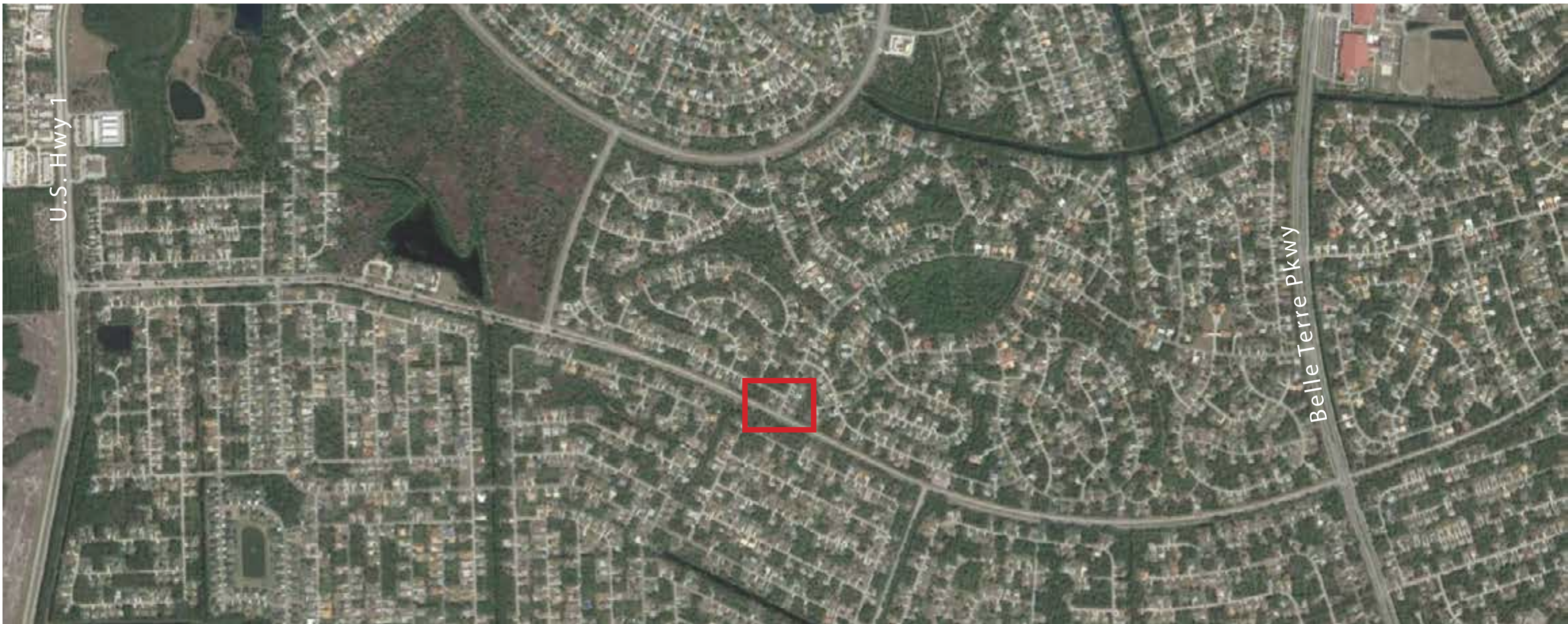




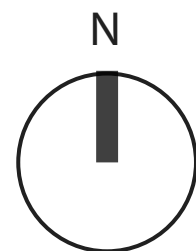
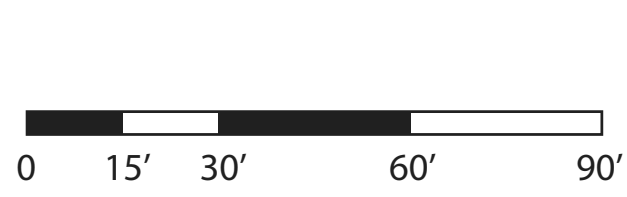
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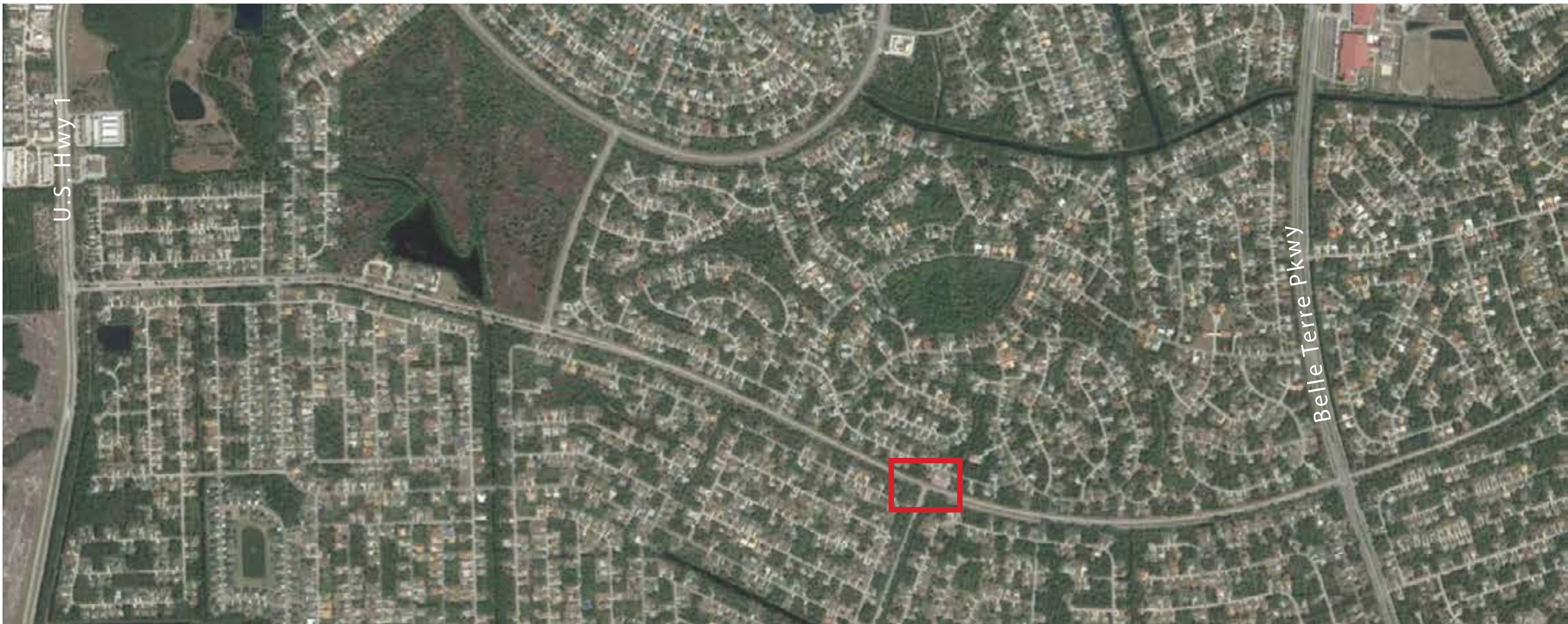




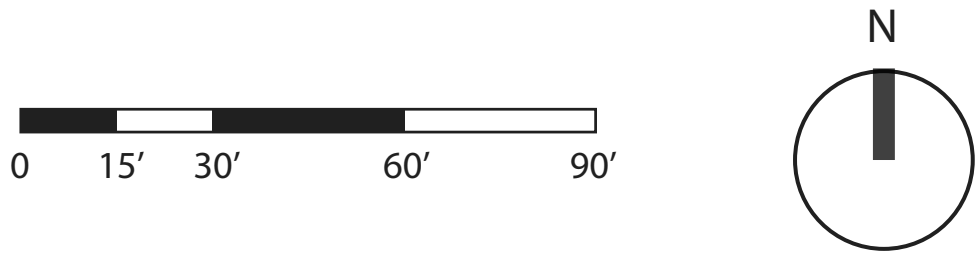
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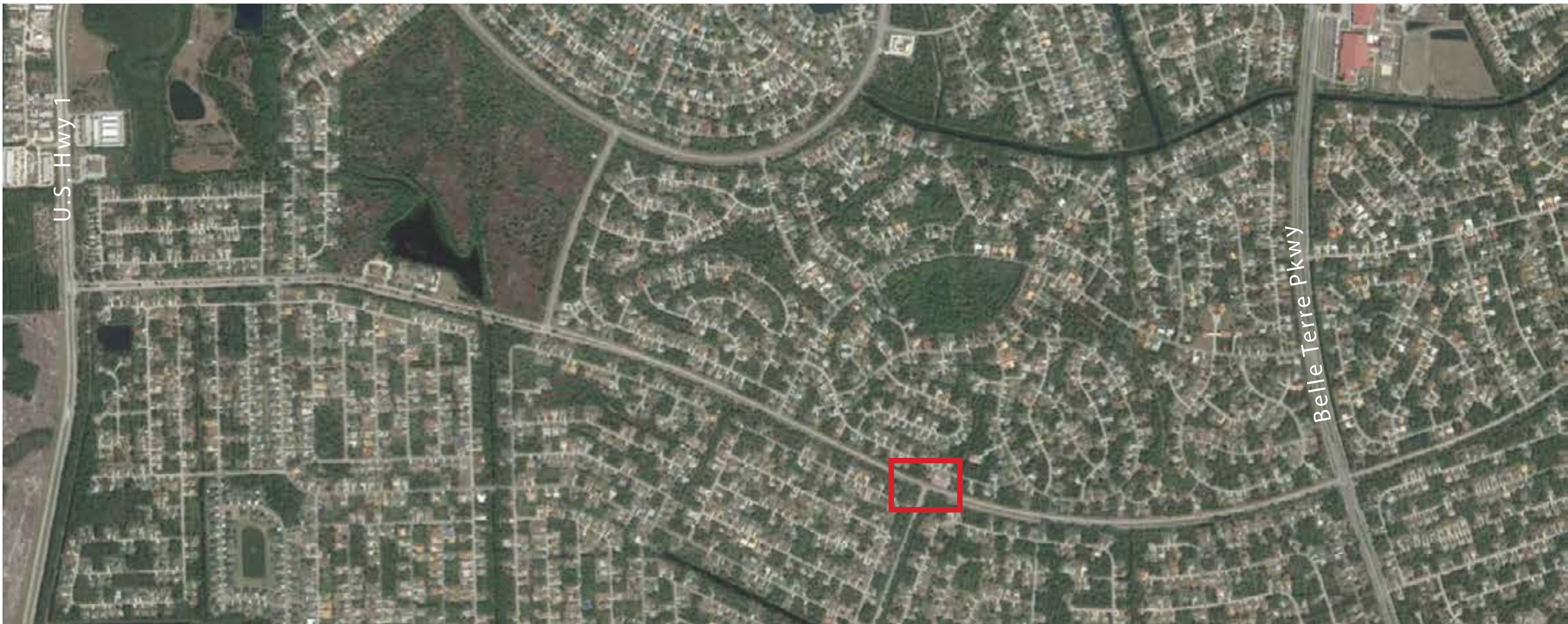




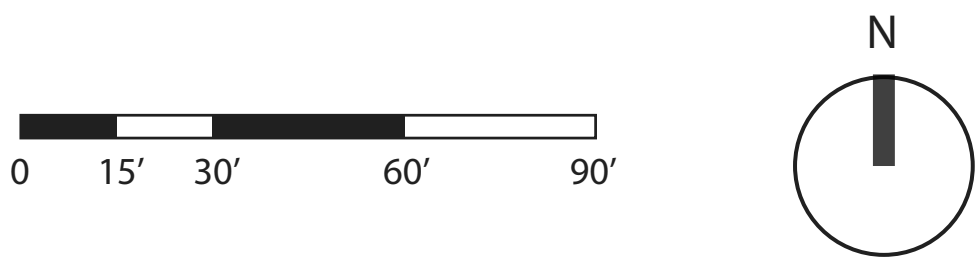
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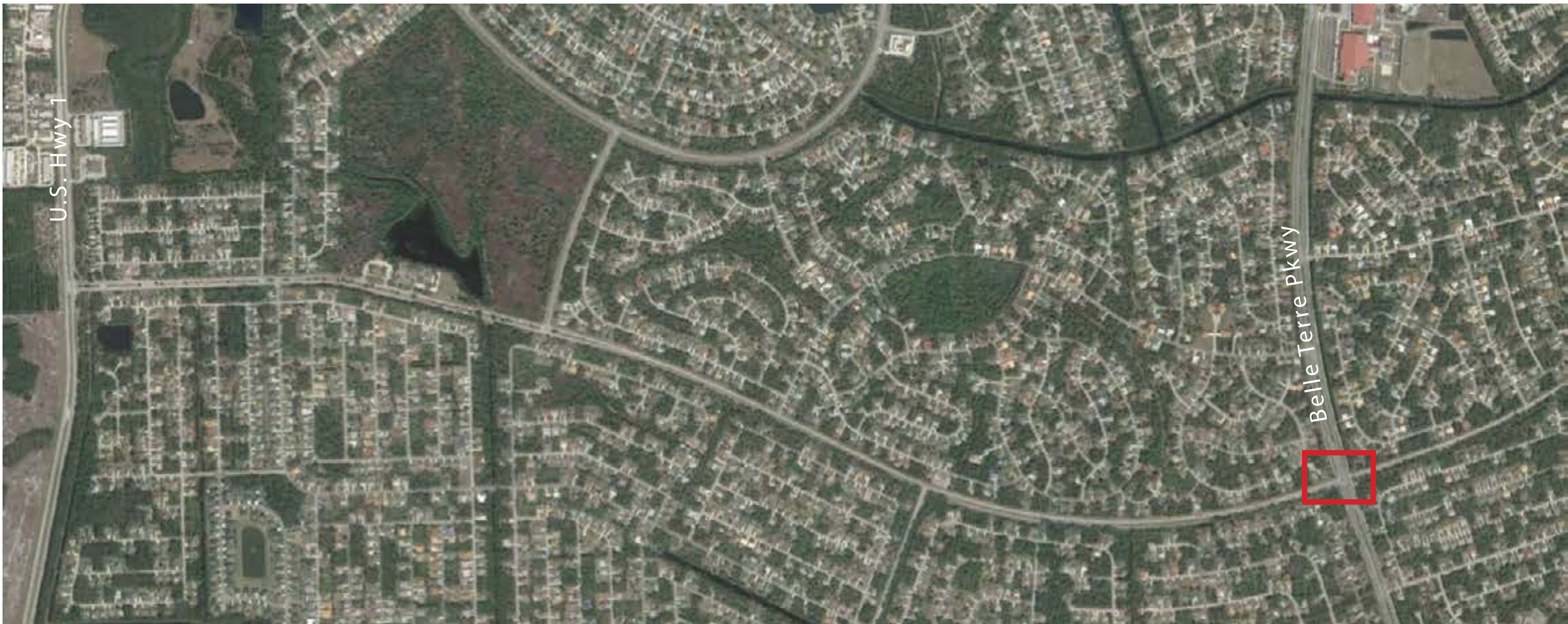




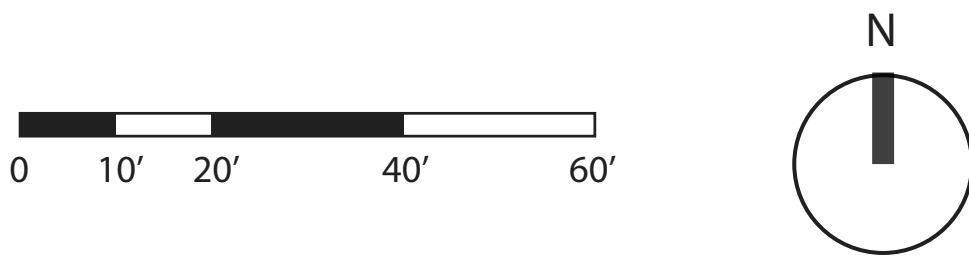
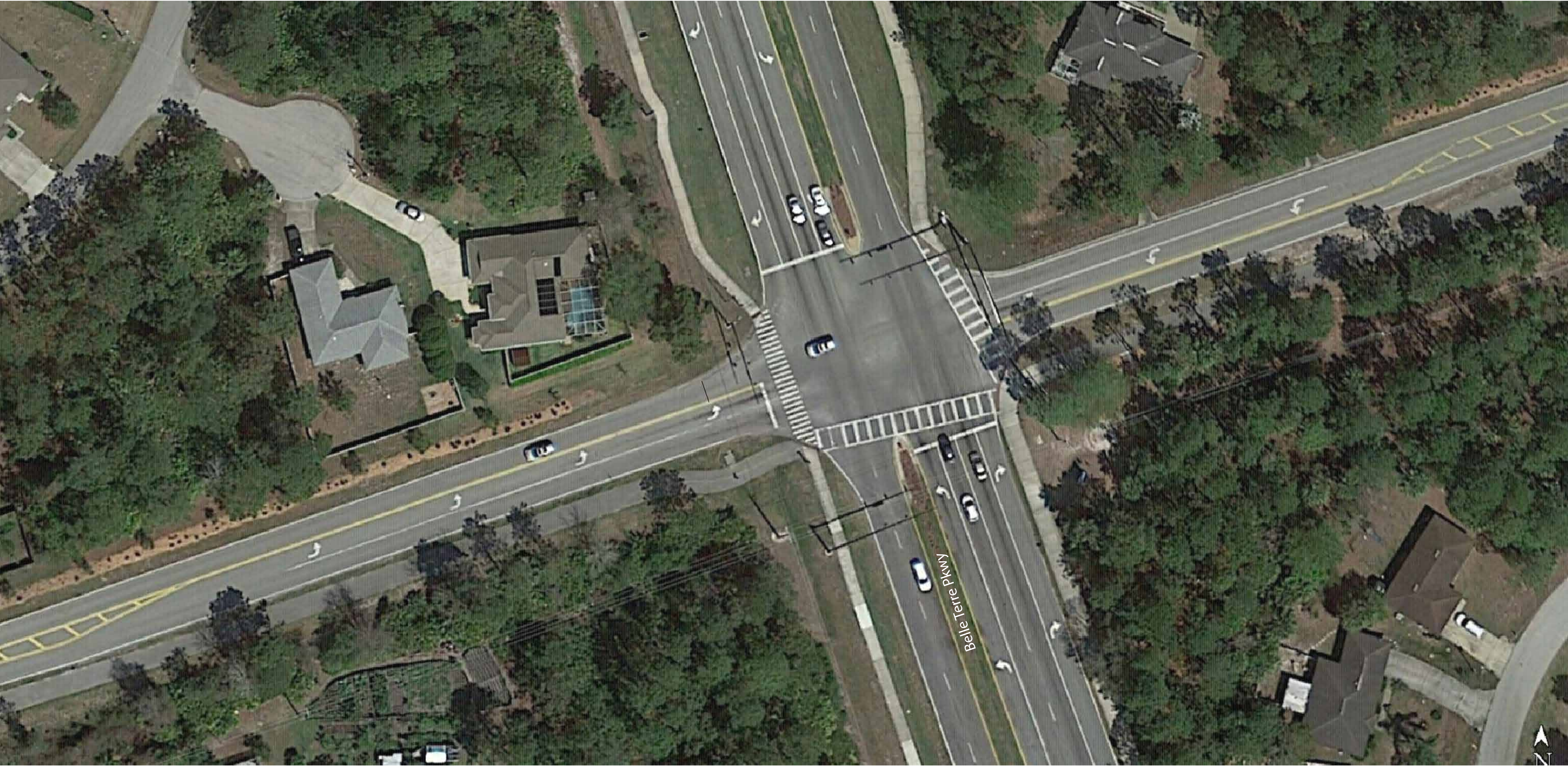
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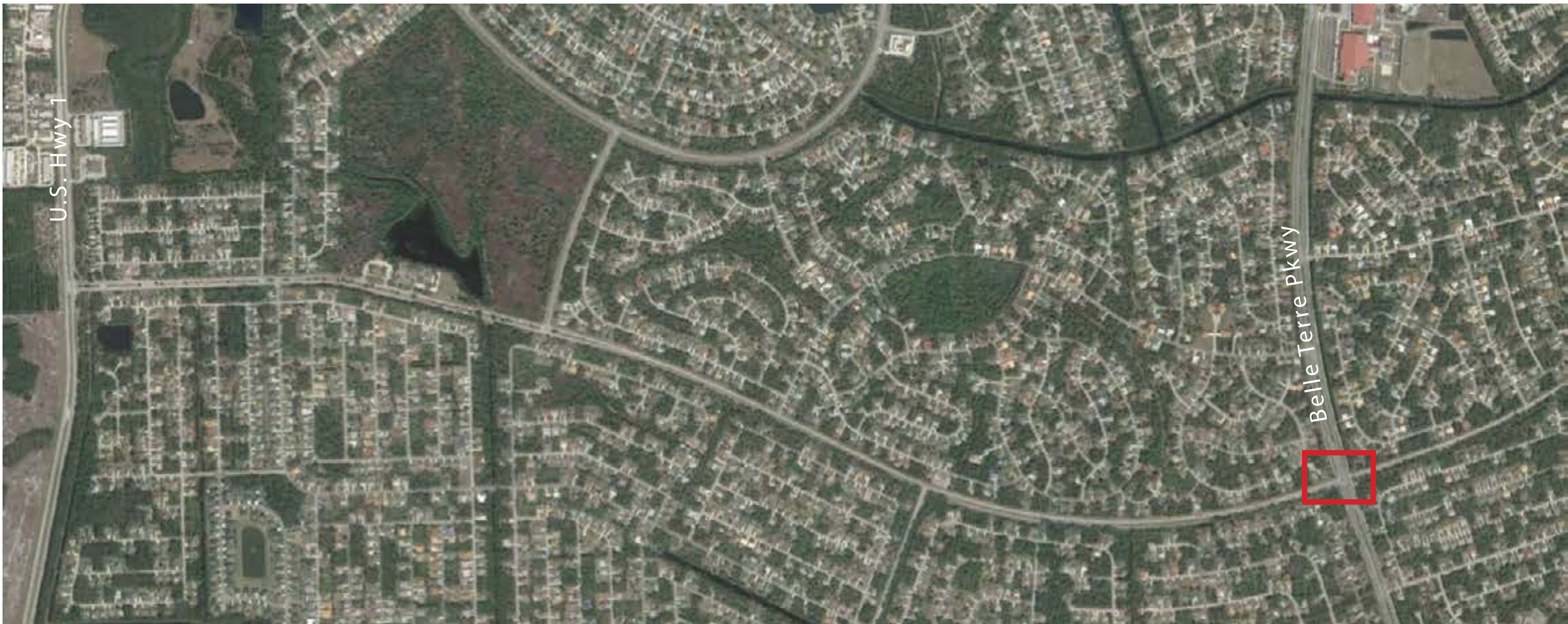




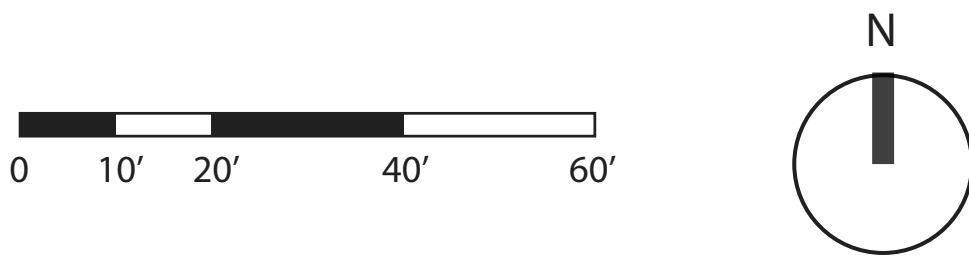
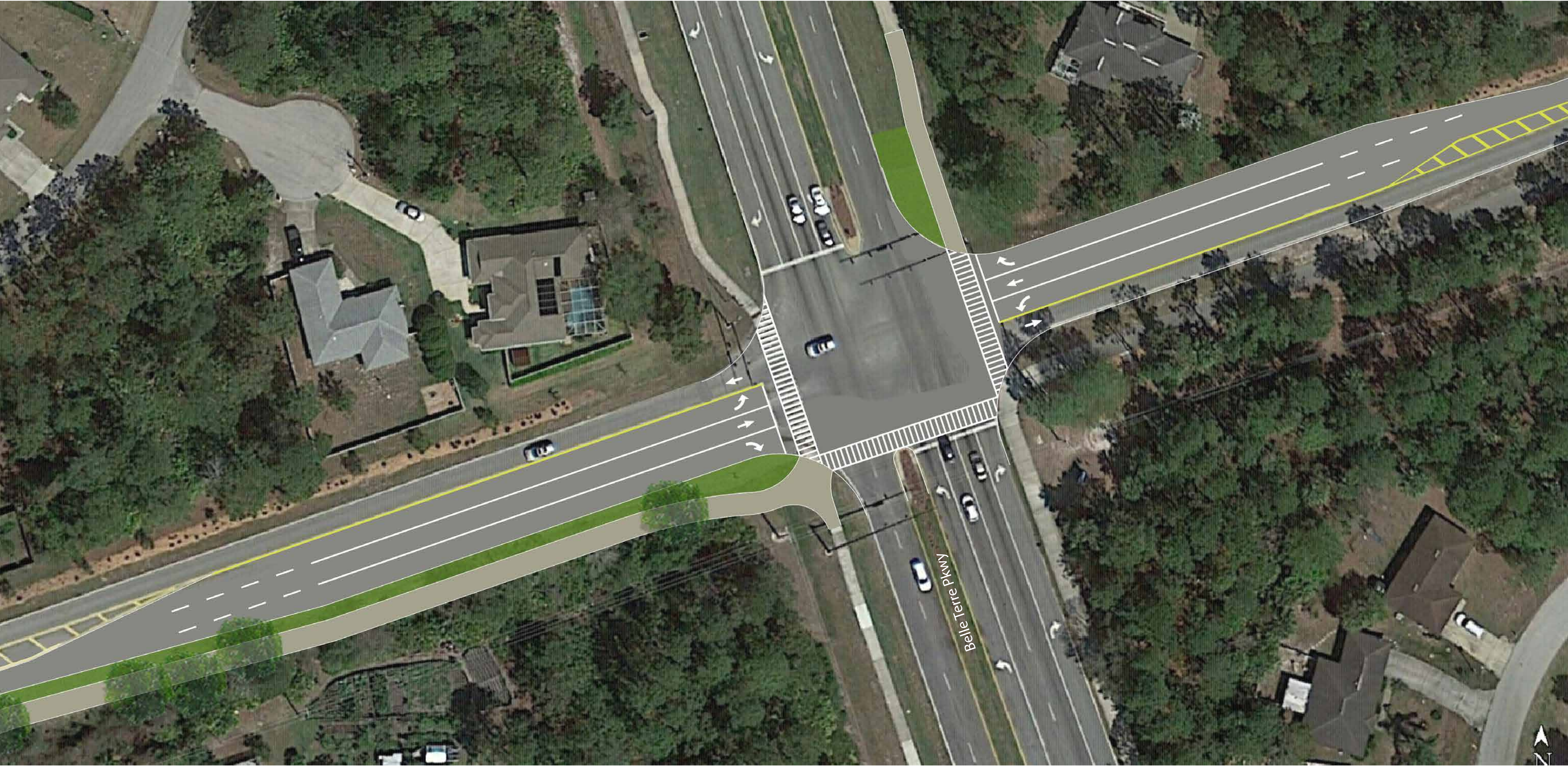
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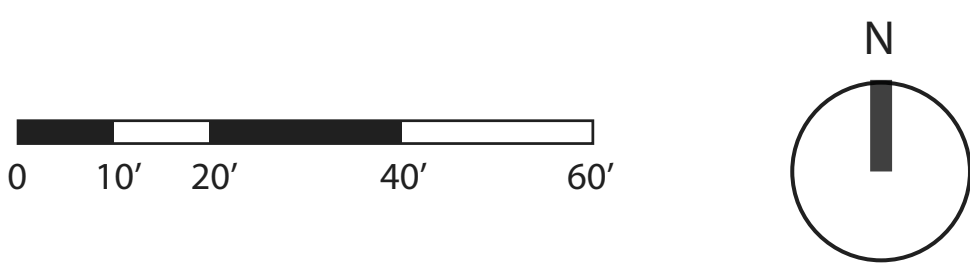
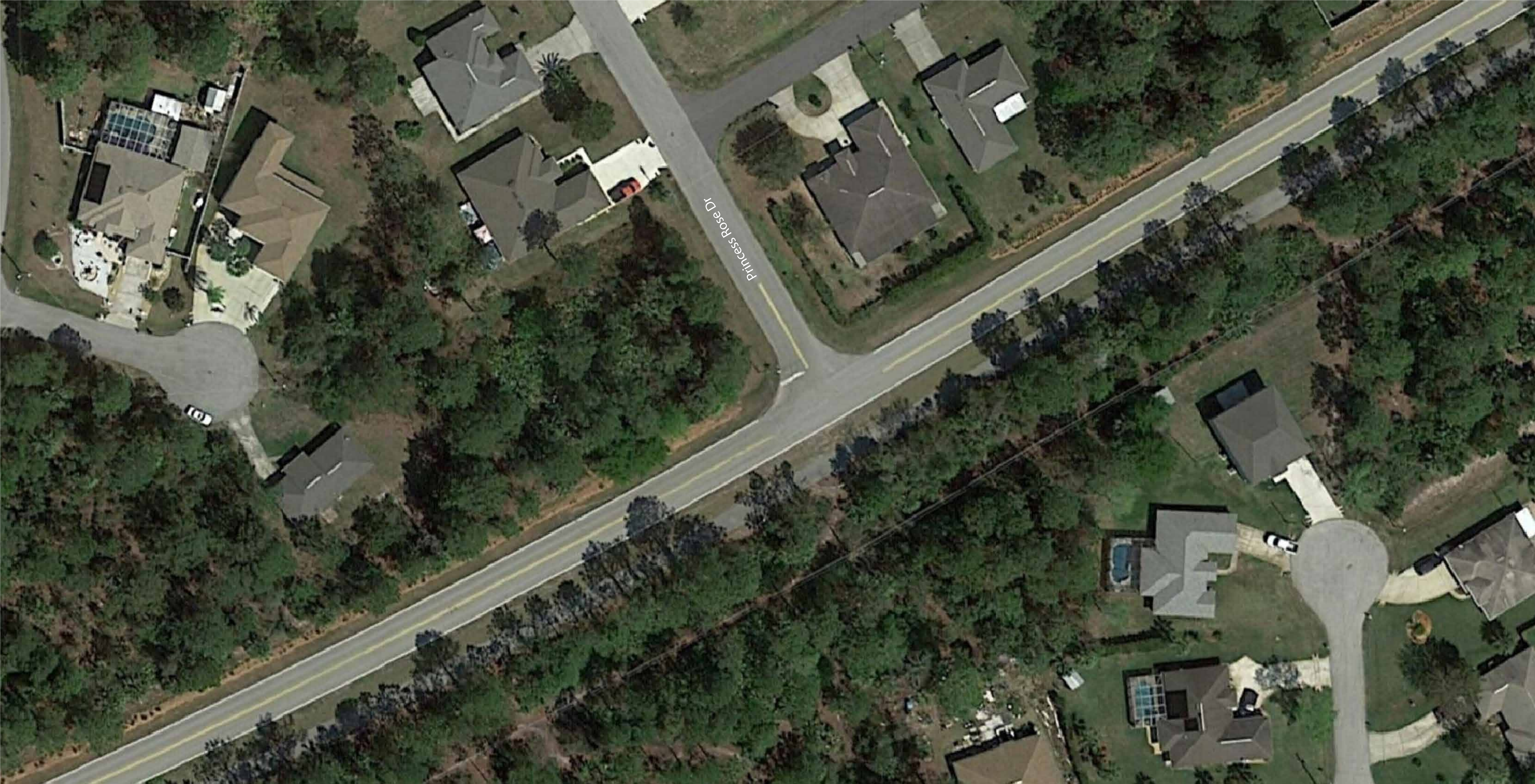
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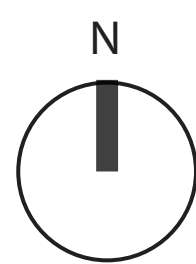
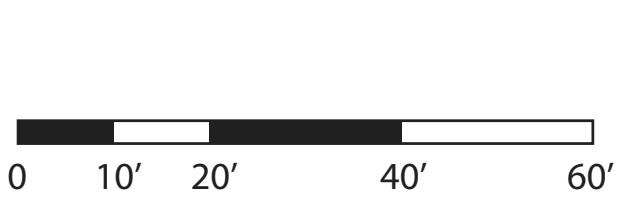
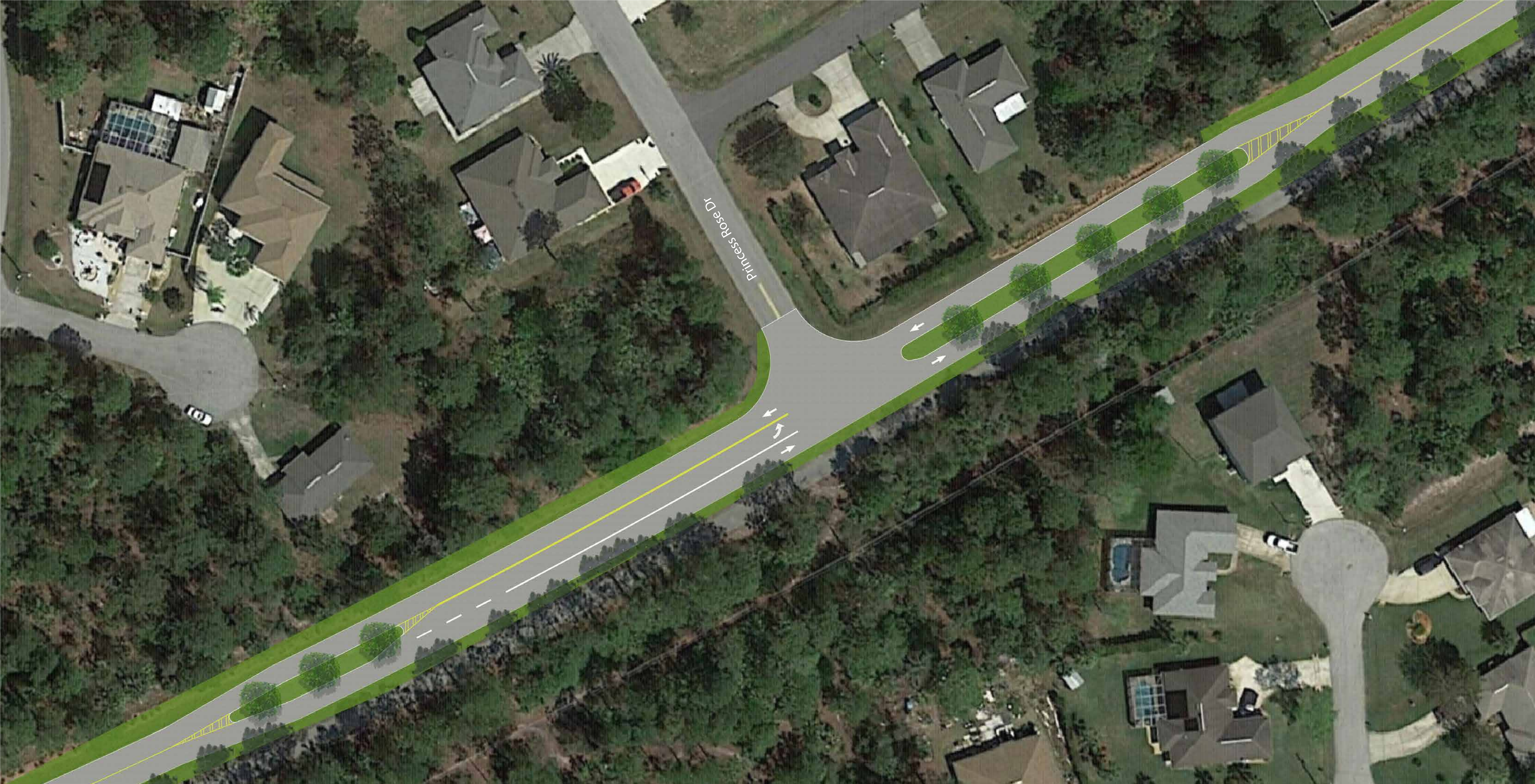
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Key Map













## City of Palm Coast, Florida Agenda Item

Agenda Date: August 23, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	4120	<b>Account</b>
		<b>#</b>
<b>Subject</b>	ELECTION OF VICE-CHAIR OF THE BEAUTIFICATION AND ENVIRONMENTAL ADVISORY COMMITTEE	
<b>Background :</b>	This item was continued from the June 28, 2018 meeting.	
<b>Recommended Action :</b>	Elect a vice-chair person.	

## City of Palm Coast, Florida Agenda Item

Agenda Date: August 23, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	4121	<b>Account</b>
		<b>#</b>
<b>Subject</b>	POND MOWING UPDATE	
<b>Background :</b>		
<b>Recommended Action :</b>		
Discussion purposes		











## City of Palm Coast, Florida Agenda Item

Agenda Date: August 23, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	4122	<b>Account</b>
		<b>#</b>
<b>Subject</b>	MASTER PLANNED DEVELOPMENT (MPD) CATEGORY DISCUSSION	
<b>Background :</b>		
<b>Recommended Action :</b>	Discussion purposes	

## City of Palm Coast, Florida Agenda Item

Agenda Date: August 23, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	4123	<b>Account</b>
		<b>#</b>
<b>Subject</b>	ROUNDAABOUT PROJECT AT MATANZAS WOODS PARKWAY AND U.S. HIGHWAY 1	
<b>Background :</b>		
<b>Recommended Action :</b>		
Discussion purposes		

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 437595-1-52-01

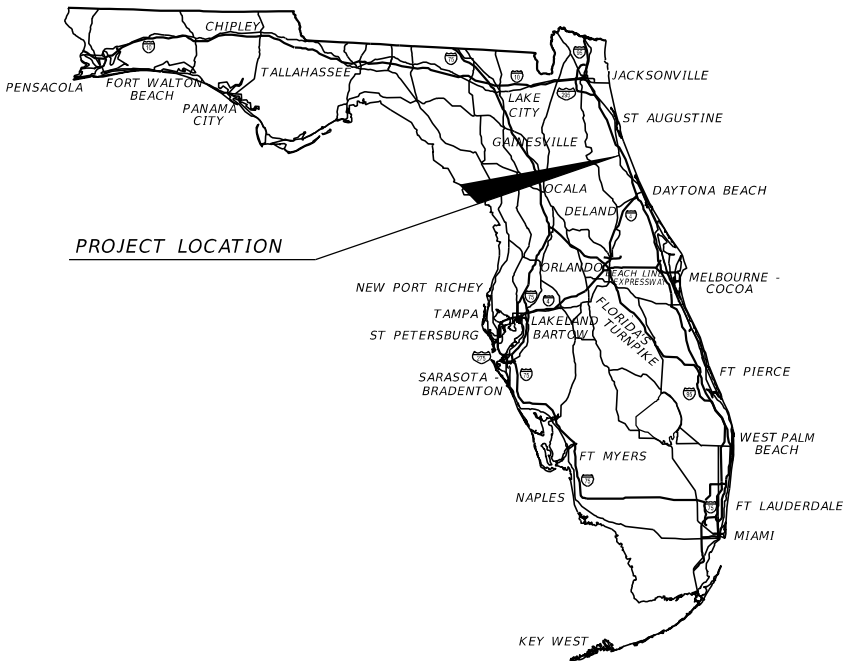
FLAGLER COUNTY (73010)

STATE ROAD NO. 5

LANDSCAPE PLANS

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
LD-1	KEY SHEET
LD-2	GENERAL NOTES
LD-3	TABULATION OF QUANTITIES & PLANT SCHEDULE
LD-4 - LD-5	DETAILS
LD-6 - LD-10	LANDSCAPE PLAN

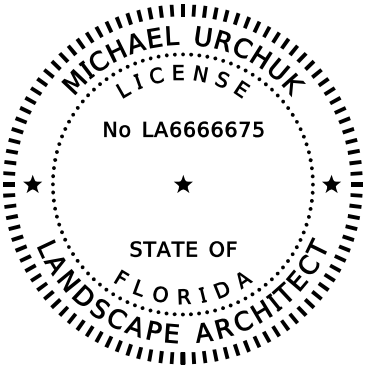


PHASE II PLANS  
AUGUST 2018

LANDSCAPE PLANS  
PROFESSIONAL OF RECORD:

MICHAEL URCHUK, R.L.A.  
LICENSE NUMBER LA6666675  
DEWBERRY ENGINEERS INC.  
800 NORTH MAGNOLIA AVENUE, SUITE 1000  
ORLANDO, FL 32803  
CERTIFICATE OF AUTHORIZATION NO.: 8794

FDOT PROJECT MANAGER:  
CAROL HATFIELD, P.E.



THIS ITEM HAS BEEN DIGITALLY SIGNED  
AND SEALED BY MICHAEL URCHUK, R.L.A. 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.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	20	75 LD-1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



LANDSCAPING GENERAL NOTES

GENERAL

THIS SHEET IS PART OF A MULTI-DISCIPLINE, MULTI-SHEET SET OF CONSTRUCTION PLANS AND SHALL BE READ AND COORDINATED WITH THE FULL SET TO BEST ENSURE PROPER INTERPRETATION.

LAYOUTS

ALL PLANT MATERIALS SHALL BE LAID OUT IN THE FIELD BY THE CONTRACTOR AT A MINIMUM OF 1 WEEK PRIOR TO INSTALLATION OR AS APPROVED BY THE ENGINEER FOR REVIEW. CONTACT SUNSHINE STATE ONE-CALL AS REQUIRED BY CHAPTER 556 OF THE FLORIDA STATUES PRIOR TO EXCAVATION OR PLANTING. NOTIFY THE ENGINEER OF ANY POSSIBLE CONFLICTS BETWEEN THE PROPOSED PLANTING LAYOUTS AND UTILITIES, BILLBOARDS, SIGNS OR OTHER STRUCTURES.

PLANT SUPPLEMENTS

ALL PLANT MATERIAL AND PALMS SHALL BE FERTILIZED WITH A 12 MONTH SLOW RELEASE TOP DRESSING FERTILIZER WITH A MINOR ELEMENT PACKAGE TO INCLUDE (BUT NOT LIMITED TO) CALCIUM, MAGNESIUM, SULFUR, IRON, COPPER, MAGANESE, MOLYBDENUM, ZINC AND BORON.

ALL PLANT MATERIALS SHALL BE FERTILIZED AT THE TIME OF PLANTING. NOTIFY THE ENGINEER IN WRITING 48 HOURS IN ADVANCE OF ALL FERTILIZER APPLICATIONS.

HERBICIDE REQUIREMENT

ALL PRE AND POST HERBICIDAL TREATMENTS SHALL INCLUDE A TEMPORARY TRACER DYE IDENTIFIABLE FOR A MINIMUM OF 2 DAYS AFTER APPLICATION.

B & B PLANTING MEDIUM

BALLED AND BURLAPPED MATERIALS ARE TO BE ROOTED AND GROWN IN SIMILAR PLANTING MEDIUMS AS THE PROPOSED LOCATION SOIL CONDITIONS. CLAY SOIL ROOT BALLS WILL NOT BE ACCEPTED AS SUITABLE MATERIAL IN BALLED AND BURLAPPED PLANT MATERIAL.

ALL BALLED AND BURLAPPED MATERIALS SHALL EXHIBIT WHITE FEEDER ROOTS PROTRUDING FROM THE BURLAP AT THE TIME OF DELIVERY.

PLANT CONDITIONS

PLANTS THAT CALL OUT FOR A CENTRAL LEADER SHALL NOT HAVE PRESENT OR PAST EVIDENCE OF A CENTRAL LEADER BEING PRUNED LARGER THAN A STANDARD PENCIL DIAMETER.

ALL PLANTS SHALL NOT DEMONSTRATE SIGNIFICANT EVIDENCE OF PREVIOUS CONTAINER CONFINEMENT. ANY INDICATION OF ROOT DEVELOPMENT RESTRICTIONS OR EXCESSIVE ROOTS EXPOSED ABOVE THE SOIL SURFACE SHALL BE GROUNDS FOR REJECTION.

ALL PLANT MATERIALS SHALL HAVE NO LICHENS, ALGAE OR FUNGI ATTACHED ON MORE THAN 10% OF PLANT.

ALL PLANT MATERIALS SHALL HAVE NO SPANISH MOSS (TILLANDSIA USNEOIDES) ON OR WITHIN PLANT CANOPY.

SITE CONDITIONS

ANTICIPATE NON-BIODEGRADABLE BACKING ON EXISTING SOD. THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL EXCAVATION COSTS ASSOCIATED WITH THIS SOD. NO ADDITIONAL PAYMENT WILL BE MADE.

REGRADE AND/OR REPLACE ANY SOD THAT IS DISTURBED BY THE LANDSCAPE PROJECT SUCH AS RUTTING OR TRENCHING. ALL RESTORATION OF DISTURBED AREAS SHALL BE PERFORMED WITH BERMUDA SOD UNLESS OTHERWISE DIRECTED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE.

WATERING

INSTALL TEMPORARY IRRIGATION SYSTEM PRIOR TO INSTALLING PLANT MATERIALS. PLANT MATERIALS SHALL BE SYSTEMATICALLY IRRIGATED WITHIN 48 HOURS OF PLANTING.

WEED AND LITTER CONTROL

DURING THE PROJECT CONSTRUCTION PERIOD AND ESTABLISHMENT PERIOD KEEP THE INDIVIDUAL PLANTING LOCATIONS AND PLANTING BEDS FREE OF LITTER AND UNDESIRABLE VEGETATION.

MOWING

MOW ENTIRE PROJECT LIMITS DURING THE CONSTRUCTION PERIOD.




TRIMMING

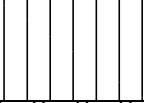

TRIM ALL TREES AS INDICATED ON THE CONTRACT DOCUMENTS. TRIM LOWER BRANCHES ONLY. ALL TRIMMING SHALL BE PERFORMED TO RAISE EXISTING TREE CANOPY TO MINIMUM OF 5 FEET FROM GROUND LEVEL. TRIMMING SHALL BE PERFORMED PER INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) STANDARDS. THIS TRIMMING WORK SHALL BE EXECUTED PRIOR TO START OF THE ESTABLISHMENT PERIOD.

THE CONTRACTOR IS RESPONSIBLE FOR FULLY MAINTAINING ALL PLANTING (INCLUDING BUT NOT LIMITED TO: WATERING, SPRAYING, MULCHING, FERTILIZATION, ETC.) OF PLANTING AREAS AND LAWNS UNTIL THE WORK IS ACCEPTED IN TOTAL BY THE OWNER AT THE END OF THE MAINTENANCE/ WARRANTY PERIOD.

DETAILS

PLEASE REVIEW CURRENT FDOT STANDARD PLANS FOR ALL LANDSCAPE INSTALLATION DETAILS.

PLANT SYMBOL LEGEND			
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME
TREES AND PALMS			
	YF	YUCCA FILAMENTOSA	ADAM'S NEEDLE
	LI	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE
	LD	LIVISTONA DECIPIENS	RIBBON PALM

PLANT SYMBOL LEGEND			
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME
GROUND COVERS			
	AG	ARACHIS GLABRATA	PERENNIAL PEANUT
	MC	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS

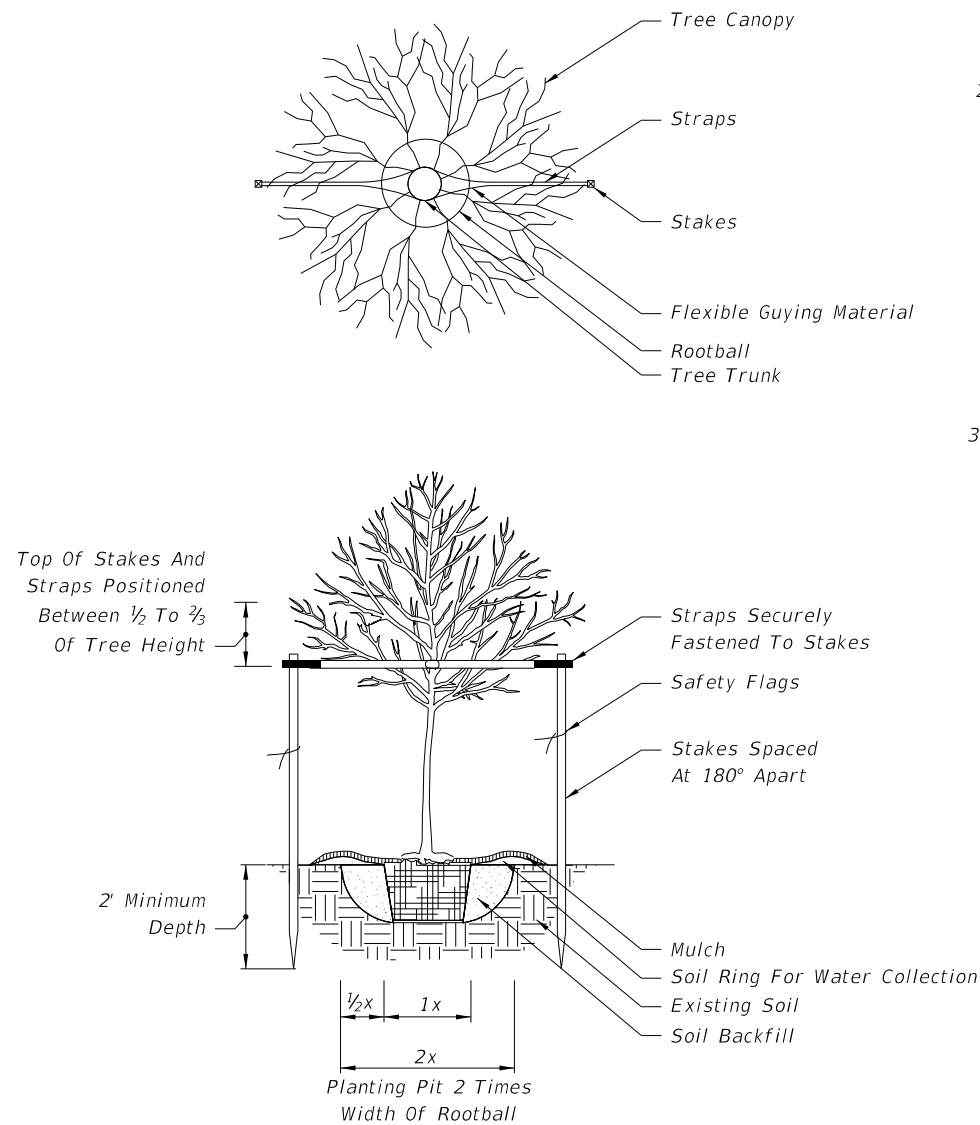
REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			GENERAL NOTES	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 5	FLAGLER	437595-1-52-01		76
									LD-2

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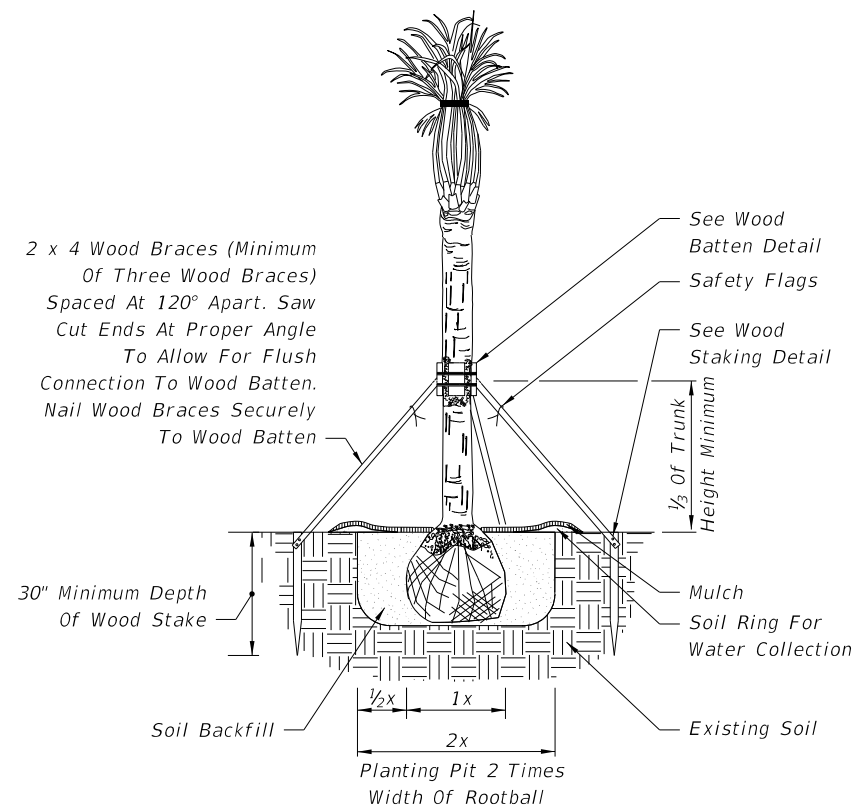
LANDSCAPE TABULATION OF QUANTITIES / PLANT SCHEDULE																			
PAY ITEM NO.	SYM	BOTANICAL NAME	COMMON NAME	INSTALLED SIZE	SPACING	REMARKS	UNIT	SHEET NUMBERS										GRAND TOTAL	
								LD-5		LD-6		LD-7		LD-8		LD-9			
								PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL
	YF	YUCCA FILAMENTOSA	ADAM'S NEEDLE	3 GAL	20'		EA												
	LI	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	10' OA HT		STANDARD	EA												
	LD	LIVISTONA DECIPIENS	RIBBON PALM	16' CT	30'	BOOTED, STRAIGHT TRUNK	EA												
	AG	ARACHIS GLABRATA	PERENNIAL PEANUT			SOD	SF												
	MC	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	3 GAL	25'	24" HT	EA												

REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TABULATION OF QUANTITIES & PLANT SCHEDULE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 5	FLAGLER	437595-1-52-01		77 LD-3

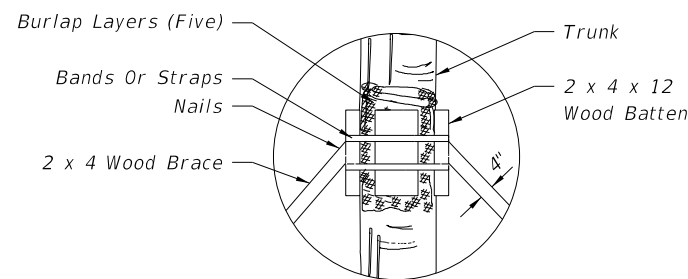
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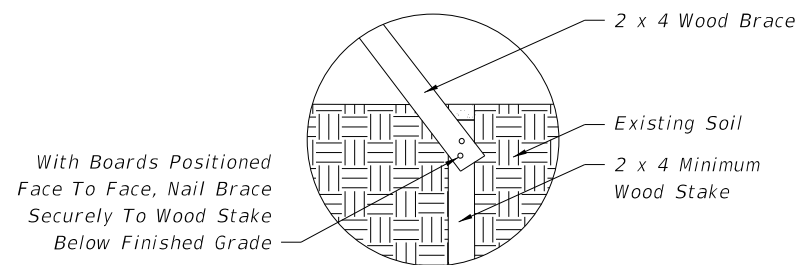
UNDER 4" CALIPER TREE PLANTING



PALM PLANTING  
FOR UP TO 24' CLEAR TRUNK

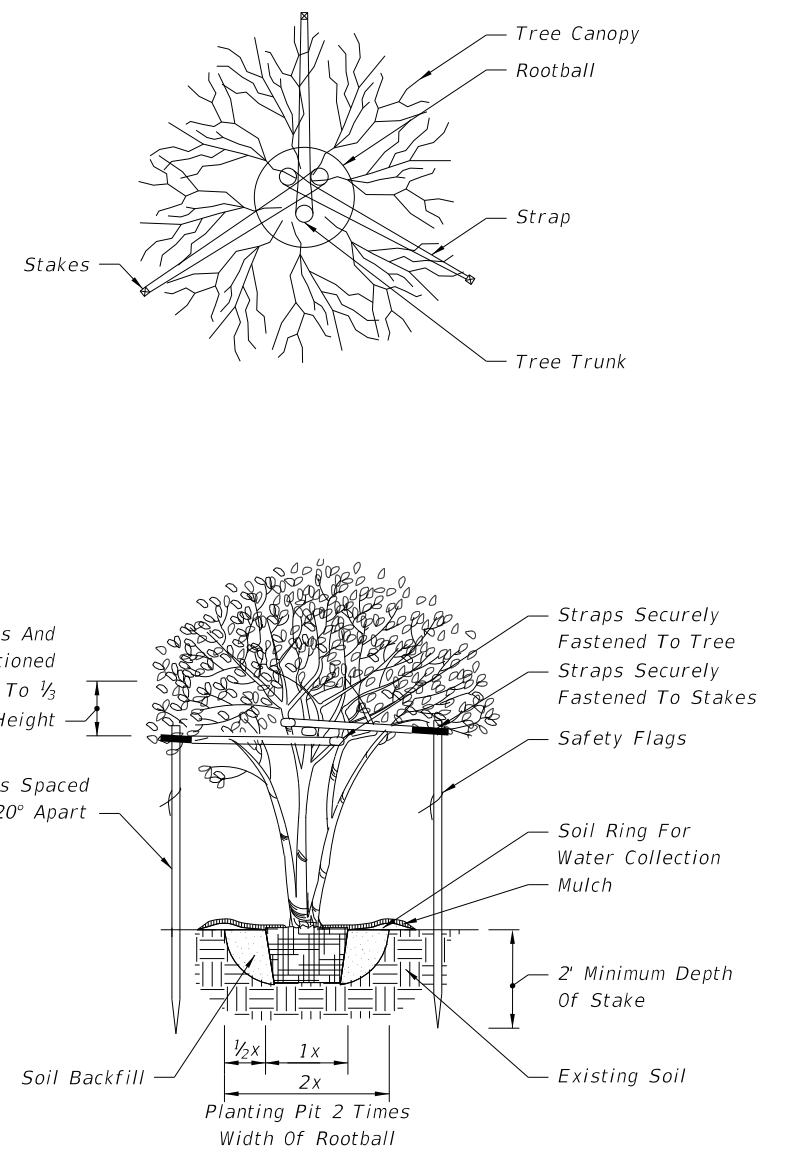


WOOD BATTEN DETAIL



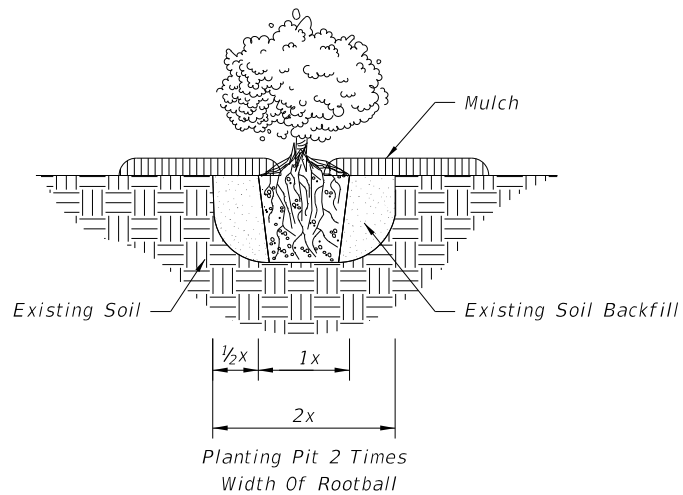
NOTE: Stake Into Firm, Existing Soil.

WOOD STAKING DETAIL

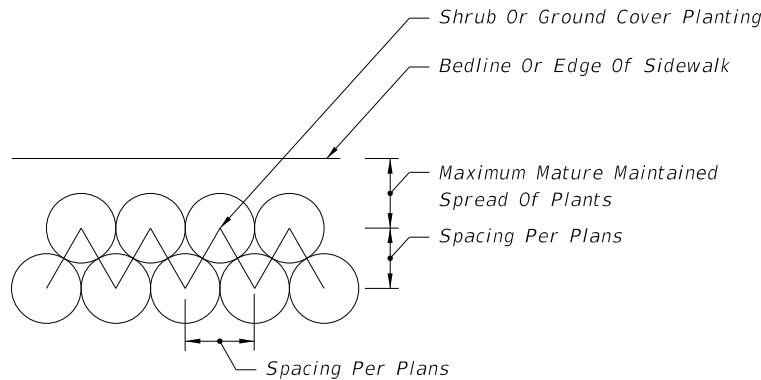


MULTI-TRUNK TREE PLANTING

REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			DETAILS (1)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 5	FLAGLER	437595-1-52-01		78 LD-4



GROUND COVER/SHRUB PLANTING

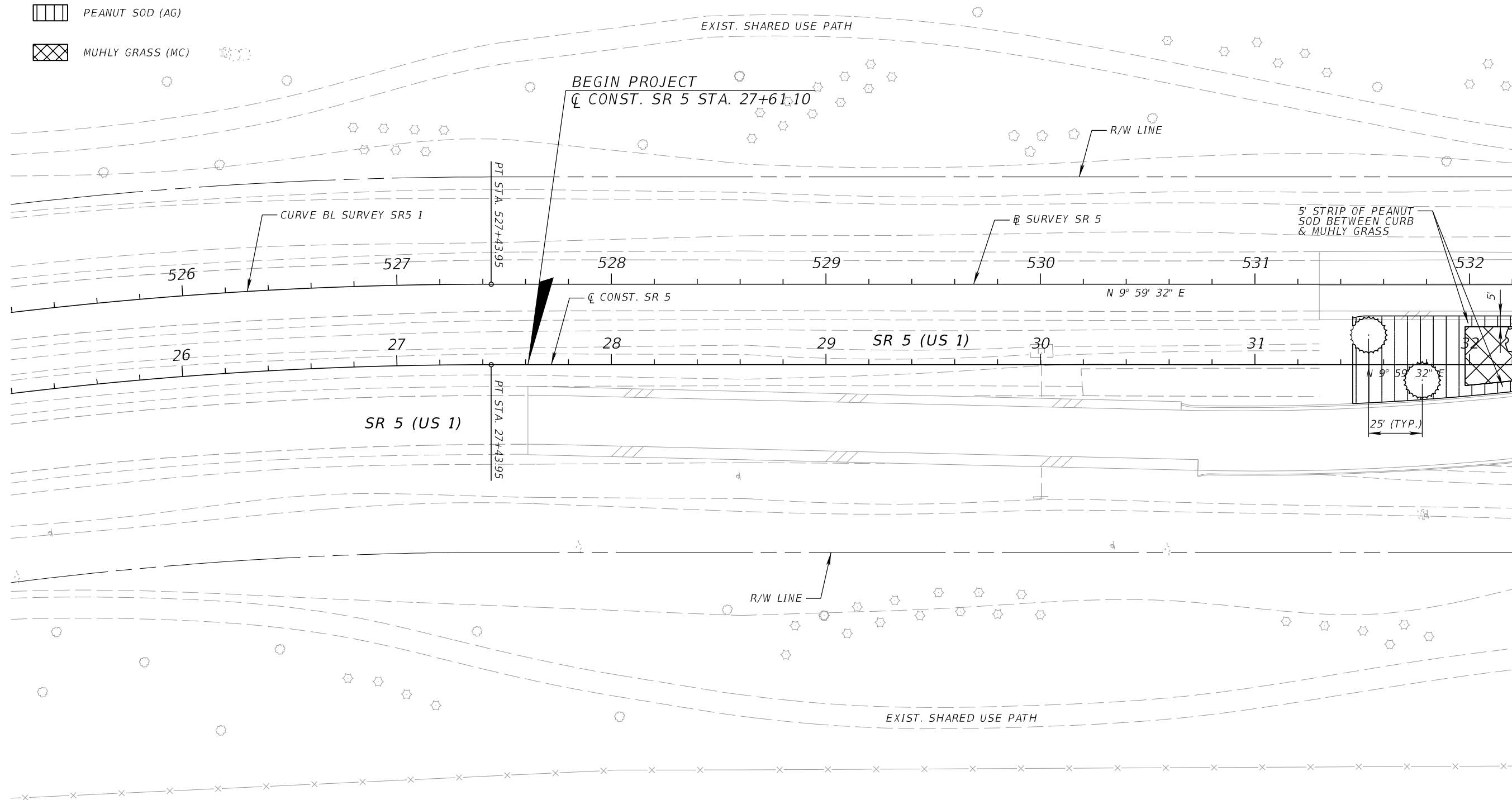
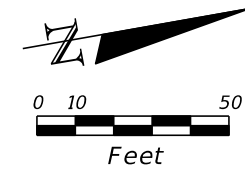


GROUND COVER/SHRUB LAYOUT DETAIL

REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			DETAILS (2)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 5	FLAGLER	437595-1-52-01		79 LD-5

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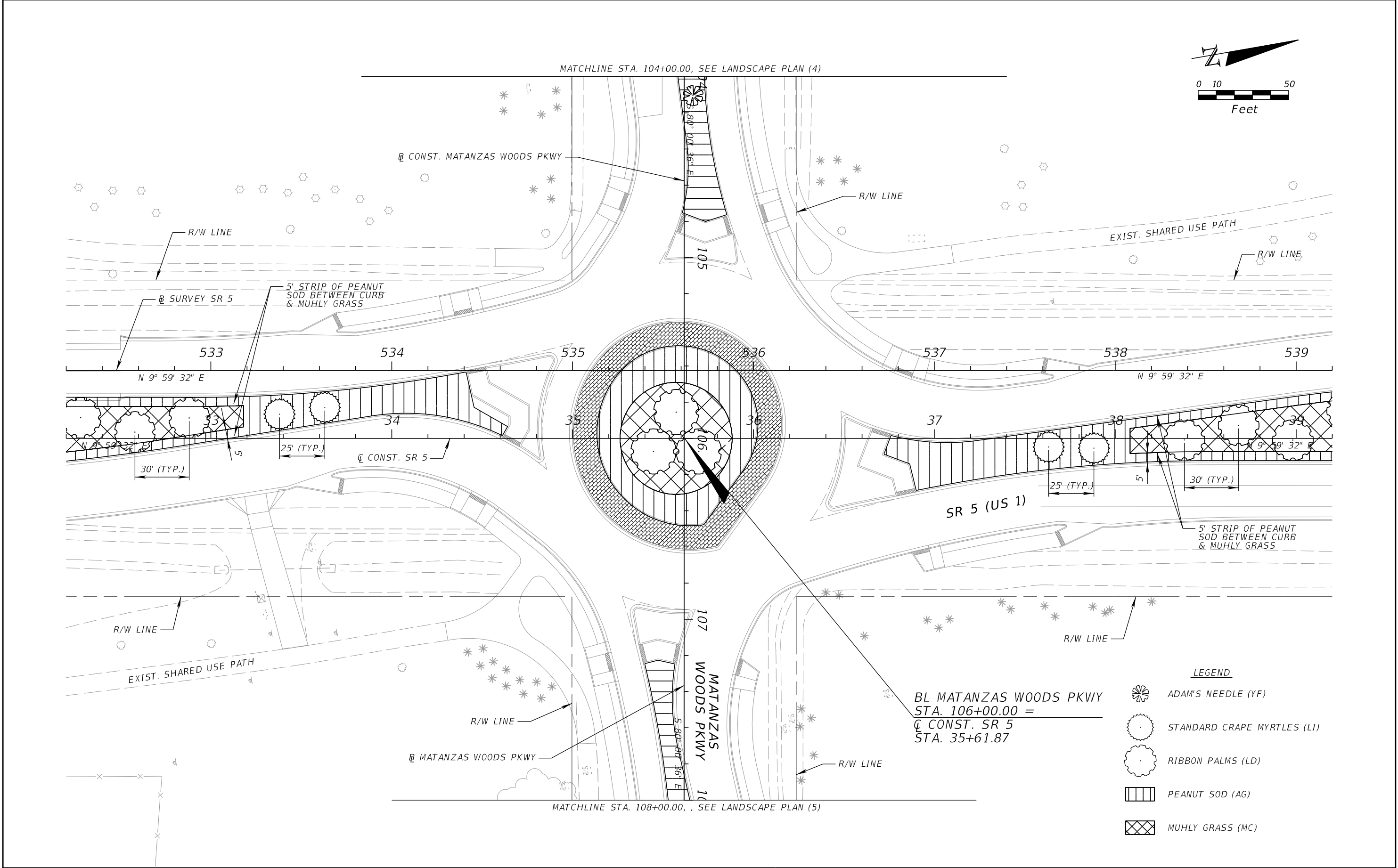
- LEGEND**
- ADAM'S NEEDLE (YF)
  - STANDARD CRAPE MYRTLES (LI)
  - RIBBON PALMS (LD)
  - PEANUT SOD (AG)
  - MUHLY GRASS (MC)



REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (1)	SHEET NO.	
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		80 LD-6	
					SR 5	FLAGLER	437595-1-52-01			

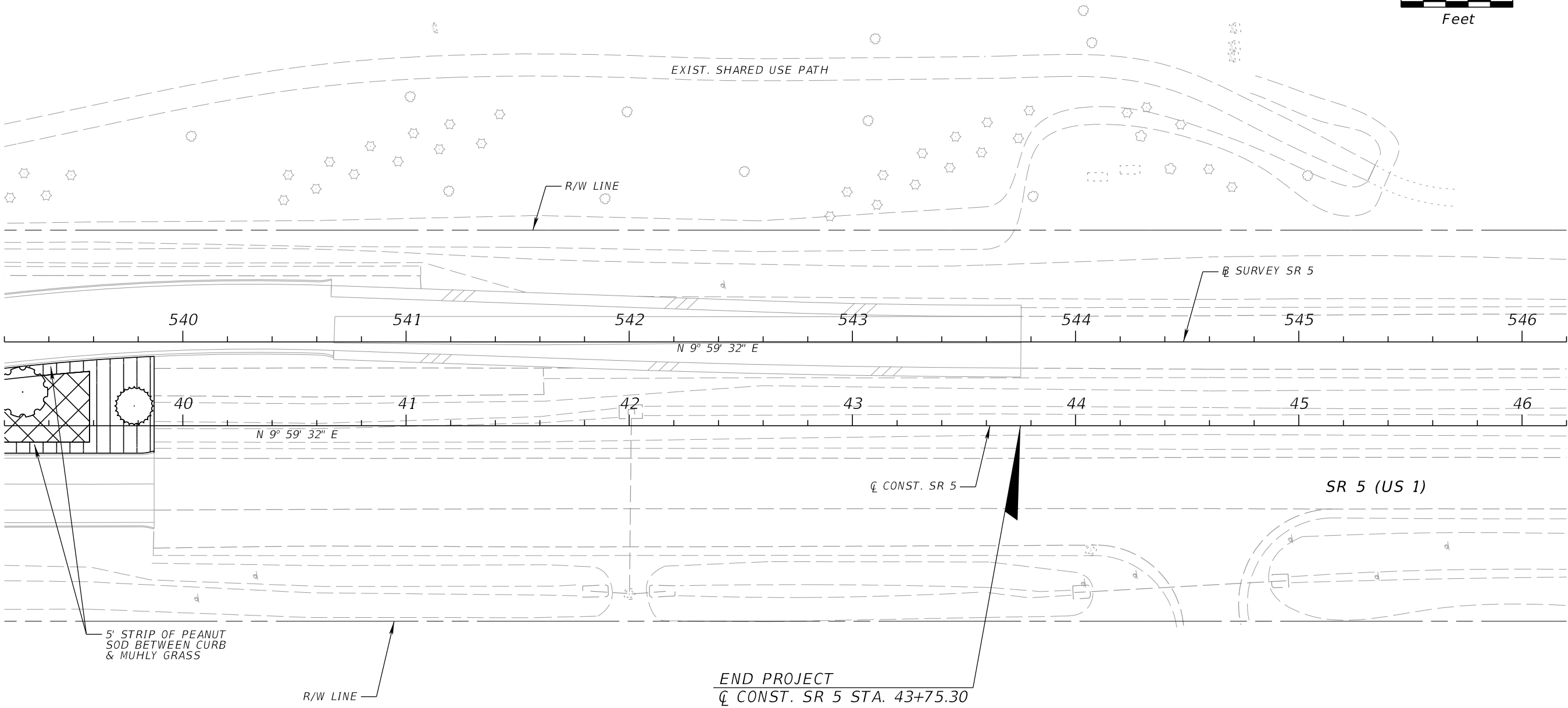
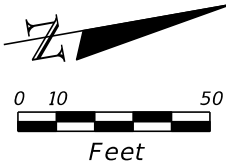
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REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (2)	SHEET NO. 81 LD-7
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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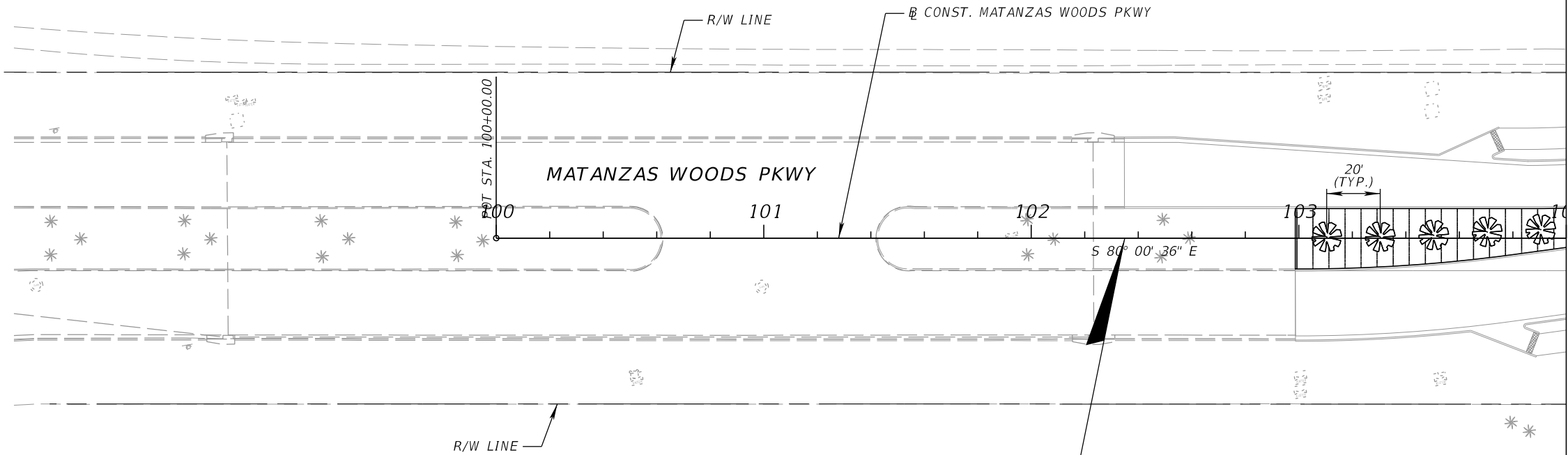
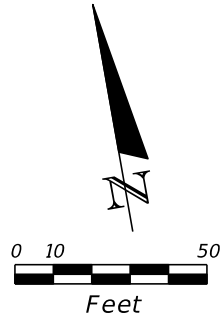
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- LEGEND**
- ADAM'S NEEDLE (YF)
  - STANDARD CRAPE MYRTLES (LI)
  - RIBBON PALMS (LD)
  - PEANUT SOD (AG)
  - MUHLY GRASS (MC)

REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (3)	SHEET NO.	
DATE	DESCRIPTION	DATE	DESCRIPTION						82	
					ROAD NO.	COUNTY	FINANCIAL PROJECT ID		LD-8	
					SR 5	FLAGLER	437595-1-52-01			

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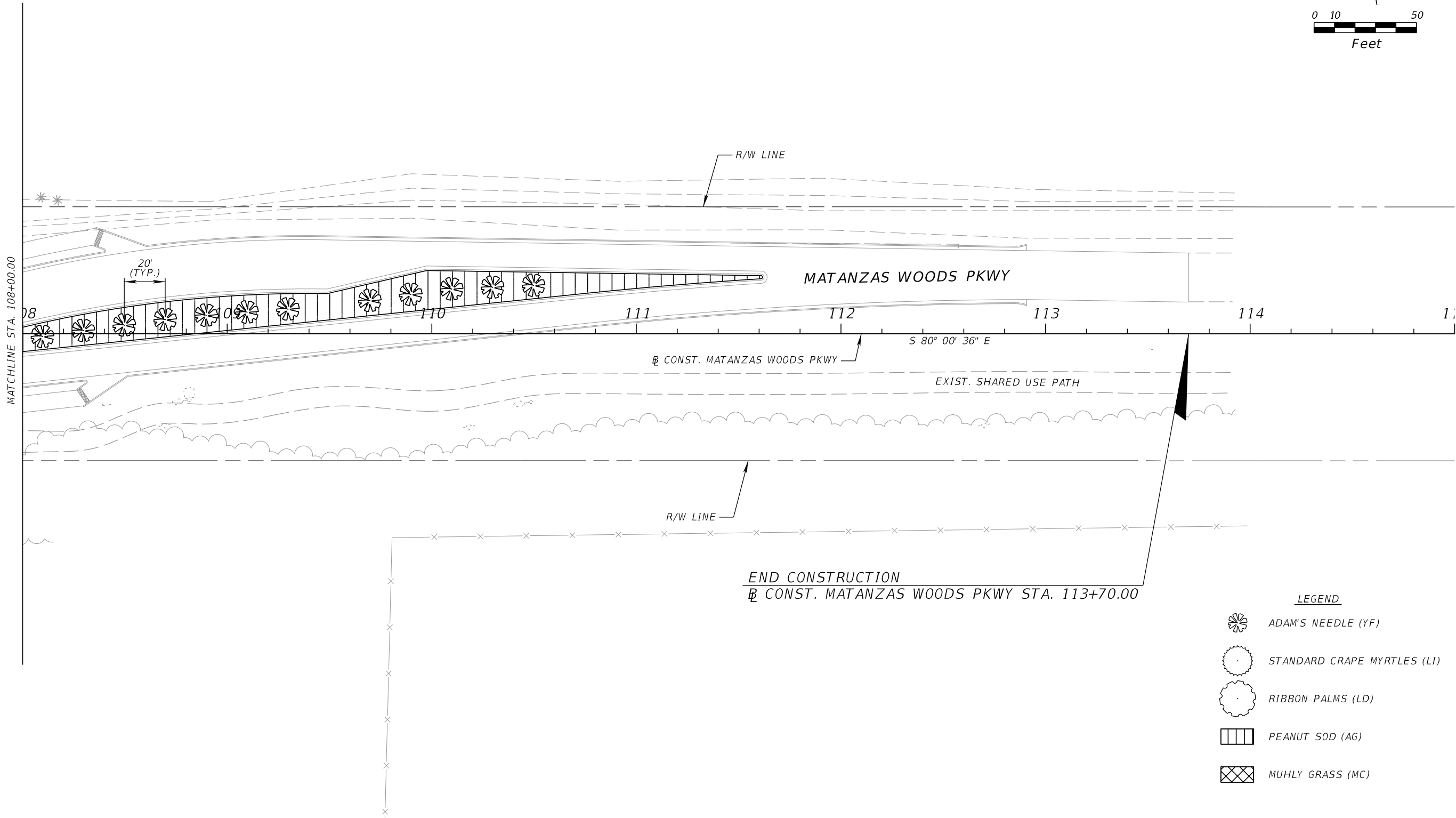
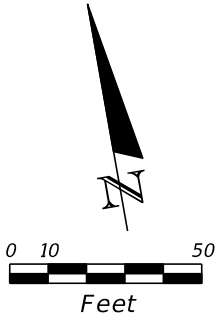


BEGIN CONSTRUCTION  
CONST. MATANZAS WOODS PKWY STA. 102+34.89

- LEGEND
- ADAM'S NEEDLE (YF)
  - STANDARD CRAPE MYRTLES (LI)
  - RIBBON PALMS (LD)
  - PEANUT SOD (AG)
  - MUHLY GRASS (MC)

REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (4)	SHEET NO.	
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		83 LD-9	
					SR 5	FLAGLER	437595-1-52-01			

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LEGEND

- ADAM'S NEEDLE (YF)
- STANDARD CRAPE MYRTLES (LI)
- RIBBON PALMS (LD)
- PEANUT SOD (AG)
- MUHLY GRASS (MC)

REVISIONS				MICHAEL URCHUK, R.L.A. LICENSE NUMBER LA6666675 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE ORLANDO, FL 32803 CERTIFICATE OF AUTHORIZATION 8794	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			LANDSCAPE PLAN (5)	SHEET NO.	
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		84 LD-10	
					SR 5	FLAGLER	437595-1-52-01			

## City of Palm Coast, Florida Agenda Item

Agenda Date: August 23, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	4124	<b>Account</b>
		<b>#</b>
<b>Subject</b>	COMMUNITY ISSUES/OBJECTIVES/RESPONSIBILITIES OF BEAC MEMBERS	
<b>Background :</b>		
<b>Recommended Action :</b>	Discussion purposes	



**RESOLUTION NO. 2006-07**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM COAST, CREATING A CITY OF PALM COAST BEAUTIFICATION AND ENVIRONMENTAL ADVISORY COMMITTEE; PROVIDING FOR APPOINTMENT; PROVIDING FOR MEMBERSHIP AND TERMS; PROVIDING FOR QUORUM AND VOTING; PROVIDING FOR POWERS; PROVIDING FOR PROCEDURES; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, Article II, Section 7 of the *Constitution of the State of Florida* relates to natural resources and scenic beauty and provides in Subsection (a) that "[i]t shall be the policy of the state to conserve and protect its natural resources and scenic beauty. Adequate provision shall be made by law for the abatement of air and water pollution and of excessive and unnecessary noise and for the conservation and protection of natural resources"; and

**WHEREAS**, Section 187.201, *Florida Statutes*, sets forth the *State of Florida Comprehensive Plan* and provides for a wide array of goals, objectives and policies which relate to natural resources and the environment and the maintenance of an aesthetically positive quality of life; and

**WHEREAS**, likewise the City's Comprehensive Plan has been developed to ensure that the natural resources of the City and its environs are protected and that a high quality of life is provided to the citizens of the City; and

**WHEREAS**, the City Council of the City of Palm Coast is committed to ensuring that the aesthetic beauty and natural resource of the City and its environs are protected and a high quality of life is offered to the citizens of the City; and

**WHEREAS**, Ms. Milissa Holland, on behalf of herself and other citizens of the City, requested that the City Council create and appoint a committee to advise the City Council with regard to aesthetic, scenic beauty, environmental and natural resource issues pertaining to the City; and

**WHEREAS**, the City Council has determined that it is beneficial and protects and furthers the public health, safety and welfare and benefits the citizens of the City of Palm Coast to create the "City of Palm Coast Beautification and Environmental Advisory Committee".

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

## **SECTION 1. Legislative and Administrative Intent and Findings.**

(a). The intent and findings set forth in the above recitals to this Resolution (whereas clauses) are hereby adopted as the legislative and administrative intent and findings relative to the provisions of this Resolution and said recitals form and constitute a material and substantive part of this Resolution.

(b). The City Manager shall rely upon the intent and findings of the City Council as set forth in this Resolution as guiding principles in taking implementing actions as set forth in this Resolution.

## **SECTION 2. Creation of the "City of Palm Coast Beautification and Environmental Advisory Committee"; Objectives; Operations; Responsibilities.**

(a). The City Council of the City of Palm Coast hereby creates and establishes the "City of Palm Coast Beautification and Environmental Advisory Committee" which is referred to hereinafter as the "Committee".

(b). The Committee shall be constituted of a total of five (5) voting members with one (1) member being appointed by the Mayor and each member of City Council from the City Council District represented, if practicable. All Committee members must be registered voters and residents of the City of Palm Coast. Each member shall serve terms of four (4) years, but the City Council may develop a program of uniform appointment and reappointment for all appointed bodies providing for uniform appointment dates, staggered terms and related matters.

(c). The objectives of the Committee shall be to identify issues within the City of Palm Coast relating the beautification, scenic beauty, natural resource conservation, aesthetic enhancements, environmental protection and other related matters and to evaluate and consider activities, methods, projects and programs that could be implemented within the City to address the matters considered by the Committee and the issues studied by the Committee. The Committee may make recommendations to the Planning and Land Development Regulation Board with regard to Comprehensive Plan amendments and land development regulations involving its areas of review.

(d). The Committee may deliver to the City Council from time-to-time written and oral reports of its activities and recommendations.

(e). All meetings of the Committee shall be noticed in accordance with controlling law and shall be open to the public at all times. The public shall be encouraged to submit verbal and written comments to the Committee. Minutes of the meetings of the Committee shall be kept and maintained in accordance with the requirements of controlling law. A quorum of the Committee shall constitute of three (3) members. The Committee shall elect its Chairperson and Vice Chairperson at its initial meeting which shall be chaired by the City Manager, or designee, until a Chairperson is elected by the Committee.

(f). The members of the Committee shall serve at the pleasure of the City

Council.

(g). The members of the Committee shall file financial disclosure as required for entities with natural resource and land development powers.

**SECTION 3. City Staff Responsibilities.**

(a). City staff shall reasonably assist the Committee in the conduct of its activities in accordance with the direction provided by the City Manager.

(b). City staff shall provide administrative and legal support to the Committee as may be necessary as determined by the City Manager, or designee.

**SECTION 4: Expenditures.** The City Council may from time-to-time authorize expenditures for the Committee in the performance of its duties as provided in this Resolution. Committee members shall be reimbursed for travel expenses incurred as a result of Committee activities consistent with City policy.

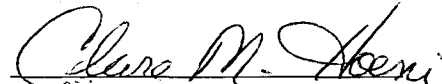
**SECTION 5. Conflicts.** All resolutions or parts of resolution in conflict with this Resolution are hereby repealed.

**SECTION 6. Severability.** If any provisions of this Resolution or the application thereof to any person or circumstance are held invalid, the remainder shall nevertheless be given full force and effect, and to this end the provisions of this Resolution are declared severable.

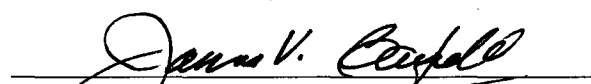
**SECTION 7. Effective Date.** This Resolution shall become effective immediately upon its adoption.

**PASSED AND ADOPTED** this 21<sup>st</sup> day of February 2006.

**ATTEST:**

  
Clare Hoeni, City Clerk

**CITY OF PALM COAST CITY COUNCIL**

  
James V. Canfield, Mayor

## Irene Schaefer

---

**From:** Virginia Smith  
**Sent:** Thursday, June 8, 2017 9:51 AM  
**To:** gpartelow1@cfl.rr.com  
**Cc:** Irene Schaefer; William Butler; Barbara Redline  
**Subject:** BEAC Chair voting required  
**Attachments:** [CC - Resolution] 02-21-2006 - 2006-07 - BEAUTIFICATION ENVIRONMENTAL AD....pdf

Good afternoon Chair Partelow, It is my understanding that you have some concerns regarding “voting” as the Chair of the BEAC. In accordance with the attached resolution creating the BEAC, all five members are voting members. You would only be authorized to abstain from voting in the event of a conflict. If you have a conflict for an item you are to vote on, there is a form that you must complete and state the conflict. That form is always available upon request to myself, Bill Butler, or Irene Schaefer.

Yes, our Council and our Boards/Committees follow Roberts Rules as a guideline. However, in addition to the voting requirement in Resolution 2006-07, any requirements/guidelines/policies of the City Council and State law must be adhered to when conducting City meetings. Here is an excerpt from Chapter 286, Florida Statutes relating to abstaining.

Section 286.012, F.S., provides:

A member of a state, county, or municipal governmental board, commission, or agency who is present at a meeting of any such body at which an official decision, ruling, or other official act is to be taken or adopted may not abstain from voting . . . and a vote *shall* be recorded or counted for each such member present, unless, with respect to any such member, there is, or appears to be, a possible conflict of interest under s. 112.311, s. 112.313, or s. 112.3143, or additional or more stringent standards of conduct, if any, adopted pursuant to s. 112.326. If there is or appears to be a possible conflict under s. 112.311, s. 112.313, or s. 112.3143, the member shall comply with the disclosure requirements of s. 112.3143. If the conflict is one arising from the additional or more stringent standards adopted pursuant to s. 112.326, the member shall comply with any disclosure requirements adopted pursuant to s. 112.326. If the official decision, ruling, or act occurs in the context of a quasi-judicial proceeding, a member may abstain from voting on such matter if the abstention is to assure a fair proceeding free from potential bias or prejudice.

Irene, please make sure the minutes reflect Mr. Partelow's voting appropriately.

I hope this helps clarify the issues with voting as the Chair on the City's Boards/Committees.

Virginia

Virginia Smith, MMC, CP  
City Clerk/Paralegal  
City of Palm Coast  
160 Lake Avenue  
Palm Coast, FL 32164  
Tel: 386-986-3713  
[www.palmcoastgov.com](http://www.palmcoastgov.com)



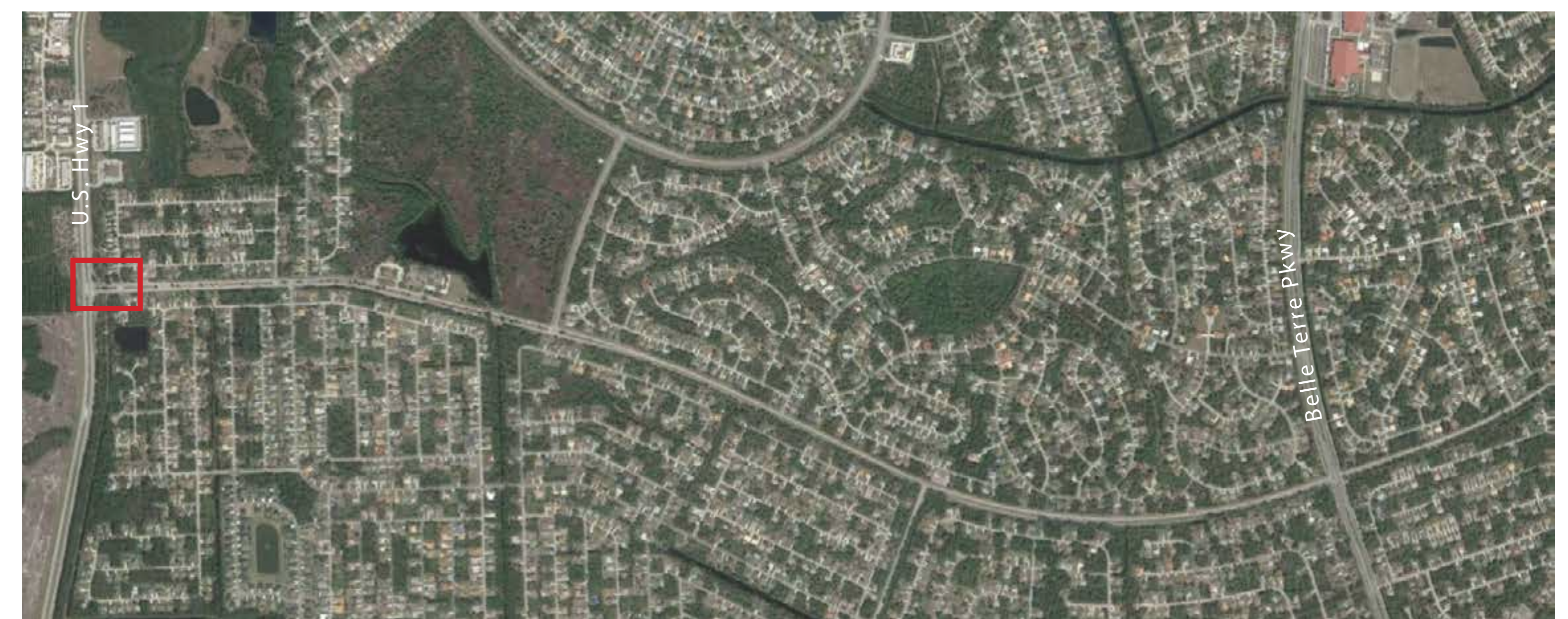


## City of Palm Coast, Florida Agenda Item

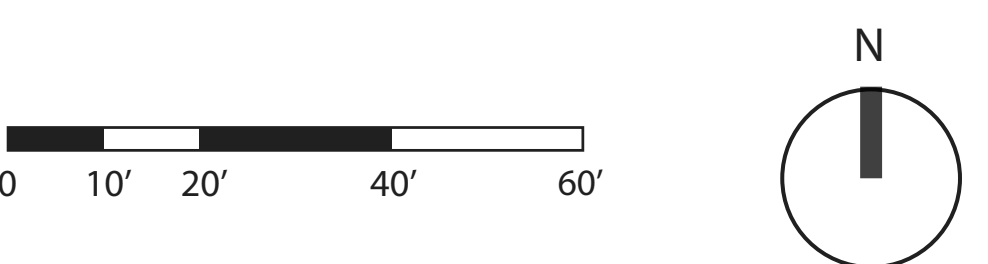
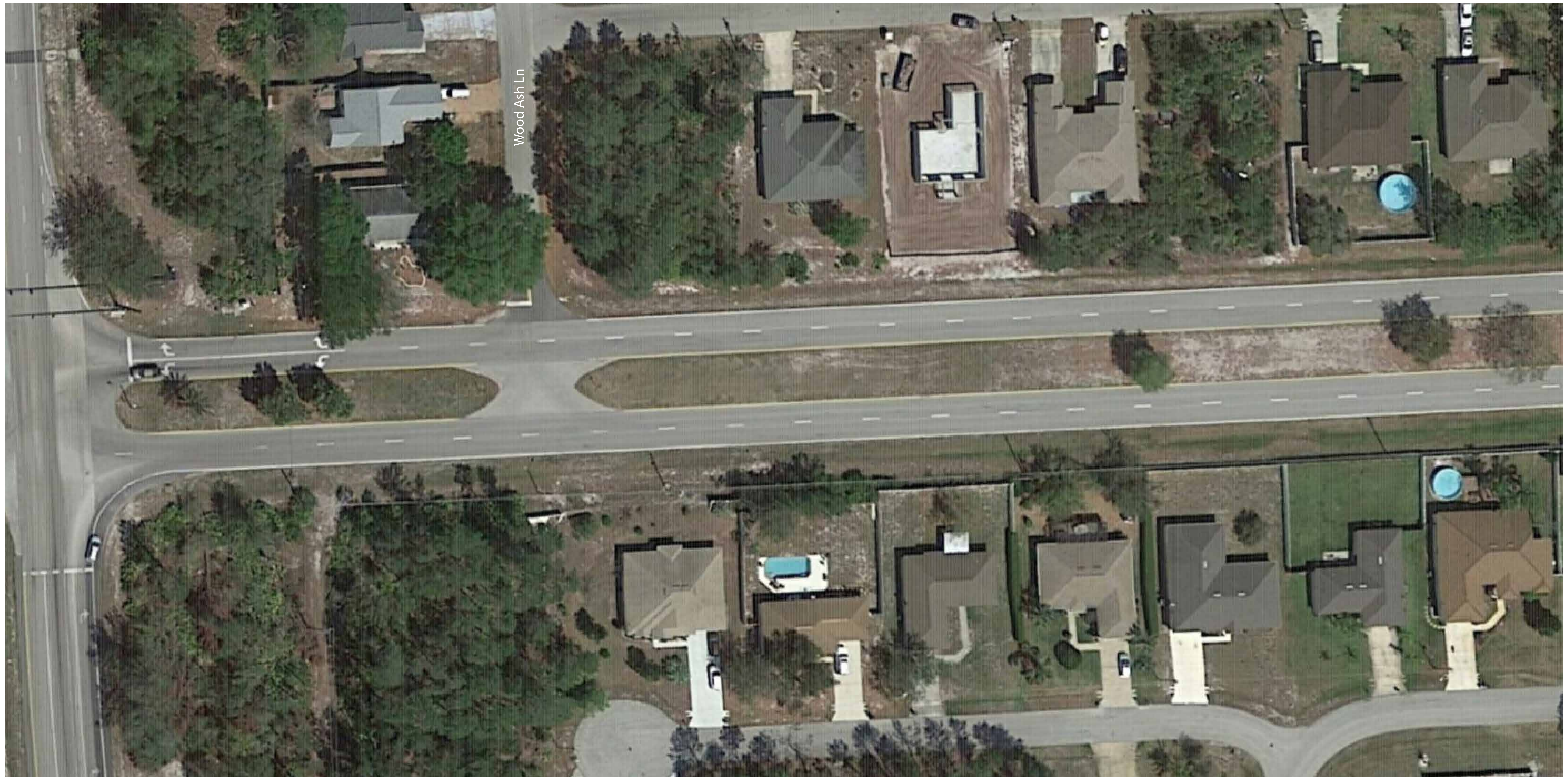
Agenda Date: August 23, 2018

<b>Department</b>	PLANNING	<b>Amount</b>
<b>Item Key</b>	4153	<b>Account</b>
		<b>#</b>
<b>Subject</b>	ATTACHMENTS	
<b>Background :</b>		
<b>Recommended Action :</b>		

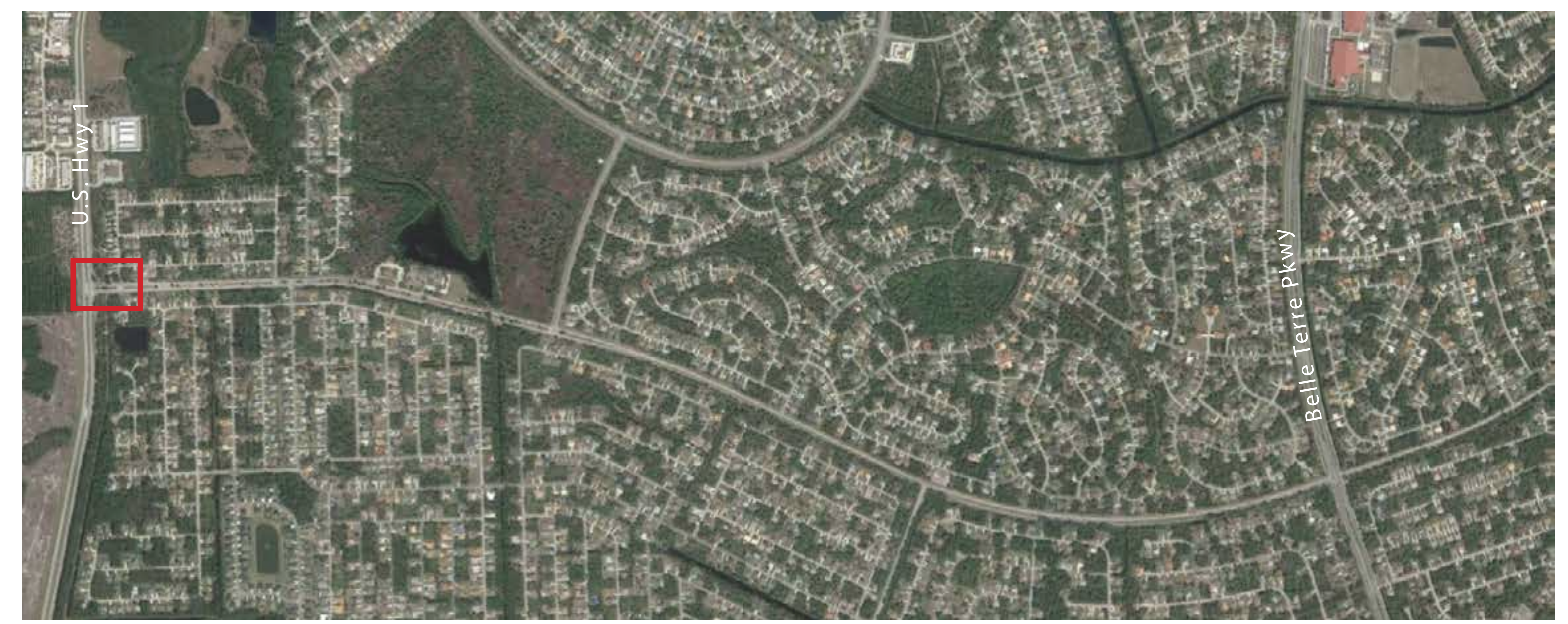




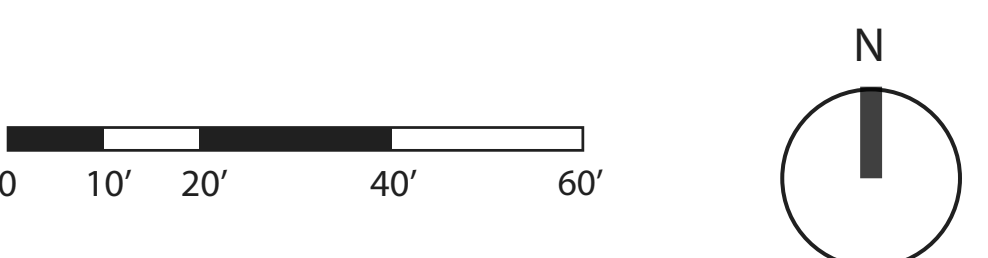
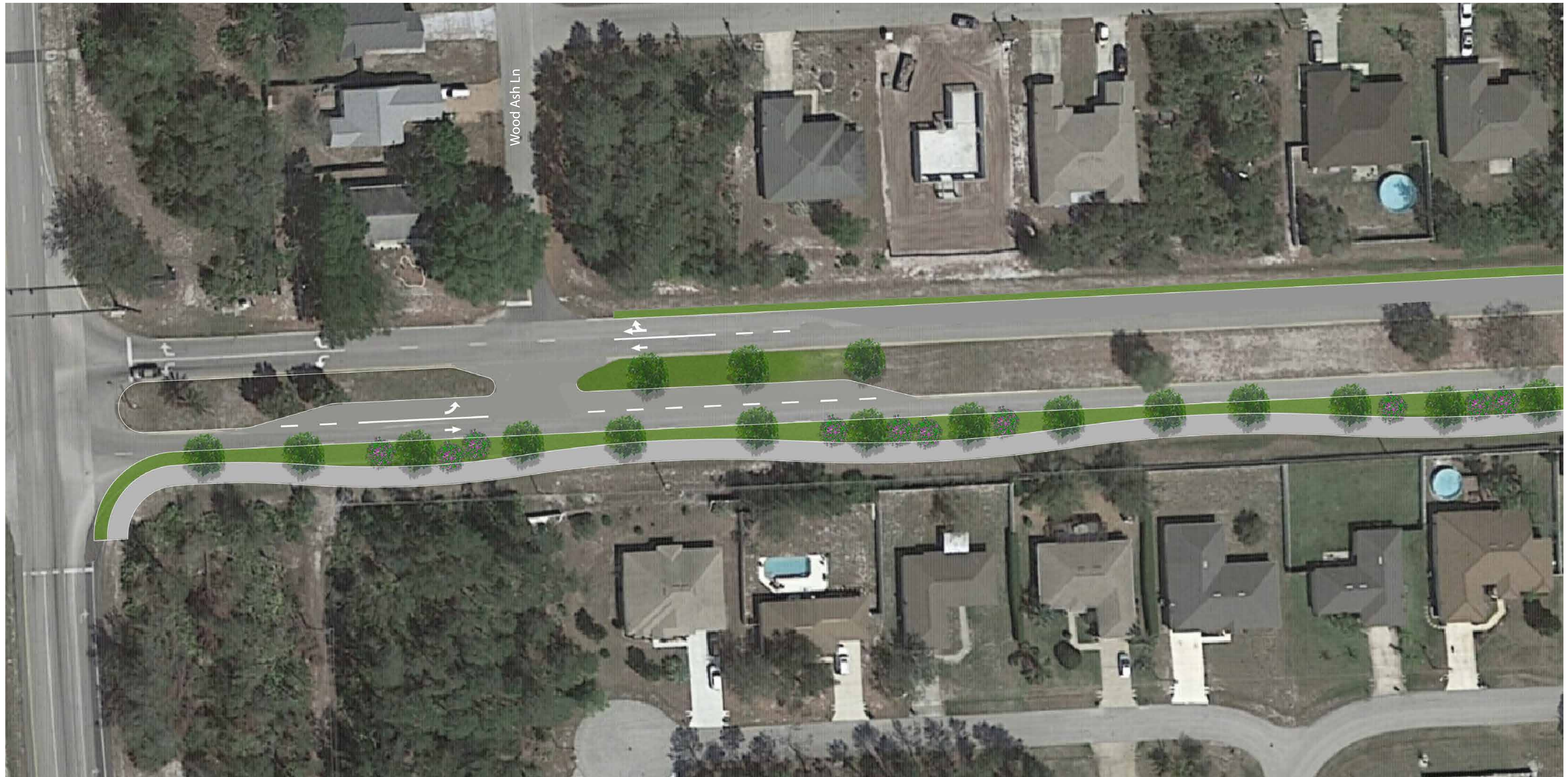
Key Map







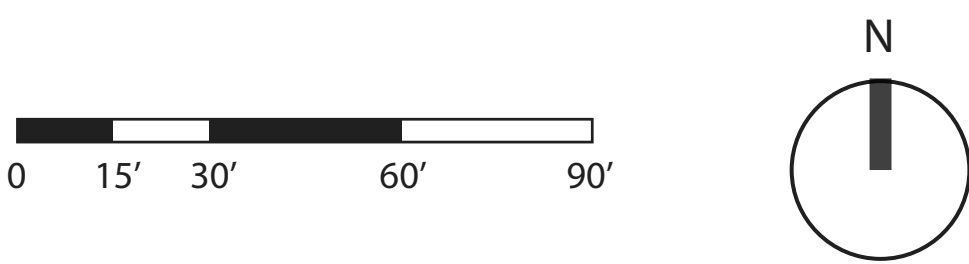
Key Map







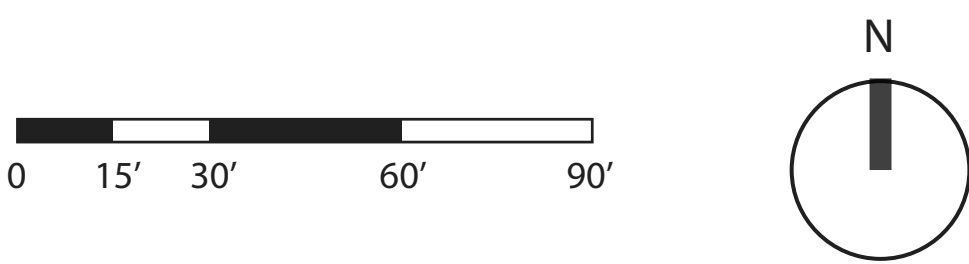
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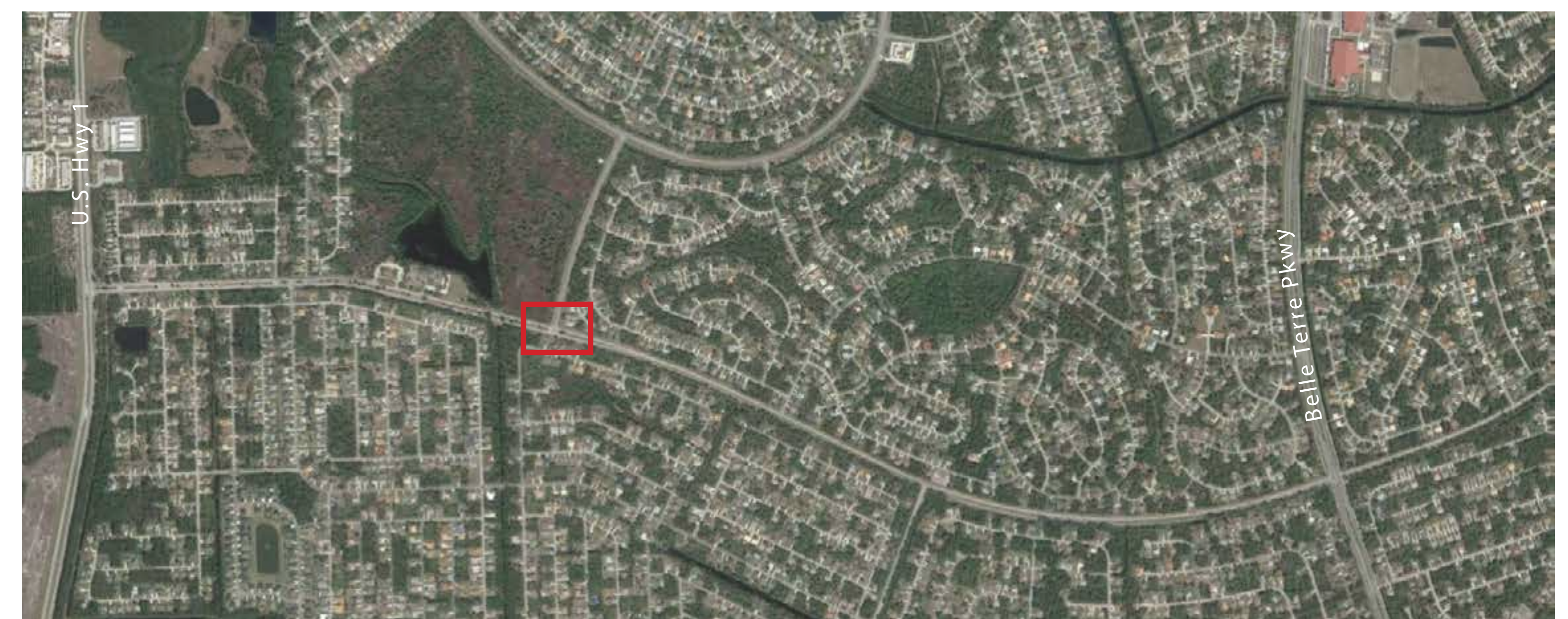




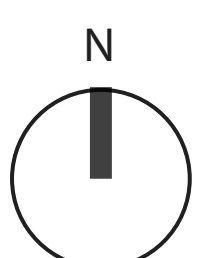
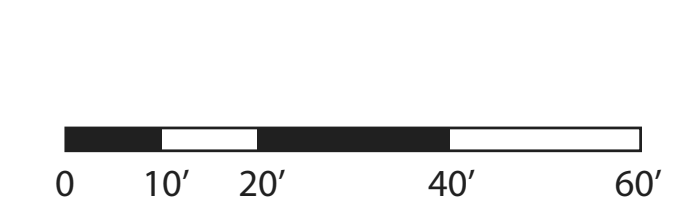
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Key Map



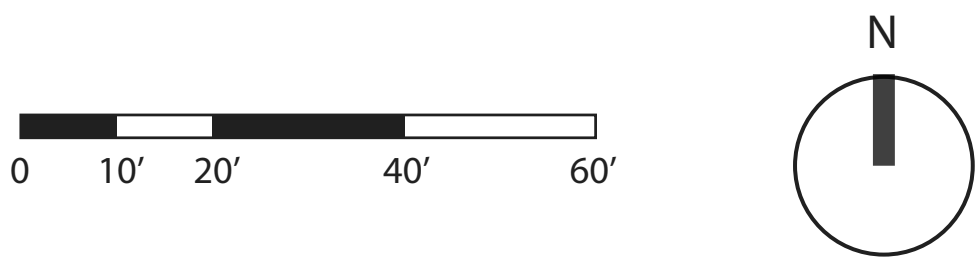
White Mill Drive  
Existing Conditions

Whiteview Parkway  
Palm Coast, Florida  
March 13, 2018

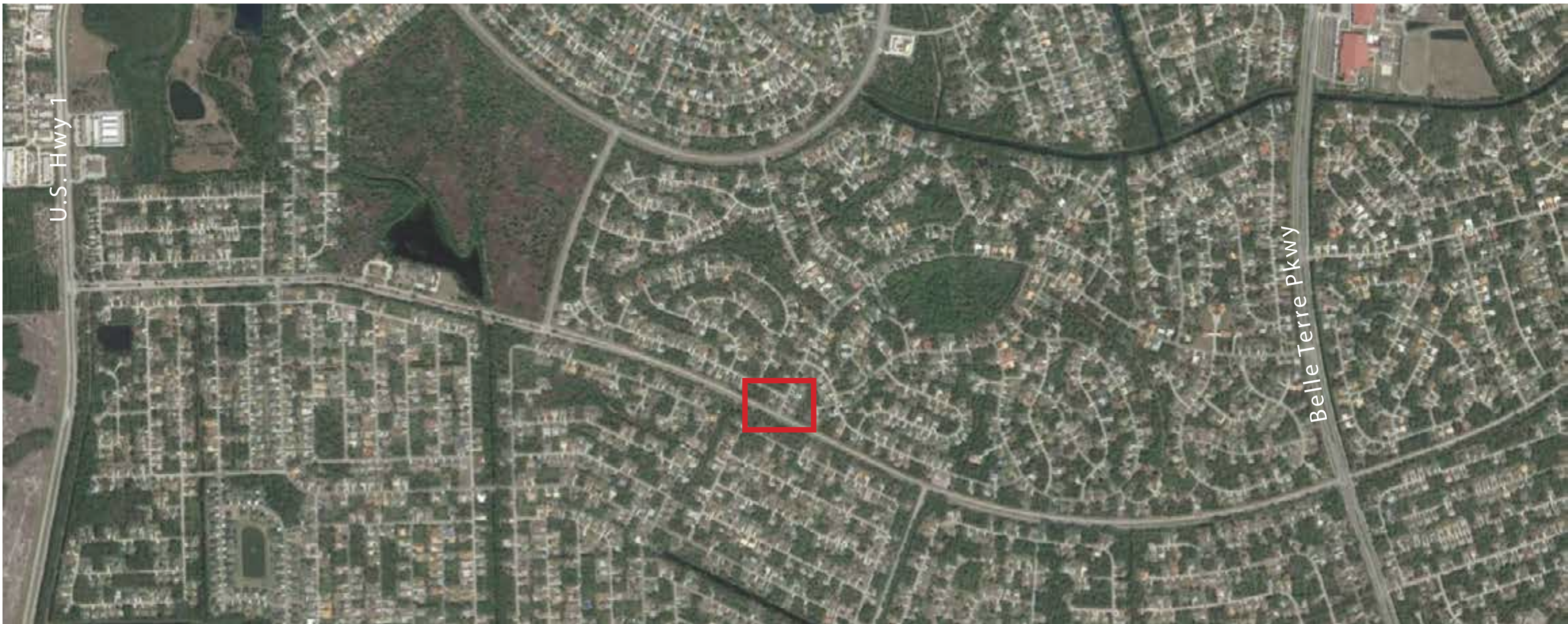




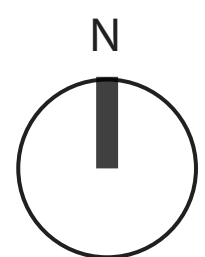
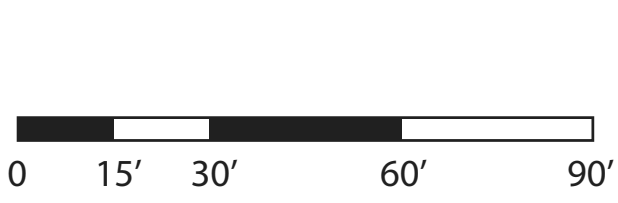
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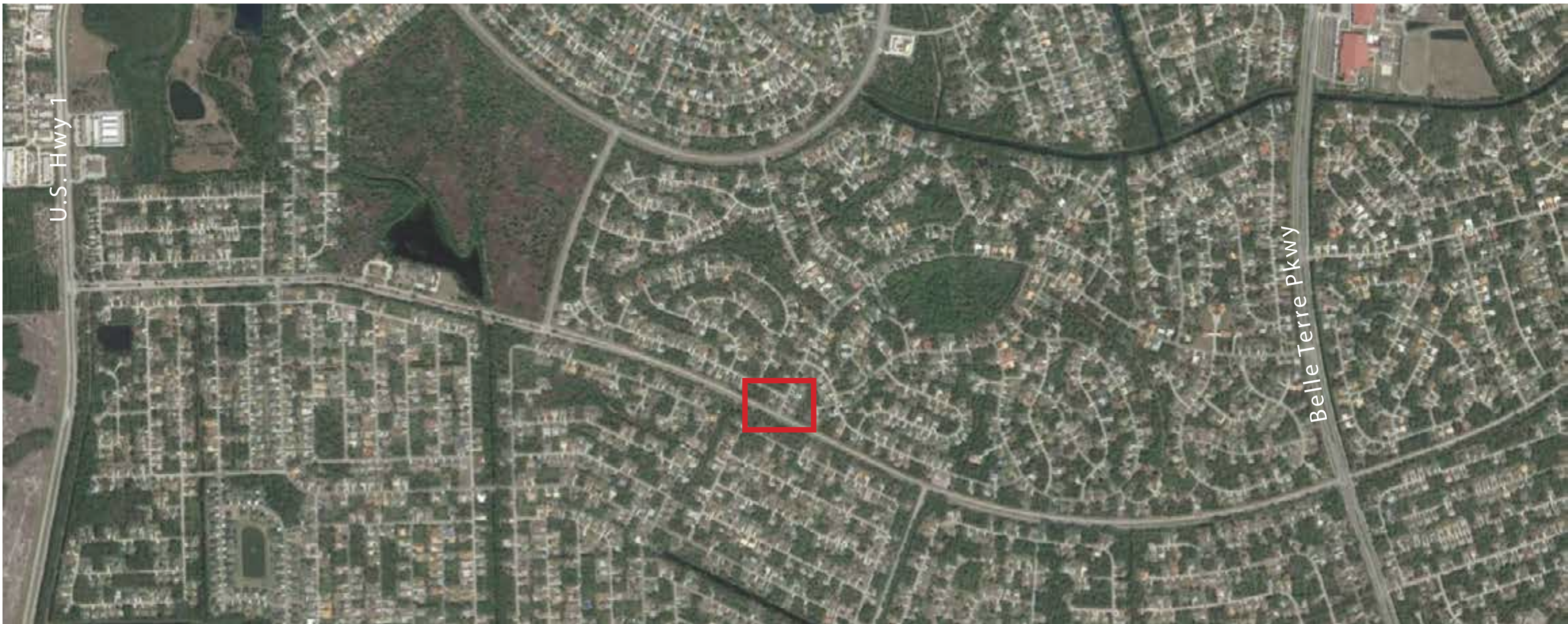




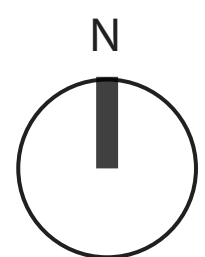
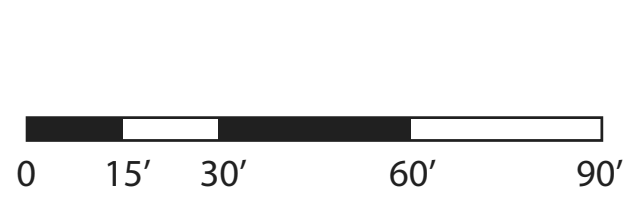
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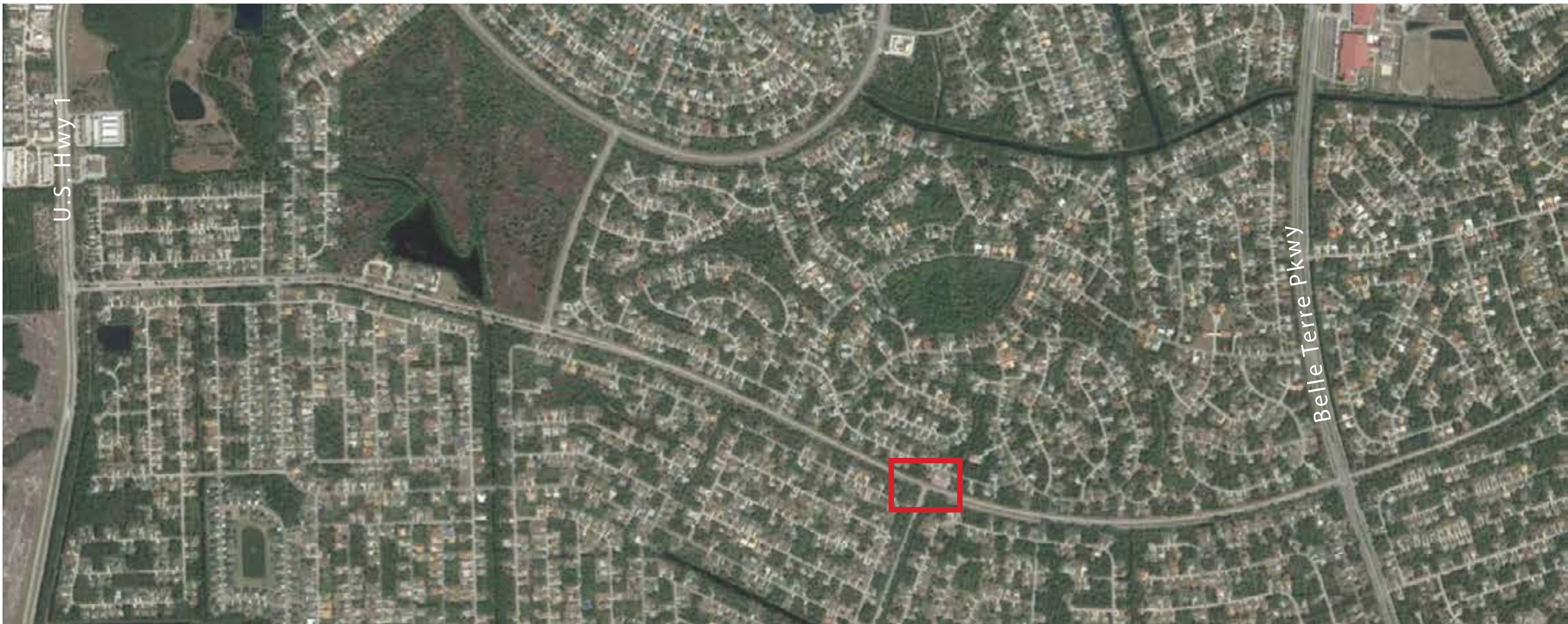




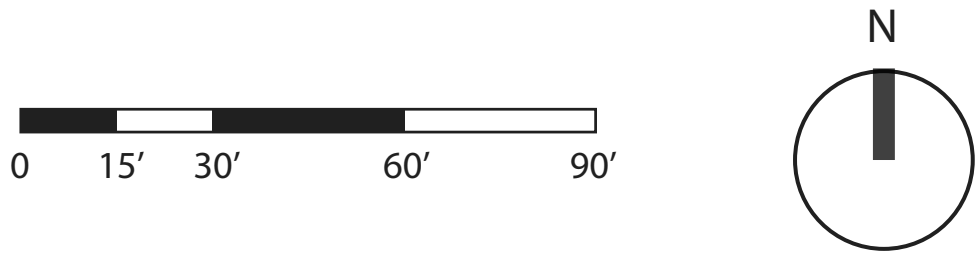
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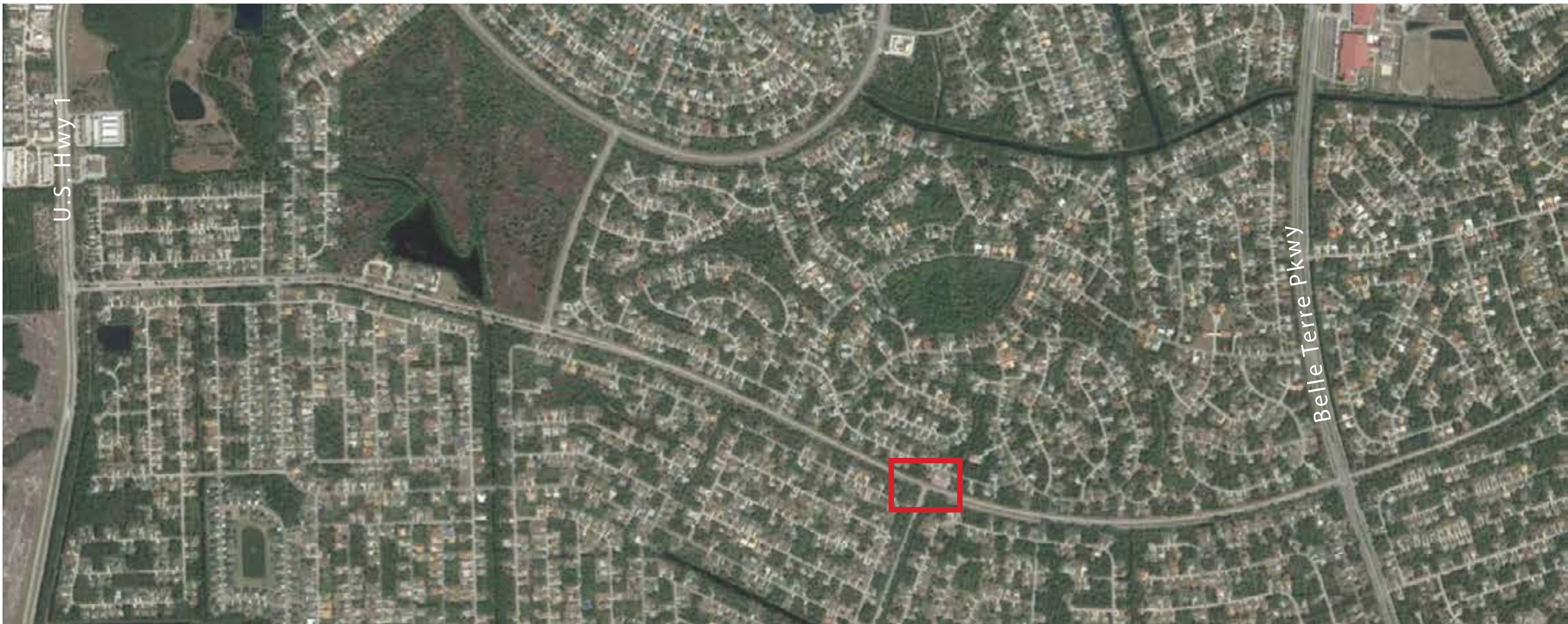




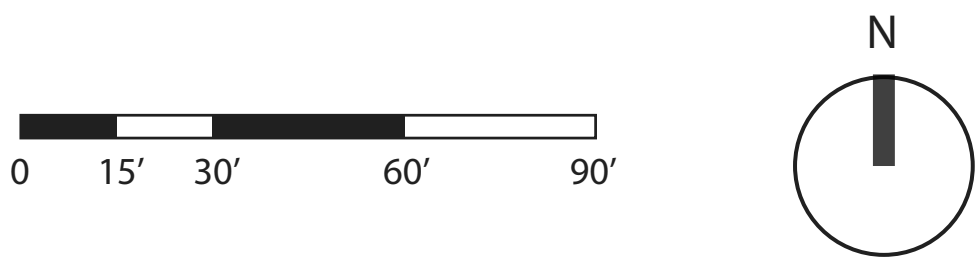
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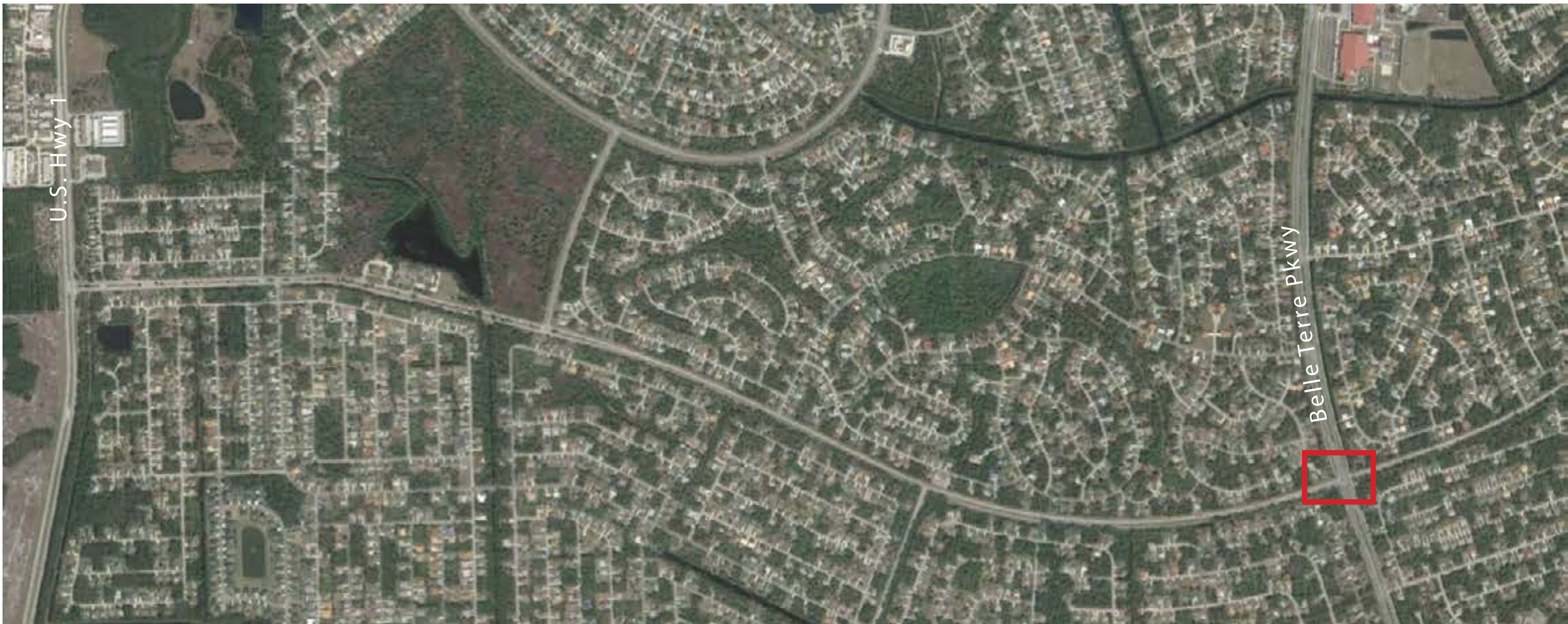




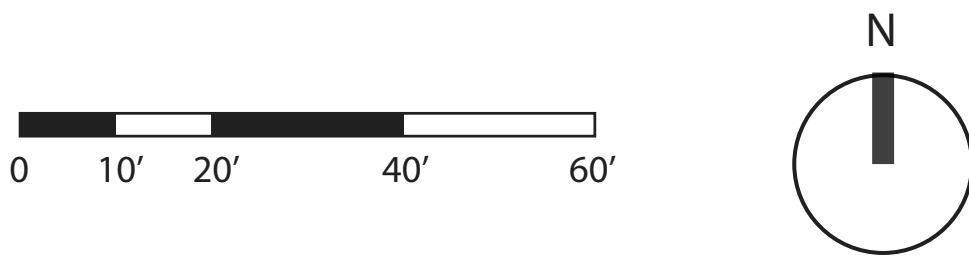
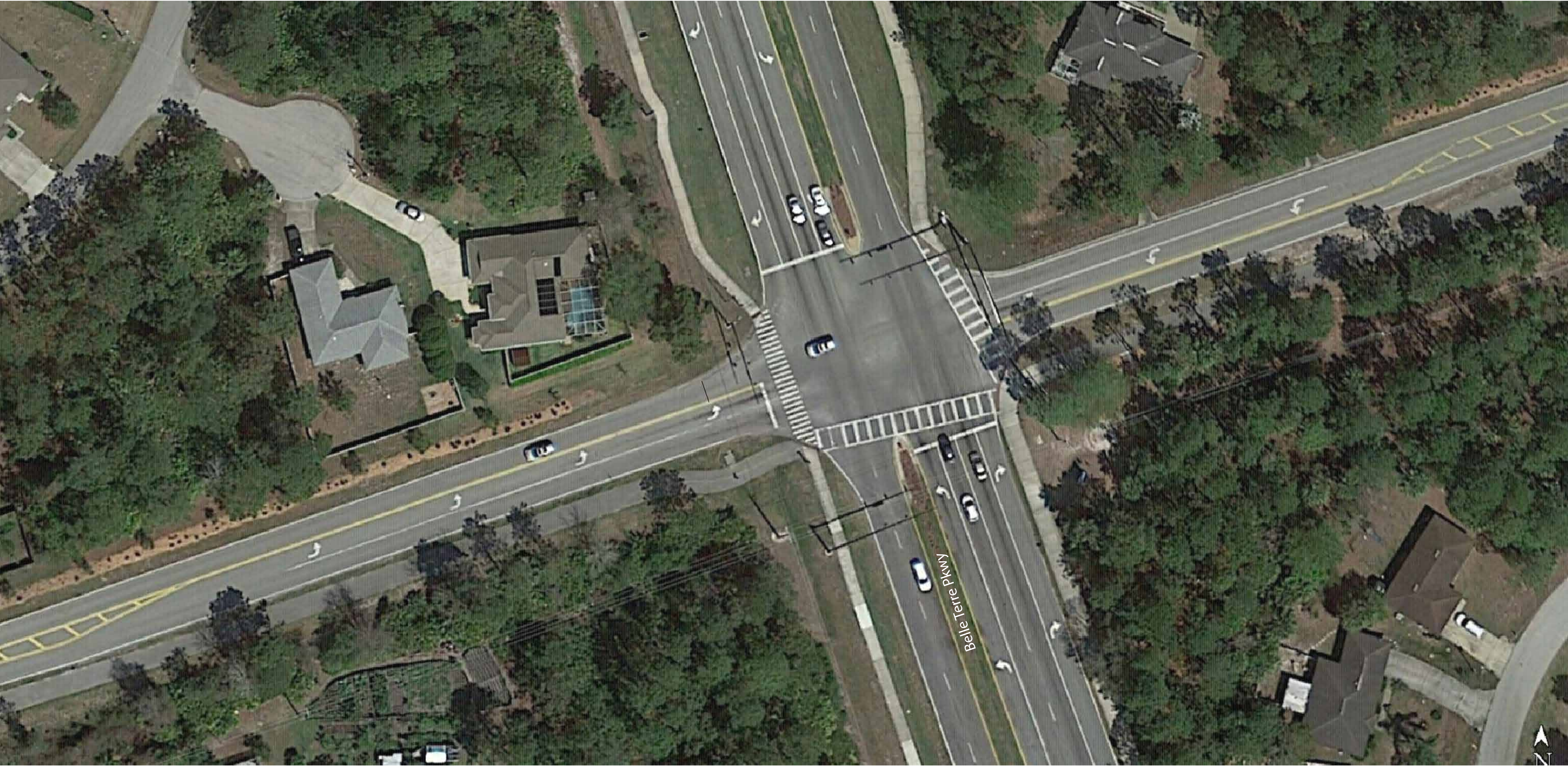
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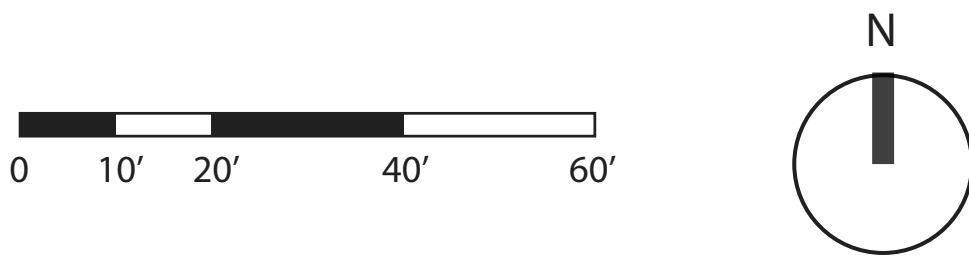
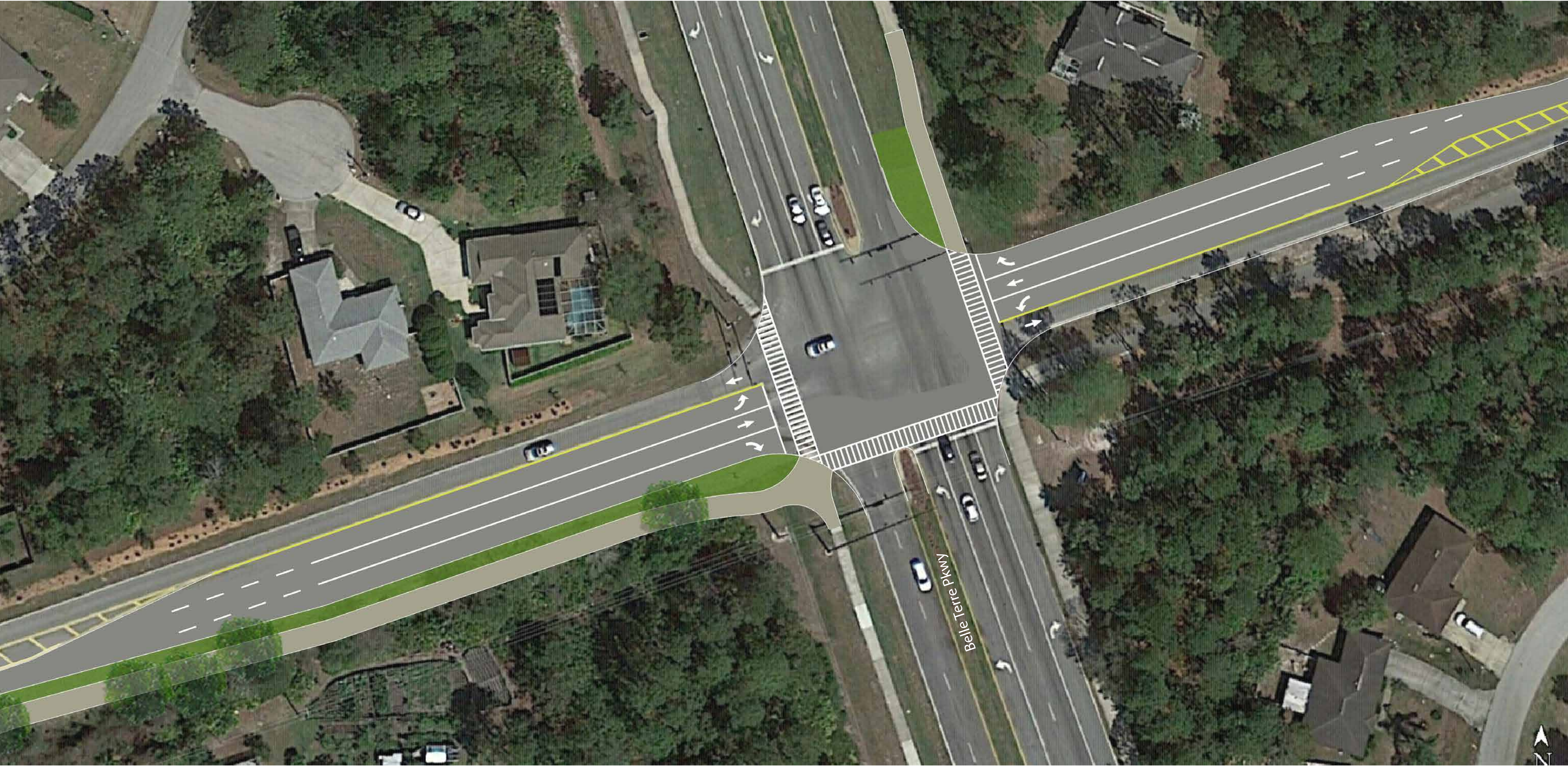
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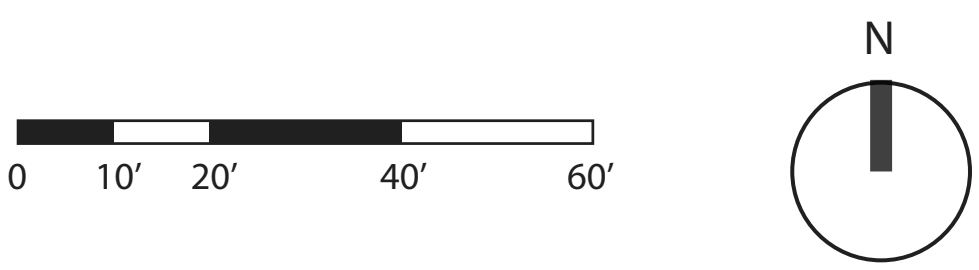
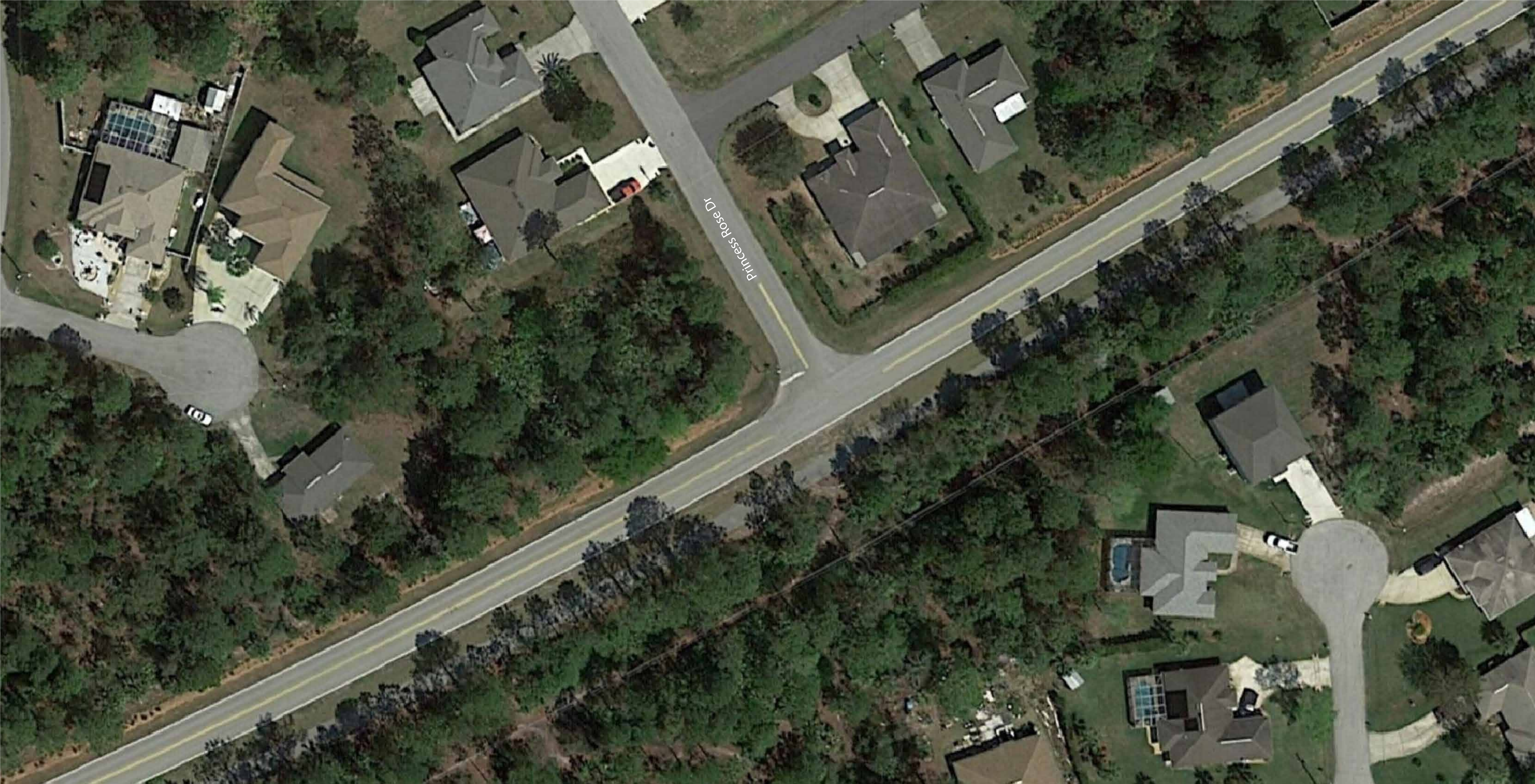
Key Map







Key Map







Key Map

