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**AGENDA ITEM
Planning & Zoning**

Meeting

8/1/2024

MEETING DATE

TO: Planning and Zoning Board Members

DATE: June 26, 2024

FROM: Trevor Steven, Planner

PHONE: 904 209-0587

SUBJECT OR TITLE: REZ 2023-23 Osceola Lakes (WF Housing)

AGENDA TYPE: Business Item, Ex Parte Communication, Recommendation, Report

PRESENTER: Ellen Avery-Smith, Rogers Towers

BACKGROUND INFORMATION:

Request to rezone approximately 145 acres of land from Open Rural (OR) and Planned Unit Development (PUD) to Workforce Housing (WH) to allow for a maximum 640 single-family, duplex and townhouse dwelling units; specifically located south of Wildwood Drive and north of Watson Road.

SUGGESTED MOTION/RECOMMENDATION/ACTION:

APPROVE: Motion to recommend approval of REZ 2023-23 Osceola Lakes (WF Housing) based on four (4) findings of fact, as provided in the Staff Report. in the Staff Report.

DENY: Motion to recommend denial of REZ 2023-23 Osceola Lakes (WF Housing) based on five (5) findings of fact, as provided in the Staff Report.



Growth Management Department
Planning Division Report
Application for Rezoning
REZ 2023-23 Osceola Lakes (WF Housing)

To: Planning and Zoning Agency

From: Trevor Steven, Planner

Date: July 23, 2024

Subject: **REZ 2023-23 Osceola Lakes (WF Housing)** a request to rezone approximately 145 acres of land from Open Rural (OR) and Planned Unit Development (PUD) to Workforce Housing (WH).

Applicant: Ellen Avery-Smith, Esq., Rogers Towers

Owners: Geoffrey A. Young
Osceola Lakes, LLC (Geoffrey A. Young)
Trust No. Owr D: 5-4 2022

Hearing Dates: Planning and Zoning Agency – July 18, 2024 (requested continuance, not heard)
Planning and Zoning Agency – August 1, 2024
Board of County Commissioners – September 3, 2024

Commissioner District: District 3

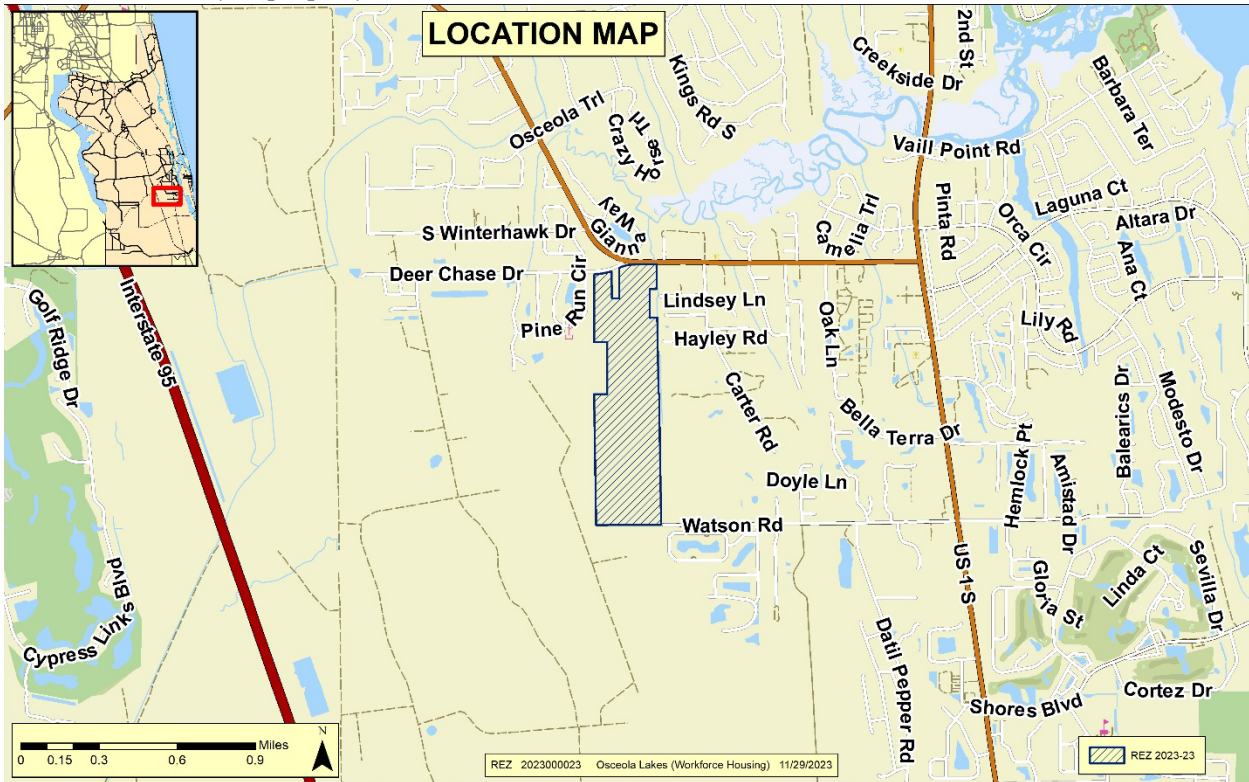
SUGGESTED MOTION/ACTION

APPROVE: Motion to recommend approval of REZ 2023-23 Osceola Lakes (WF Housing), based on four (4) findings of fact, as provided in the Staff Report.

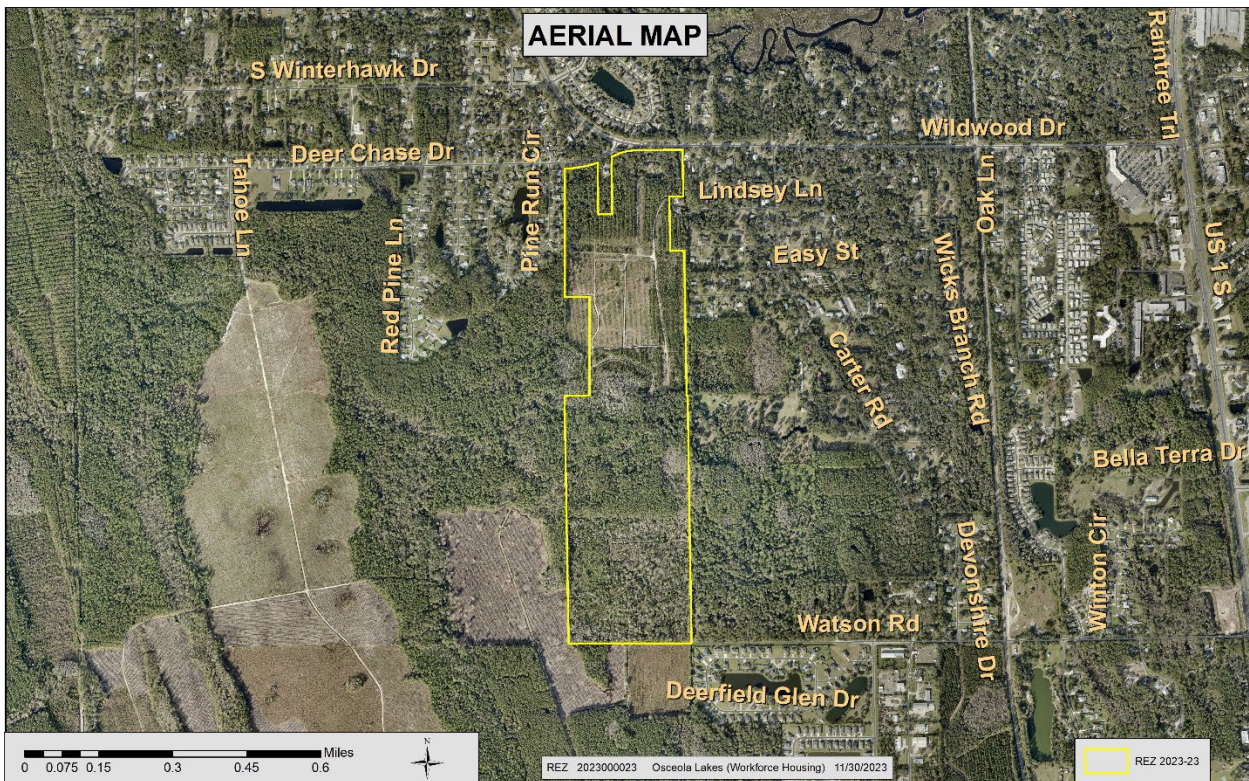
DENY: Motion to recommend denial of REZ 2023-23 Osceola Lakes (WF Housing) based on five (5) findings of fact, as provided in the Staff Report.

MAP SERIES

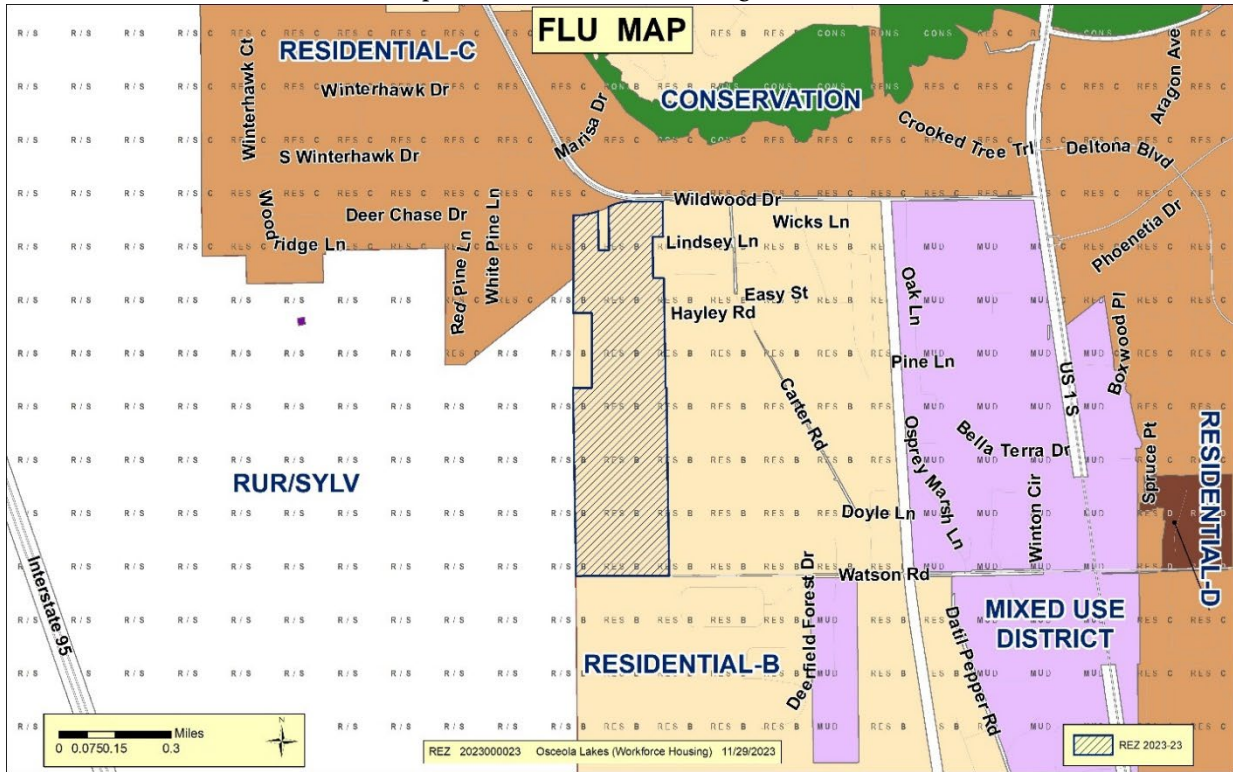
Location: The subject property is located north of Watson Road, and south of Wildwood Drive.



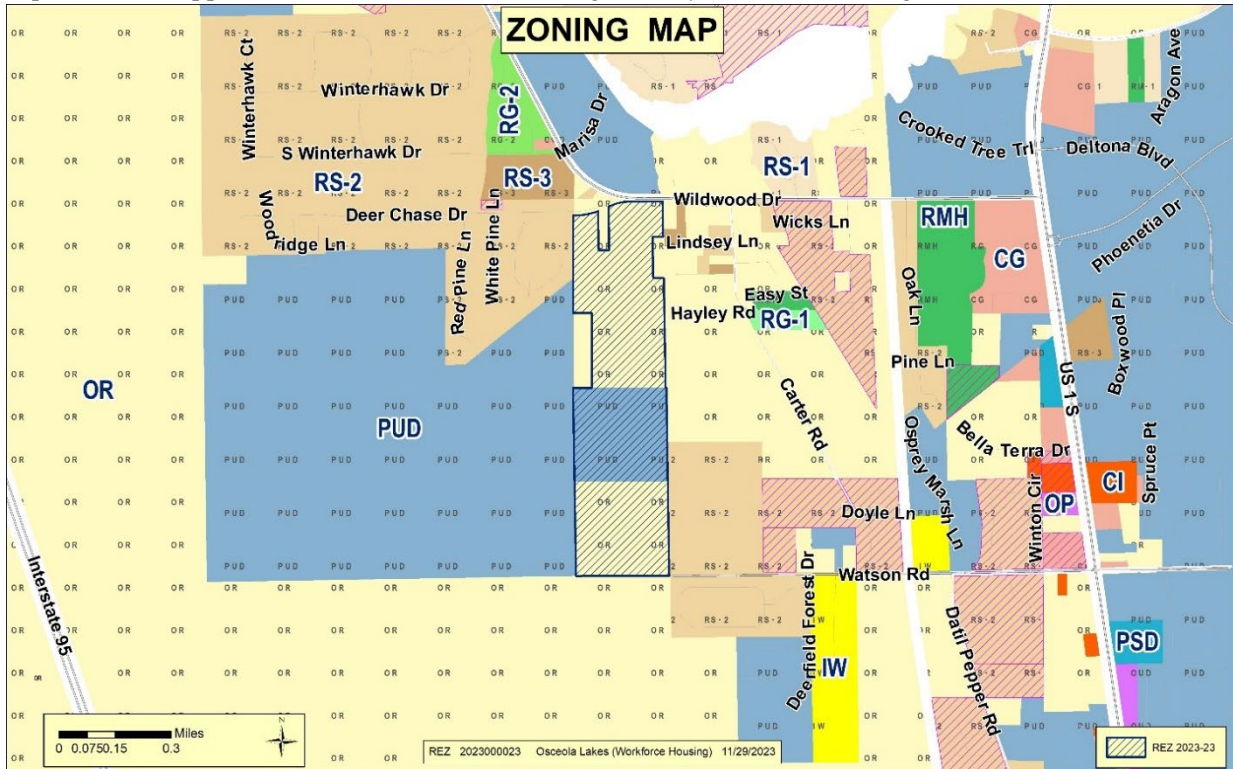
Aerial Imagery: The subject property is approximately 145 acres in size, and with the exception of a single-family residence located along Wildwood Drive on the north end, the property is undeveloped. The property is approximately 1 mile west of the Wildwood Drive and US 1 S intersection, along with the Watson Road and US 1 S intersection.



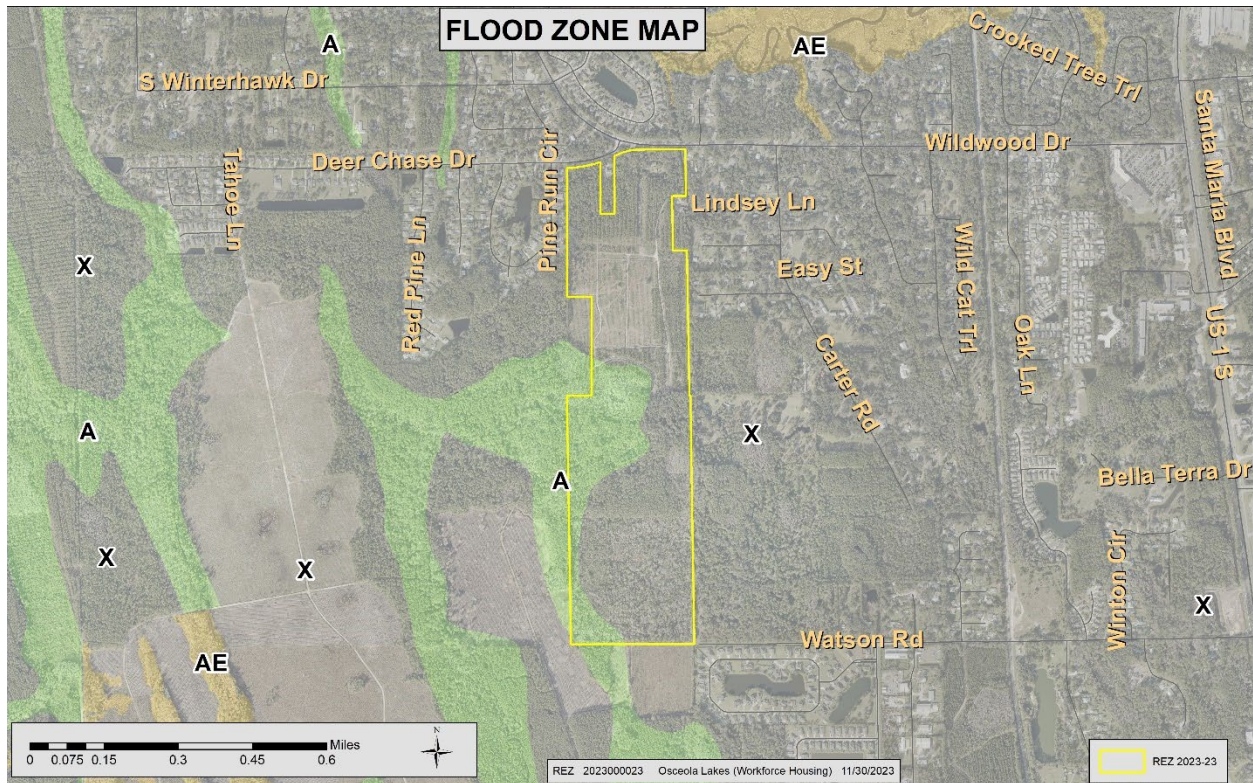
Future Land Use: The subject property and the surrounding areas to the east and south are designated Residential-B (Res-B) on the Future Land Use Map. Properties to west are designated as Residential-C (Res-C) and Rural/Silviculture (R/S). Properties to the north are designated Residential-C.



Zoning District: The subject property is currently zoned Open Rural (OR) and Planned Unit Development (PUD), with a requested change to Workforce Housing (WH). Surrounding zoning districts include Residential, Single-family (RS-3), Residential, Single-family (RS-2), Open Rural (OR) and various other PUDs. The Rancho Del Mar PUD (Ord 2008-59, as amended) to the west was approved in 2008, and has since expired. It was approved for a maximum of 424 single family detached dwelling units.



Flood Zone: The subject property is located in both Flood Zone X and A



APPLICATION SUMMARY

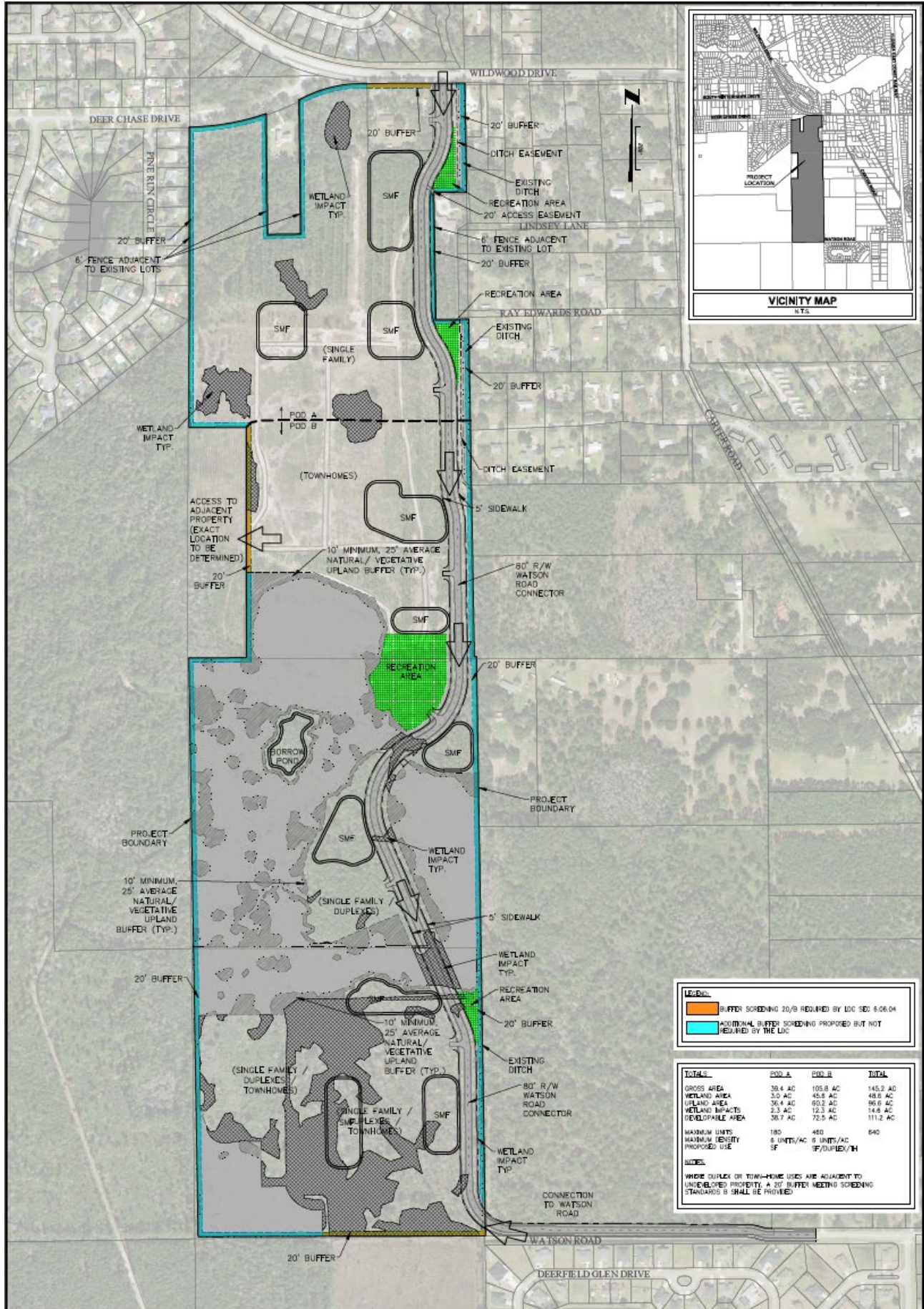
The Applicant is requesting to rezone approximately 145 acres of land from Open Rural (OR) and Planned Unit Development (PUD) to Workforce Housing (WH), with conditions. The applicant is proposing a maximum of 640 single-family, duplex, and townhouse dwelling units, along with the specific for-sale workforce housing units having a five (5) year deed restriction, instead of the two (2) year requirement that is stipulated in Land Development Code Section 5.11.02.A.1.

The applicant is proposing an extension of Watson Road, which will connect its westerly terminus to Wildwood Drive in the north. The applicant is also proposing a significant improvement at the US 1/Watson Road intersection to satisfy the project's required proportionate share. Other details and proposals provided by the applicant are detailed throughout the Staff Report, along with their Narrative located in the **Application and Supporting Documents** section.

CONCEPTUAL SITE PLAN

On the following page is the conceptual site plan provided by the applicant. This generalized plan shows the approximate locations of where different types of dwelling units will be located, along with the proposed Watson Road extension, wetland areas, approximate locations of stormwater ponds and recreation areas, and proposed buffers. The full conceptual Site Plan can be found in the **Application and Supporting Documents** section.

Conceptual Site Plan:



Legend:
 BUFFER SCREENING 10/9 REQUIRED BY LOC SEC 6.06.04
 ADDITIONAL BUFFER SCREENING PROPOSED BUT NOT REQUIRED BY THE LOC

TOTALS	POD A	POD B	TOTAL
GROSS AREA	39.4 AC	105.8 AC	145.2 AC
WETLAND AREA	3.0 AC	45.8 AC	48.8 AC
UPLAND AREA	36.4 AC	60.2 AC	96.6 AC
WETLAND IMPACTS	2.3 AC	12.3 AC	14.6 AC
DEVELOPABLE AREA	28.7 AC	72.5 AC	111.2 AC
MAXIMUM UNITS	180	460	640
MAXIMUM DENSITY PROPOSED USE	6 UNITS/AC	6 UNITS/AC	6 UNITS/AC
			5F/DUPLEX/TH

NOTES:
 WHERE DUPLEX OR TOWN-HOME UNITS ARE ADJACENT TO UNDEVELOPED PROPERTY, A 20' BUFFER MEETING SCREENING STANDARDS SHALL BE PROVIDED.

APPLICABLE REGULATIONS

Comprehensive Plan, Policy A.1.3.11

When a Comprehensive Plan amendment, rezoning, or development application is considered the County shall ensure compatibility of adjacent and surrounding land uses. Land uses include, but are not limited to, permitted uses, structures, and activities allowed within the land use category or implementing zoning district. Compatibility means a condition in which land uses can co-exist in relative proximity to each other in a stable fashion over time such that no use is unduly negatively impacted directly or indirectly by another use. Compatibility does not mean “the same as.” Compatibility refers to the sensitivity of development proposals in maintaining the character of existing development and environments. The compatibility of land uses is dependent on numerous characteristics that may impact adjacent or surrounding uses. These include, but are not limited to: type of use, density, intensity, height, general appearance and aesthetics, odors, noise, smoke, dust, vibration, traffic generation, sanitation, litter, drainage, fire risk, air quality, vegetation, topography, soil conditions, wildlife, aquifer recharge, surface waters, drainage, protection of Listed Species or Essential Habitat, maintenance of public infrastructure, availability of potable water, sanitary sewer, and other necessary public services and nuisances.

In order to ensure compatibility with a Comprehensive Plan amendment, the County may require the submittal of a companion rezoning application, such as a PUD, Special Use request, or other application showing development of the property. Amendments that result in unreasonable negative impacts and do not provide sufficient compatibility measures should not be approved.

A rezoning request may be approved only upon determination that the application and evidence presented establish that all the proposed permitted uses are compatible with conforming land uses located on adjacent properties.

The Board of County Commissioners shall utilize the following criteria as applicable in the consideration of all rezoning requests.

1. A rezoning request shall not be approved if the proposed permitted uses are determined to have an unreasonable incompatible impact on the contiguous and surrounding area in respect to sensory characteristics such as odor, noise, vibration, and lighting, as well as non-sensory characteristics such as pollution and traffic flow.
2. A rezoning request shall not be approved if the proposed traffic flow of the proposed permitted uses have an unreasonable impact on the contiguous and surrounding area or if the proposed traffic has an unreasonable impact upon the projected wear and tear of any public roadway designed to carry lighter traffic than proposed with the rezoning or if the proposed traffic results in an unreasonable danger to the safety of other traffic, pedestrians, and bicyclists.
3. A rezoning request shall not be approved if any of the proposed permitted uses or proposed activities results in a public nuisance.
4. A rezoning shall not be approved if it results in urban sprawl determined by Chapter 163, Florida Statutes.
5. A rezoning shall not be approved if it unreasonably or unduly impacts the natural environment.
6. With respect to the foregoing, the following factors may be considered as mitigation in order to negate a possible incompatibility:
 - a. permitted uses, structures, and activities allowed within the Future Land Use designation;

- b. building location, dimension, height, and floor area ratio;
- c. location and extent of parking, access drives, loading areas, and service areas;
- d. hours of operation, noise levels, and lighting;
- e. roads, setbacks, buffers, fences, walls, landscaping, parks and open spaces, wetlands, conservation areas, drainage ponds, lakes, and other similar characteristics.

Land Development Code Part 5.11.00 WORKFORCE HOUSING ZONING DESIGNATION

Sec. 5.11.01 Purpose

A. The purpose and intent of this zoning district is to encourage the development of a mixture of housing types within a residential land use that is affordable to the low to moderate income households (local workforce). Those developments that provide at least thirty percent (30%) of their overall units for Workforce Housing would be eligible to utilize flexible development standards and increased density within certain Future Land Uses.

B. These regulations are intended to encourage the development of affordable housing units by assisting both the public and private sector in making the provision of these units economically viable, while providing assurances to the County that these units will be affordable to the low to moderate income households.

Sec. 5.11.02 Applicability

A. Residential Developments wishing to rezone to the Workforce Housing Zoning designation would be subject to meeting the following criteria:

1. A minimum of thirty percent (30%) of the overall number of dwelling units onsite would be required to be workforce housing units; and For workforce units offered for sale, a deed restriction shall be recorded which requires (1) that homebuyers are owner-occupants and (2) the sales prices shall not exceed the Maximum Initial Sales Price, as defined in Section 5.11.03, for a period of two (2) years from the date of initial sale.
2. For workforce units offered for rent, a deed restriction shall be recorded which requires that the rental rate shall not exceed the Maximum Rental Rate, as defined in Section 5.11.03, for a period of five (5) years from the date of issuance of the certificate of occupancy for the final building.

Sec. 5.11.03 Definitions

Workforce Housing is the missing Workforce housing in St. Johns County capable of being purchased or rented by a household within the upper low to moderate income categories (as defined by the Federal Housing Authority).

Maximum Initial Sales Price for Workforce Housing offered for sale is \$260,000. The base maximum sales prices shall be adjusted by the Annual Average Construction Cost Index as published by the Engineering News-Record in June of each calendar year, not to exceed a three (3) percent increase/decrease. Beginning in 2024, any adjustments to the Maximum Initial Sales Price for Workforce Housing shall be effective on July 1st and each calendar year thereafter. Adjustments to the Maximum Initial Sales Price will always be calculated using the base price of \$260,000.

The Maximum Initial Sales Price, as calculated above, may be increased by an amount not to exceed \$7,000.00 to include the value of any credits, contributions or costs paid by seller on behalf of the initial buyer for qualified costs. Qualified costs include interest rate buydowns, mortgage origination charges or fees, processing fees, appraisal fees, survey charges, recording fees, Florida deed stamps, Florida intangible taxes, Florida mortgage stamps, prepayments for buyer's escrow account items including homeowner's insurance, mortgage insurance, and property taxes, prepaid solid waste fees, title insurance including endorsements, costs or contributions associated with down payment assistance programs, closing settlement charges, homeowners

association charges or contributions, upfront mortgage insurance and discount points but not including real estate commissions. The resulting price will be the Adjusted Maximum Initial Sales Price.

The Maximum Rental Rate shall be no more than the rent limits for 70% of Area Median Income, established annually by the State of Florida SHIP program, not inclusive of utilities. The Maximum Rental Rate shall be adjusted annually when the new limits are established by the State.

Sec. 5.11.04 General

An Applicant will be entitled to additional Dwelling Units in accordance with this Part.

A. Minimum Number of Units to be provided.

1. Workforce Housing shall be provided through the construction of units onsite. The minimum number of deed restricted units to be provided for all ownership development projects shall be thirty-percent (30%) of the overall number of units.
2. For platted projects in the initial phase, at least thirty percent (30%) of all lots platted or units identified would require a deed restriction prior to the issuance of any clearance sheet.
3. Each additional phase shall provide no less than thirty percent (30%) deed restrictions cumulatively of the overall Development.
4. For rental communities, a deed restriction shall be provided prior to the first certificate of occupancy requiring that 30% of the units will not exceed the Maximum Rental Rate for a period of five (5) years after the final certificate of occupancy.

B. Assurances of Affordability

1. Workforce Housing Units Offered for Sale

- a. Developer shall provide deed restrictions, approved by the County Administrator or his/her designee in writing which shall be recorded with the Clerk of the Circuit Court of St. Johns County encumbering the property with a restriction that limits the gross sales price of the property, with a completed single-family residence, to an amount not to exceed the Maximum Initial Sales Price for the initial homebuyer.
- b. The initial buyer of each workforce housing unit must occupy the property as their primary residence.
- c. No clearance sheet(s) shall be issued prior to recordation of the deed restriction.
- d. Every clearance sheet must demonstrate that at least 30 percent of the previously approved, or concurrently approved clearance sheets within the plat are designated workforce.
- e. On or before July 1 of each year, Developer shall provide a demographic report to the County Administrator stating the number of Workforce Housing units sold that year, the sales price for each unit and the initial buyer's employment, if they are employed in any of the following professions: law enforcement, first responder, education, government, health care or hospitality. The annual report is required each year until all Workforce Housing units have been sold to initial buyers.

2. Workforce Housing Offered for Rent

- a. For workforce housing units offered for rent, the Developer shall provide deed restrictions, approved by the County Administrator or his/her designee in writing which shall be recorded with the Clerk of the Circuit Court of St. Johns County, that limits the rental rate for Workforce Housing units to an amount not to exceed the Maximum Rental Rate as defined in Section 5.11.03, except that a tenant's rental rate for the first year shall not be increased for the second year, if the lease is renewed. The same tenant's rental rate may be increased up to the Maximum Rental Rate after the second lease term.
- b. For platted projects, the deed restriction for rentals shall be recorded prior to issuance of the first clearance sheet.

- c. For unplatted projects, the deed restriction shall be recorded prior to issuance of the first certificate of occupancy.
- d. On or before July 1 of each year, the Property Owner shall provide a demographic report to the County Administrator stating the number of Workforce Housing units leased that year, the rental rate for each unit and the tenant's employment, if they are employed in any of the following professions: law enforcement, first responder, education, government, health care or hospitality. The annual report is required each year until a period of six (6) years after the final certificate of occupancy.

Sec 5.11.05.G:

In the event the development within this zoning category has failed to commence construction within three (3) years, the property shall revert automatically back to the prior zoning district category that was maintained prior to the rezoning of the subject parcel(s) to the Workforce Zoning designation. At any time before three (3) years from the effective date of the ordinance, the owners/applicant may apply for an extension of time limits and such application shall proceed and be processed in the same manner as a standard rezoning application.

DEPARTMENTAL REVIEW

The Planning and Zoning Division has routed this request to all appropriate reviewing departments. There are no open comments.

Office of the County Attorney Review:

This application is subject to the general standards outlined in Board of County Commissioners of Brevard County v. Snyder, 627. So. 2d 468. Applicant bears the initial burden of demonstrating that the proposed rezoning is a) consistent with the Goals, Objectives, and Policies of the Comprehensive Plan, and b) complies with the procedural requirements of the Land Development Code. The Board of County Commissioners may still deny the application if there is evidence that maintain the existing zoning serves a legitimate public purpose. A legitimate public purpose of keeping the existing zoning includes, but is not limited to, that the rezoning: produces an urban sprawl pattern of development; is spot zoning; produces an incompatibility or deviation from an established or developing logical and orderly development; produces significant adverse impact upon property values of the adjacent or nearby properties; or detracts from the character and quality of life in the neighborhood by creating excessive noise, lights, vibration, fumes, odors, dust, physical activities and other detrimental effects or nuisances, and impact on environmentally sensitive features.

Competent substantial evidence is testimony that is specific, reliable and fact-based. Examples of competent substantial evidence include, but are not limited to, factual statements concerning: the character of the neighborhood (quiet or noisy, residential or commercial, etc.); lot sizes, width, typical for the area; density of development (low density – spacious or high density crowded); building heights existing in the area (maximum, average). General statements of like or dislike, or the sheer number of persons in a petition or poll, do not by themselves constitute competent substantial evidence. Any statements that draw conclusions or opinions should be supported by evidence, expertise, experience, documentation, and testimony from competent and relevant persons and documents. Statements on a technical issue should have the speaker establish expertise in that technical field.

The record of the decision consists of all documents and exhibits submitted to the advisory board and/or the decision-making board, together with the minutes of the meeting(s) at which the application is considered. The record may include the application; staff report; photographs, plans, maps and diagrams; studies and reports prepared by the applicant; documents presented by opposing parties; video recordings and all of the testimony presented at the evidentiary hearing(s).

Fire Services Review:

ISO's Public Protection Classification (PPC) information plays an important part in the decisions many insurers make affecting the underwriting and pricing of property insurance. ISO analyzes the relevant data and assigns a PPC- grading from 1 (lowest risk) to 10 (highest risk). A higher ISO rating could mean higher homeowner insurance. This information is provided for the consideration of future homeowners. It is important to note, St. Johns County Fire Rescue does and will continue to respond to all properties within the County regardless of the ISO rating.

As of August 2016, ISO applies the following classification to properties in St Johns County:

* Class 3- property within 5 road miles of an existing fire rescue station and within 1000 feet of a creditable water supply such as a fire hydrant, suction point, or dry hydrant.

*Class 3X- property within 5 road miles of an existing fire rescue station but beyond 1000 feet of a creditable water supply.

*Class 10- property beyond 5 road miles of a recognized fire rescue station.

Based on this project submitted with the connection from Watson Rd to Wildwood Rd, parcel 137080-0000, as well as the current primary fire station location at 3370 US 1 S and creditable water supply, ISO would assign a rating of Class 3.

Technical Division Review:

All future site engineering, drainage and required infrastructure improvements will be reviewed pursuant to the established Development Review Process to ensure that the development has met all applicable local regulations and permitting requirements. No permits will be issued prior to compliance with all applicable regulations. The property is located within the X flood zone.

Traffic Impact Analysis**Site Access – Watson Road and Wildwood Drive (Watson Road Connector)**

The proposed development will have access to both Watson Road and Wildwood Drive via a new 2-lane collector road to be constructed by the proposed development that will connect Watson Road and Wildwood Drive, including a new intersection with signalization at Wildwood Drive, and intersection improvements at US 1 and Watson Road intersection.

The following assessment is a traffic impact analysis for the proposed OSCEOLA LAKES WORKFORCE HOUSING (REZ 2023-23) pursuant to the formal Application for Concurrency Determination (CONMAJ 2023-10) currently in review for the development of 640 residential units, consisting of 180 single family detached, 234 single family attached (duplexes), and 226 low-rise multi-family units (townhomes).

The proposed residential development is estimated to generate 4,990 daily trips, which includes 336 trips during the AM peak hour and 427 trips during the PM peak hour.

Transportation Proportionate Fair Share Analysis

A preliminary proportionate fair share analysis is provided for the proposed residential development consisting of 640 residential units, estimated to generate 427 PM peak hour trips.

Based on the current roadway status within the 4-mile radius study area (Transportation Analysis Spreadsheet dated 4/8/2024), the following roadway segments have been determined to be adversely impacted based on total committed traffic:

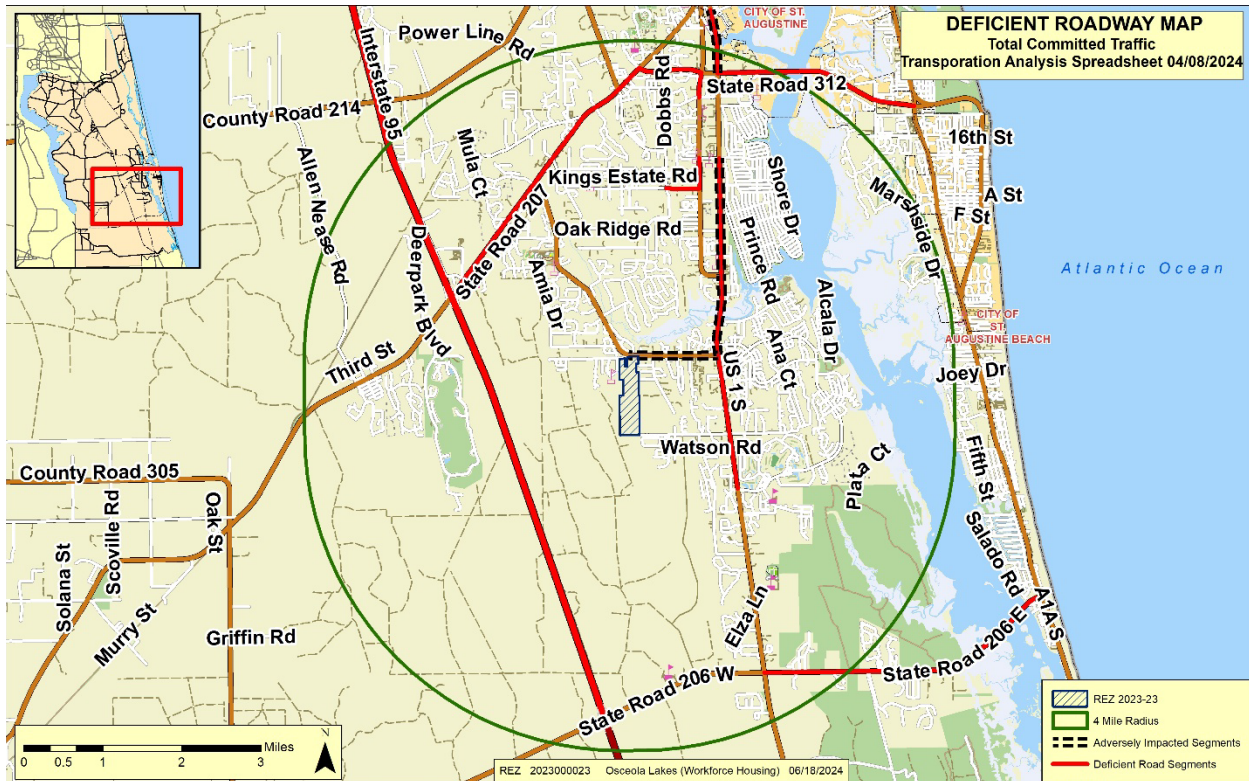
Link 118 (US 1 from Wildwood Dr. to CR 5A)

Link 119 (US 1 from CR 5A to Lewis Point Rd)

Link 121 (US 1 from SR 312 to St. Aug City Limits)

Link 150.1 (Wildwood Dr. from US 1 to Deerchase Dr.)

Deficient Roadways Map: The following map displays deficient roadway segments within a 4-mile radius of the project boundaries. Adversely impacted segments are those roadway segments within the 4-mile radius study area that are currently over 100% of capacity (Deficient) based on total committed traffic **and** are impacted by project traffic at 1% or greater of the approved maximum service volume.



The proportionate fair share for impacts to the adversely impacted segments shown above is currently estimated to be **\$8,165,407.00**. The applicant has submitted a Proportionate Fair Share Agreement (PFS AGREE 2024-04), which includes the intent to construct a 2-lane collector roadway from Watson Road to Wildwood Drive (Watson Road Connector), including a new intersection and signalization at Wildwood Drive and improvements at the US 1/Watson Road intersection to satisfy the project's required proportionate share. Proportionate share credit is applicable for the percentage of capacity of the new roadway and intersection improvements being provided that is not consumed by the proposed development. The total estimated cost of the proposed improvements based on a **preliminary cost estimate** is **\$20,613,757.00**. The applicable proportionate share credit is estimated at **\$12,746,529.00** based on the proposed development consumption of the capacity being provided. **Therefore, the proposed improvements would exceed the required proportionate share for transportation mitigation by approximately \$4,581,122.00.** Based on the current impact fee schedule (10/1/2023 FY 2024), the estimated road impact fees associated with the proposed development could range from \$5,350,400 (1,251 - 1,800 sq. ft.) to \$7,753,600 (2,501 - 3,750 sq. ft.) using the mid-range residential impact fee categories. Any excess road impact fee credit could be transferred to another development as provided for by Florida Statute.

The current status of construction and/or proportionate share commitments for the adversely impacted segments is provided in the table below.

Link ID	Roadway	Improvement Needed	Estimated Improvement Costs (2023)	Current Commitments	Current Status	Project PFS ESTIMATE
118	US 1 (Wildwood Dr to CR 5A)	Widen 4 to 6 Lanes (Urban)	\$23,192,535	No Commitments for 6-laning	Unfunded	\$3,729,360
119	US 1 (CR 5A to Lewis Point Rd)	Widen 4 to 6 Lanes (Urban)	\$25,362,365	No Commitments for 6-laning	Unfunded	\$3,467,035
121	US 1 (SR 312 to St. Aug. City Limit)	Widen 4 to 6 Lanes (Urban)	\$ 9,917,676	Partial 6-lane existing; no commitments for remainder	Unfunded	\$ 584,151
150.1	Wildwood Dr (US 1 to Deerchase Dr)	Widen 2 to 4 Lanes (Urban)	\$20,149,791	No Commitments for 4-laning	Unfunded	\$ 384,861
	TOTALS		\$78,622,367			\$8,165,407

Planning and Zoning Division Review:

The property currently has a zoning designation of Open Rural (OR) and Planned Unit Development (PUD), with a Future Land Use designation of Residential-B (RES-B). According to the St. Johns County Property Appraiser records, the subject currently has one single-family residence at the northern end of the property near Wildwood Drive, but is otherwise undeveloped. The overall property is approximately 145 acres in size. Per the Narrative submitted by the applicant, the following commitments are being proposed as conditions with this request:

- A Maximum of 640 dwelling units, which will follow the Workforce Housing stipulations in LDC Section 5.11.03. This would mean 192 of the units will be designated as Workforce Housing units. The overall development would consist of detached single-family homes, duplexes, and townhomes, with the workforce housing units concentrated within the townhomes section.
- The maximum workforce housing price as defined in LDC Section 5.11.03 will apply for five (5) years from the date of initial occupancy, and will be included in the required deed restriction.
- Watson Road will be extended as a minor collector road from its current westerly termination point to the west and north, making a connection with Wildwood Drive, as part of Phase 1 of the development.
- A turn lane at the intersection of Watson Road and US 1 S for eastbound traffic as well as all necessary intersection improvements as determined by FDOT
- 5' sidewalks on each side of the proposed Watson Road extension
- Water main extension from Wildwood Drive to Watson Road
- Providing a corridor for the installation of a reclaimed main from Watson Road north to Wildwood Drive, which would enable a discharge into Moultrie Creek.
- Providing a location at the southern end of the development near Watson Road for a master pump station site
- 20-foot-wide buffers provided around the perimeter of the Property in the locations depicted on the conceptual site plan (Exhibit B). These buffers will maintain existing vegetation (except in areas where grading is necessary), or be planted in accordance with applicable Code requirements. A six (6)-foot-tall vinyl fence will be constructed in portions of the buffer adjacent to lots with the Parcel Identification Nos. 137241-0020 and 137240-0030.
- Proposed vehicular access to Parcel #137250-0000 to the west, as shown on the conceptual site plan.

Properties that have a Zoning designation of Workforce Housing (WH) along with a Future Land Use designation of RES-B, are allowed to have a density of 6 dwelling units/acre, per Comprehensive Plan Policy A.1.11.1.m and Land Development Code (LDC) Section 5.11.05.F. For all other Zoning classifications, Residential-B only allows for 2 units/acre (when not incorporating density bonuses).

The applicant's Narrative states that there are approximately 48.6 acres of wetlands, of which 14.6 acres would be impacted. This would result in 111.2 acres for developable land. Based on the allowed density stated previously, this would allow for a maximum of 667 dwelling units with a Workforce Housing (WH) zoning designation in place over the entirety of the subject property. The applicant is proposing a maximum of 640 dwelling units, which equates to 5.8 units/net acre, and 4.42 units/acre for the entirety of the property.

The Workforce Housing (WH) zoning designation requires that the applicant designate thirty percent (30%) of their overall units to be workforce housing. The applicant has stated in their submitted Narrative, which is located in **Application and Supporting Documents**, that they will provide the minimum 30% as workforce housing, which for this application would be 192 units. Per Land Development Code (LDC) Section 5.11.01, Workforce Housing units are defined as those homes capable of being purchased by households within the upper "low" to lower "moderate" income categories (as defined by the Federal Housing Authority) as evidenced by a limit of the initial overall sales price as determined by the Maximum Initial Sales Price and must be initially owner occupied.

Section 5.11.03 continues to further state the Maximum Initial Sales Price for Workforce Housing as \$260,000 and the base maximum sales price shall be adjusted by the Annual Average Construction Cost Index as published by the Engineering News-Record in June of each calendar year, not to exceed a three (3) percent increase/decrease. Beginning in 2024, any adjustments to the Maximum Initial Sales Price for Workforce Housing shall be effective on July 1st and each calendar year thereafter. Adjustments to the Maximum Initial Sales Price will always be calculated using the base price of \$260,000.

Based on the published CCI, the percentage increase will be 2.7% starting July 1st of 2024 for a Maximum Initial Sales Price of \$267,020.

The Maximum Initial Sales Price, as calculated above, may also be increased by an amount (not to exceed \$7,000) to include the value of any credits, contributions or costs paid by the seller on behalf of the initial buyer for qualified costs. Qualified costs include interest rate buydowns, mortgage origination charges or fees, processing fees, appraisal fees, survey charges, recording fees, Florida deed stamps, Florida intangible taxes, Florida mortgage stamps, prepayments for buyer's escrow account items including homeowner's insurance, mortgage insurance, and property taxes, prepaid solid waste fees, title insurance including endorsements, costs or contributions associated with down payment assistance programs, closing settlement charges, homeowners association charges or contributions, upfront mortgage insurance and discount points but not including real estate commissions.

The resulting price will be the Adjusted Maximum Initial Sales Price or maximum of \$274,020 (\$260,000 base + \$7,020 CCI adjustment + max \$7,000 qualified costs)

Figure 1 on the following page shows recent Workforce Housing (WF) Rezoning proposals in the county:

Project Name	Approval Date by BCC	Overall Acreage	Number of overall units proposed	WF Housing units required per LDC 5.11	Permitting Status
Osceola Lakes (REZ 2023-10) (proposed)	N/A	145	640	192	N/A
Mills Workforce Housing (REZ 2023-16)	3/5/2024	24.31	110	33	Pending submittal
North Orange Place (REZ 2022-01)	6/4/2022	.92	10	3	Pending submittal
Spanish Forest (REZ 2021-40)	4/19/2022	31.75	106	32	SUBCON 2022-08 was withdrawn by the applicant on 12/21/2023
Volusia Woods (REZ 2021-29)	1/18/2022	5.24	36	11	SUBCON 2022-31 approved on 11/6/2023
Benchip (REZ 2021-24)	2/1/2022	19.9	234	71	SUBCON 2022-23 approved on 2/23/2023
Stokes Landing (REZ 2021-03)	5/4/2021	33.46	286	86	SUBCON 2021-11 approved on 12/13/2022
Ravenswood (REZ 2020-17)	2/2/2021	65	322	97	SUBCON 2021-21 approved on 2/11/2022

Figure 2 provides a compatibility map of the subject property in relation to a few residential developments in the nearby vicinity, and Figure 3 provides a table comparing the referenced developments.

Figure 2: Compatibility Map

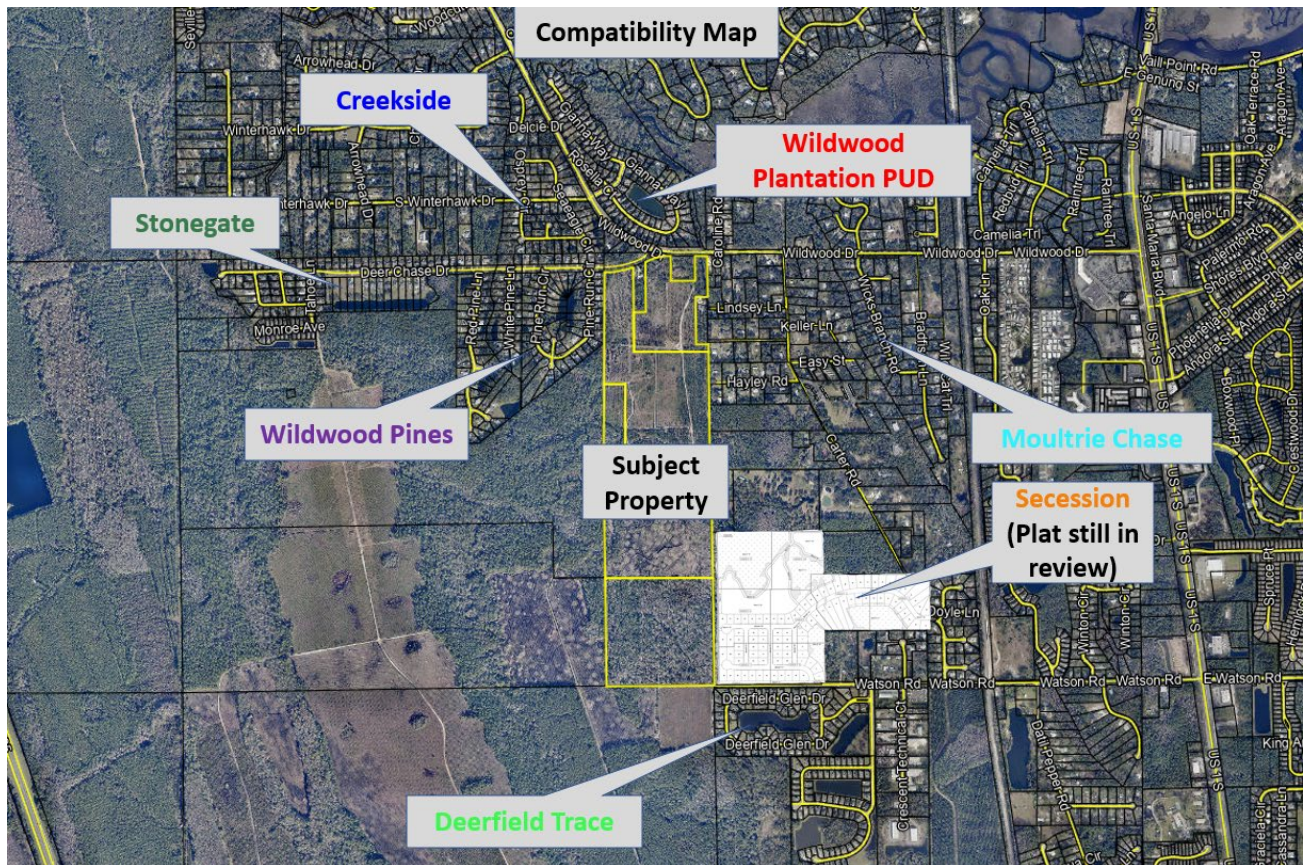


Figure 3: Compatibility Analysis

Criteria	Subject Property	Wildwood Plantation	Moultrie Chase	Deerfield Trace	Wildwood Pines	Secession (currently in review)	Creekside	Stonegate
FLUM	Res-B	Res-C	Res-B	Res-B	Res-C	Res-B	Res-C	Res-C
Zoning	OR and PUD (WH proposed)	PUD (Ord. 2005-84, as amended)	RS-2 (Ord. 1985-10)	RS-2 (Ord. 2002-66)	RS-2 (Ord. 1987-35)	RS-2 (Ord. 2006-100 and 1989-25)	RS-3 & RG-2 (Ord. 1981-38 & 39)	RS-2 (Ord. 1996-02)
Present / Proposed Use	One (1) single family home / Detached SFHs, duplexes, and townhomes	Detached single-family homes	Detached single-family homes	Detached single-family homes	Detached single-family homes	Detached single-family homes	Detached single-family homes	Detached single-family homes
Property Area	145 acres, 111.2 developable	58.31 acres, 40.5 developable	Approx. 42 acres	40.77 acres, 40.6 developable	Approx. 35 acres	77.84 acres, 57.27 developable	Approx. 30.5 acres	Approx. 55 acres
Dwelling Units	Proposed max. of 640	Maximum of 94	44	74	64	Proposed 99	72 multi-family, 42 single-family	81
Approx. Density	5.8 units/net acre	2.32 units/net acre	1.1 units/acre*	1.83 units/net acre	1.83 units/acre*	1.73 units/net acre	3.74 units/acre*	1.48 units/acre*

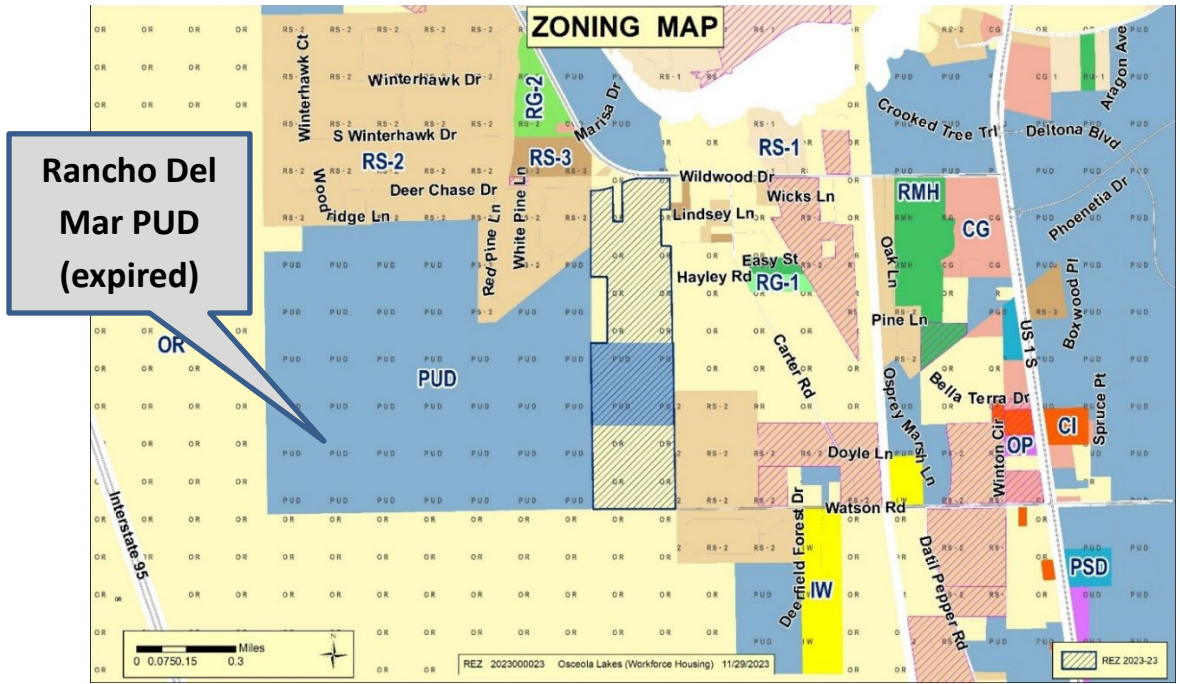
*Density on the net developable acreage could not be determined, overall acreage was used instead

Figure 4 provides a comparison of the currently permitted Use Categories within Open Rural (OR) & Planned Unit Development (PUD) zoning distinctions, and the uses that would be allowed as a part of this rezoning to Workforce Housing (WH).

Figure 4: Zoning Designation Allowable Use Comparison

Permitted Use Categories	OR	Rancho Del Mar PUD (424 total units on 530.69 overall acres) (expired)	WH (640 units on 145 acres overall) (proposed)
Residential	X	X	X
Agricultural	X		
Cultural / Institutional	X		
Mining & Extraction	X		
Outdoor / Passive	X	X	X
Neighborhood Public Service	X	X	X
Solid Waste and Correctional Facilities	X		

The Rancho Del Mar PUD was approved in 2008 for 424 detached single-family dwelling units on 530.69 overall acres (40.2 acres of which is proposed to be removed and included in the Osceola Lakes proposal). There are 277.15 acres of wetlands, which left 253.54 acres as developable land, resulting in a net density of 1.67 units /net acre. There was also a proposed extension of Watson Road to provide access to the development, which can be seen on the MDP map on the following page. This PUD has since expired, as there were never any formal submittals after the PUD was approved. An expired PUD requires rezoning the property before any development can be approved.



PUD Drawing Book 21 Pg. 44:

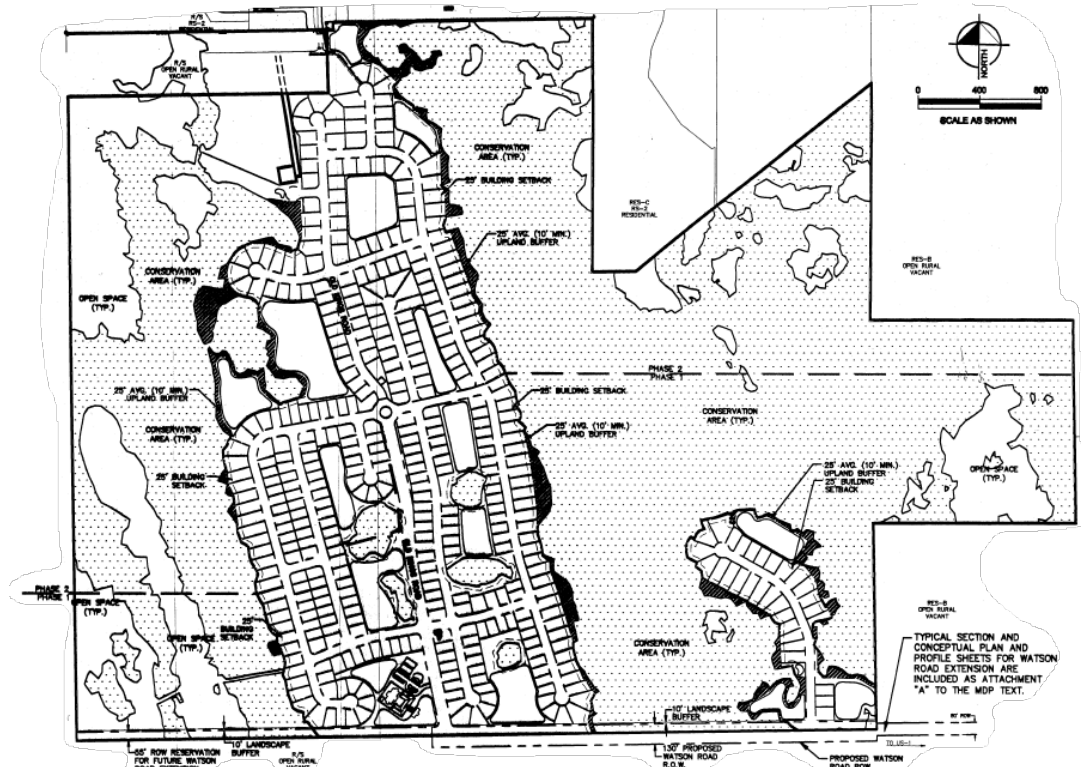


Figure 5 depicts the complete development standards required within the proposed zoning classification. The Workforce Housing (WH) zoning designation allows for flexibility with design standards that include the allowance of smaller lot sizes, lot widths, setbacks, and lot coverages, which allow for a more compact design than other standard zoning classifications within the county.

Figure 5: Zoning Designation Development Standards for Workforce Housing (WH)

SCHEDULE OF AREA, HEIGHT, BULK AND PLACEMENT STANDARDS							
Zoning Districts	Minimum Lot Widths	Minimum Lot Area	Maximum Lot Coverage by All Buildings	Floor Area Ratio	Impervious Surface Ratio	Min. Yard Req. ⊗ Front/ Side/Rear	Maximum Height of Structures ⊕
-Single Family	30 feet	3,000 square feet	50%	N/A	70%	F - 10 feet; 20 feet to face of garage, 25 feet to edge of sidewalk/ S - 5 feet, 10 feet min bet. structures; R - 10 feet	35 feet
-Duplex	14 feet	1,300 square feet	50%	N/A	70%	F -- 10 feet S -- 0 feet/5 feet to property line R -- 10 feet	35 feet
- Townhomes	14 feet	1,300 square feet	70%	N/A	70%	F -- 10 feet S -- 0 feet/10 feet for end units R -- 10 feet	35 feet
-Multi-Family	14 feet; 20 feet for end units	1,400 square feet	70%	N/A	70%	F (w/sidewalk) - 22 feet from sidewalk; to garage; 15 feet to building F (w/out sidewalk) - 22 feet to garage; 15 feet to building S - 0 feet; 10 feet (end units) R - 10 feet	45 feet

COMMUNITY MEETING 1/8/2024

On January 8, 2024, the applicant held a community meeting at the Classic Car Museum of St. Augustine to discuss the proposed Rezoning with members of the public. There were approximately 150-200 attendees. A majority of the questions from the attendees were related to traffic, and how the proposed Watson Road extension and connection to Wildwood Drive would affect the surrounding area, in conjunction with the proposed 640 dwelling units.

This community meeting was not required to be held per the Land Development Code or Comprehensive Plan and was done at the desire of the applicant.

CORRESPONDENCE/PHONE CALLS

Staff has received numerous phone calls regarding this request. Most calls were informational in nature with general opposition, with nearby residents mainly stating compatibility and traffic concerns. Staff received one support letter from an adjacent property owner who currently has no direct access, and wishes to have an ingress/egress point should the project be approved. There were numerous opposition letters submitted, with concerns ranging from traffic congestion, compatibility, the current state of Watson Road and its intersection

with US 1 S, losing environmentally sensitive areas, drainage issues in the area, schools, and more. All written correspondence received prior to the writing of this Staff Report can be found in the **Correspondence** section.

ACTION

Staff has provided the Agency with four (4) Findings of Fact to recommend approval and five (5) Findings of Fact to recommend denial of this rezoning request. These findings may be subject to other competent substantial evidence received at the quasi-judicial public hearing.

ATTACHMENTS

1. Recorded Documents Section
2. Application and Supporting Documents
3. Correspondence

PROPOSED FINDINGS OF FACT
REZ 2023-23 Osceola Lakes (WF Housing)

APPROVE	DENY
1. The request for rezoning has been fully considered after public hearing with legal notice duly published as required by law.	1. The request for rezoning has been fully considered after public hearing with legal notice duly published as required by law.
2. The rezoning to Workforce Housing (WH) with conditions is consistent with the Comprehensive Plan, in that: <ul style="list-style-type: none"> a) The rezoning is compatible and complementary to conforming adjacent land uses. (Objective A.1.3.11) b) The rezoning encourages an efficient and compact land use pattern and supports balanced growth and economic development. (Objective A.1.11) c) The proposed project is consistent with the goals, policies, and objectives of the 2025 St. Johns County Comprehensive Plan. 	2. The rezoning to Workforce Housing (WH) with conditions is not consistent with the Comprehensive Plan, in that: <ul style="list-style-type: none"> a) The rezoning is not compatible and not complementary to conforming adjacent land uses. (Objective A.1.3.11) b) The rezoning does not encourage an efficient and compact land use pattern and does not support balanced development. (Objective A.1.11) c) The proposed project is not consistent with the goals, policies, and objectives of the 2025 St. Johns County Comprehensive Plan.
3. The rezoning to Workforce Housing (WH) with conditions is consistent with the St. Johns County Land Development Code.	3. The rezoning to Workforce Housing (WH) with conditions is not consistent with the St. Johns County Land Development Code.
4. The zoning district of Workforce Housing (WH) with conditions is consistent with the land uses allowed in the land use designation of Residential-B as depicted on the 2025 Future Land Use Map.	4. The zoning district of Workforce Housing (WH) with conditions is not consistent with the land uses allowed in the land use designation of Residential-B as depicted on the 2025 Future Land Use Map.
	5. Consistent with Board of County Commissioners of Brevard County v. Snyder, 627 So. 2d 469, the Board finds a legitimate public purpose in keeping the existing zoning.

ATTACHMENT 1
RECORDED DOCUMENTS SECTION

**BEGIN DOCUMENTS
TO BE RECORDED**

ORDINANCE NUMBER: 2024 - _____

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, REZONING LANDS AS DESCRIBED HEREINAFTER FROM THE PRESENT ZONING CLASSIFICATION OF OPEN RURAL (OR) AND PLANNED UNIT DEVELOPMENT (PUD) TO WORKFORCE HOUSING (WH) WITH CONDITIONS; MAKING FINDINGS OF FACT; REQUIRING RECORDATION; AND PROVIDING AN EFFECTIVE DATE.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA:

WHEREAS, the development of the lands within this rezoning shall proceed in accordance with the application, dated November 13, 2023 in addition to supporting documents and statements from the applicant, **which are a part of Zoning File REZ 2023-23 Osceola Lakes (WF Housing)**, as approved by the Board of County Commissioners, and incorporated by reference into and made part hereof of this Ordinance. In the case of conflict between the application, the supporting documents, and the below described special provisions of this Ordinance, the below described provisions shall prevail.

SECTION 1. Upon consideration of the application, supporting documents, statements from the applicant, correspondence received by the Growth Management Department, recommendation of the Planning and Zoning Agency, and comments from the staff and the general public at the public hearing, the Board of County Commissioners, finds as follows:

1. The request for rezoning has been fully considered after public hearing with legal notice duly published as required by law.
2. The rezoning to **Workforce Housing (WH) with conditions** is consistent with the Comprehensive Plan, in that:
 - (a) The rezoning is compatible and complementary to conforming adjacent land uses. (Objective A.1.3.11)
 - (b) The rezoning encourages an efficient and compact land use pattern and supports balanced growth and economic development. (Objective A.1.11)
 - (c) The proposed project is consistent with the goals, policies and objectives of the 2025 St. Johns County Comprehensive Plan.
3. The rezoning to **Workforce Housing (WH) with conditions** is consistent with the St. Johns County Land Development Code.
4. The zoning district of **Workforce Housing (WH) with conditions** is consistent with the land uses allowed in the land use designation of Residential-B as depicted on the 2025 Future Land Use Map.

SECTION 2. Pursuant to this application **File Number REZ 2023-23 Osceola Lakes (WF Housing)** the zoning classification of the lands described within the attached legal description, Exhibit “A”,

is hereby changed to Workforce Housing (WH)

SECTION 3. Development of the land shall be subject to the following conditions:

1. Maximum number of residential dwelling units allowed for the property described within Exhibit "A" shall be six hundred and forty (640). One hundred and ninety-two (192) of these units will be Workforce Housing units, as defined in LDC Section 5.11.03.
2. The maximum workforce housing price as defined in LDC Section 5.11.03 will apply for five (5) years from the date of initial occupancy, and will be included in the required deed restriction.
3. 20-foot-wide buffers will be provided around the perimeter of the Property in the locations depicted on the conceptual site plan (Exhibit B). All buffers will maintain existing vegetation (except in areas where grading is necessary), or be planted in accordance with applicable Code requirements. A six (6)-foot-tall vinyl fence will be constructed in portions of the buffer adjacent to lots with the Parcel Identification Nos. 137241-0020 and 137240-0030, in the locations depicted on the conceptual site plan (Exhibit B).
4. The developer shall construct or cause to be constructed (at developer’s expense) an extension of Watson Road as a minor collector road from its current westerly termination point to the west and north, making a connection with Wildwood Drive, as part of Phase 1 of the development. This extension will include bike lanes and 5’ wide sidewalks on both sides of the roadway for the entirety of the proposed length.
5. The developer shall construct site access roadway improvements at developer’s expense to include a right deceleration lane and left center turn lane on Wildwood Drive, and signalization when warranted subject to County review during construction plan approval. Site access improvements required for the proposed development are not eligible for impact fee credits.
6. A turn lane will be provided by the developer at the intersection of Watson Road and US 1 S for eastbound traffic, as part of Phase 1 of the development, as well as all necessary intersection improvements as determined by FDOT.
7. The developer shall install a 12-inch water main from Wildwood Drive to connect to the existing water main on Watson Road.
8. The developer shall install a 12-inch reclaimed water main from Watson Road north to Wildwood Drive.
9. The developer shall provide a 30-foot easement for the mains between Wildwood and Watson Road, as well as a 20-foot easement along the northside of Watson Road.

SECTION 4. To the extent that they do not conflict with the unique, specific and detailed provisions of this Ordinance, all provisions of the Land Development Code as such may be amended from time to time shall be applicable to development of property referenced herein except to the degree that development may qualify for vested rights in accordance with applicable ordinances and laws. Notwithstanding any provision of this Ordinance, no portion of any concurrency provision or impact fee ordinance, building code, Comprehensive Plan or any other non-Land Development Code ordinance or regulation shall be deemed waived or varied by any provision herein. Notwithstanding any provision of this Ordinance, no portion of

any use restriction, title conditions, restriction or covenant shall be deemed waived or varied by any provision herein.

SECTION 5. It is the intent of the St. Johns County Board of County Commissioners that scribes and typographic errors which do not change the tone or tenor of this Ordinance may be corrected during codification and may be authorized by the County Administrator or designee, without public hearing, by filing a corrected or recodified copy of the same with the Clerk of the Board.

SECTION 6. This Ordinance shall take effect upon receipt by the Secretary of State.

SECTION 7. This Ordinance shall be recorded in a book kept and maintained by the Clerk of the Board of County Commissioners of St. Johns County, Florida, in accordance with Section 125.68, Florida Statutes.

SECTION 8. Upon the effective date of this Ordinance, the zoning classification shall be recorded on the Zoning Atlas.

PASSED AND ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA THIS _____ DAY OF _____ 2024.

**BOARD OF COUNTY COMMISSIONERS
OF ST. JOHNS COUNTY, FLORIDA**

**BY: _____
Sarah Arnold, Chair**

**ATTEST: Brandon J. Patty, Clerk of the
Circuit Court & Comptroller**

**BY: _____
Deputy Clerk**

EFFECTIVE DATE: _____

EXHIBIT "A"

W.O. 2023-642
Deer Chase Dr. – SJC

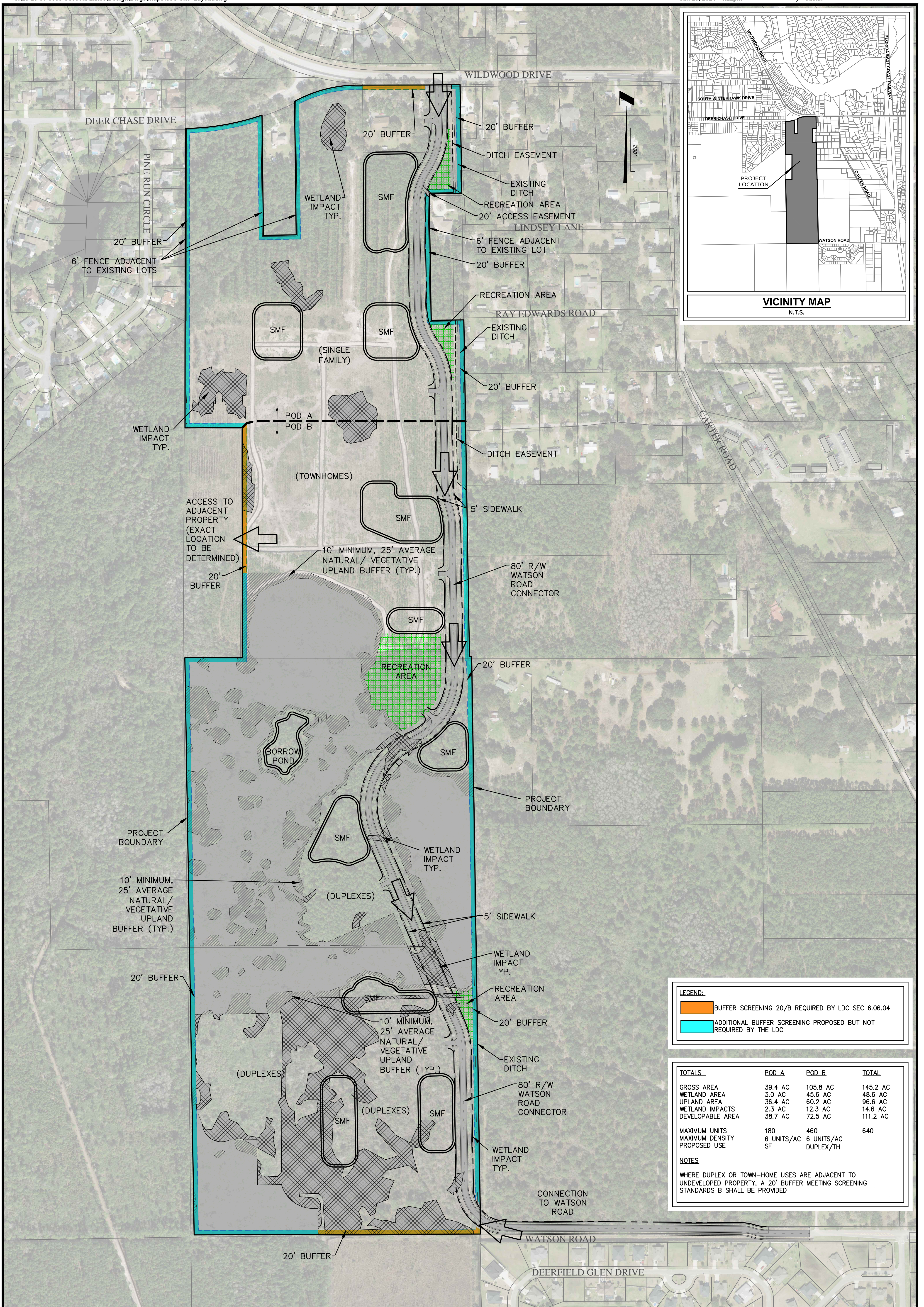
6/19/2023

LEGA DESCRIPTION:

A PART OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED A FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5565, PAGE 1205 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; THENCE NORTH $00^{\circ}55'07''$ WEST, ALONG THE WEST LINE OF SAID LANDS, A DISTANCE OF 1327.51 FEET, TO THE NORTHWEST CORNER OF SAID LANDS, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5256, PAGE 921 OF SAID PUBLIC RECORDS; THENCE NORTH $00^{\circ}55'41''$ WEST, ALONG THE WEST LINE OF SAID LANDS, A DISTANCE OF 1324.00 FEET; TO THE NORTHWEST CORNER OF SAID LANDS; THENCE NORTH $89^{\circ}46'12''$ EAST, ALONG THE NORTH LINE SAID LANDS, A DISTANCE OF 265.10 FEET, TO THE SOUTHWEST CORNER OF YOUNG'S ESTATES, AS RECORDED IN MAP BOOK 58, PAGES 68 AND 69, OF SAID PUBLIC RECORDS; THENCE RUN THE FOLLOWING THREE (3) COURSES ALONG THE WEST LINE OF SAID YOUNG'S ESTATES; (1): NORTH $00^{\circ}02'05''$ WEST, A DISTANCE OF 1056.58 FEET; (2): SOUTH $89^{\circ}39'03''$ WEST, A DISTANCE OF 263.46 FEET; (3): NORTH $00^{\circ}02'59''$ EAST, A DISTANCE OF 1374.83 FEET, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF DEER CHASE DRIVE (A VARIABLE WIDTH RIGHT-OF-WAY); SAID POINT BEING ON A CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 359.13 FEET, AND A CENTRAL ANGLE OF $17^{\circ}57'24''$; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, AND ALONG THE NORTHERLY LINE OF SAID YOUNG'S ESTATES THE FOLLOWING FIVE (5) COURSES; (1): THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 359.13 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH $79^{\circ}55'33''$ EAST, 357.67 FEET; (2): DEPARTING SAID SOUTHERLY RIGHT-OF-WAY LINE, SOUTH $00^{\circ}40'52''$ EAST, A DISTANCE OF 551.94 FEET; (3): NORTH $89^{\circ}19'08''$ EAST, A DISTANCE OF 150.11 FEET; (4): NORTH $00^{\circ}40'52''$ WEST, A DISTANCE OF 612.92 FEET, TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 599.56 FEET, AND A CENTRAL ANGLE OF $30^{\circ}50'46''$; (5): THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 322.78 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH $77^{\circ}09'17''$ EAST, 318.90 FEET, TO A POINT ON A NON-TANGENT LINE, SAID POINT LYING ON THE SOUTH RIGHT-OF-WAY LINE OF WILDWOOD DRIVE, (A VARIABLE WIDTH RIGHT-OF-WAY); THENCE CONTINUING ALONG SAID NORTH LINE OF YOUNG'S ESTATES, AND SAID SOUTH RIGHT-OF-WAY LINE, NORTH $89^{\circ}17'55''$ EAST, A DISTANCE OF 449.23 FEET, TO THE NORTHEAST CORNER OF SAID YOUNG'S ESTATES; THENCE RUN ALONG THE EASTERLY LINE OF SAID YOUNG'S ESTATES THE FOLLOWING SIX (6) COURSES; (1): SOUTH $00^{\circ}56'42''$ EAST, A DISTANCE OF 500.25 FEET; (2): SOUTH $89^{\circ}03'18''$ WEST, A DISTANCE OF 150.00 FEET; (3): SOUTH $00^{\circ}56'42''$ EAST, A DISTANCE OF 580.71 FEET; (4): NORTH $89^{\circ}03'18''$ EAST, A DISTANCE OF 150.00 FEET; (5): SOUTH $00^{\circ}56'42''$ EAST, A DISTANCE OF 92.19 FEET; (6): SOUTH $00^{\circ}56'39''$ EAST, A DISTANCE OF 1454.26 FEET, TO THE SOUTHEAST CORNER

OF SAID YOUNG'S ESTATES, THENCE NORTH 89°28'18" EAST, DEPARTING SAID EAST LINE OF YOUNG'S ESTATES, A DISTANCE OF 10.41 FEET, TO THE NORTHEAST CORNER OF THE AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5256, PAGE 921, OF SAID PUBLIC RECORDS; THENCE SOUTH 00°53'04" EAST, ALONG THE EAST LINE SAID LANDS, A DISTANCE OF 1324.78 FEET TO THE SOUTHEAST CORNER OF SAID LANDS, SAID POINT ALSO BEING THE NORTHEAST CORNER OF AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5565, PAGE 1205 OF SAID PUBLIC RECORDS; THENCE SOUTH 00°53'01" EAST, ALONG THE EAST LINE OF SAID LANDS, A DISTANCE OF 1328.66 FEET, TO THE SOUTHEAST CORNER OF SAID LANDS; THENCE SOUTH 89°50'26" WEST, ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 1315.77 FEET, TO THE POINT OF BEGINNING; CONTAINING 6,326,976 SQUARE FEET (145.25 ACRES), MORE OR LESS.



LEGEND:

- BUFFER SCREENING 20'/B REQUIRED BY LDC SEC 6.06.04
- ADDITIONAL BUFFER SCREENING PROPOSED BUT NOT REQUIRED BY THE LDC

TOTALS	POD A	POD B	TOTAL
GROSS AREA	39.4 AC	105.8 AC	145.2 AC
WETLAND AREA	3.0 AC	45.6 AC	48.6 AC
UPLAND AREA	36.4 AC	60.2 AC	96.6 AC
WETLAND IMPACTS	2.3 AC	12.3 AC	14.6 AC
DEVELOPABLE AREA	38.7 AC	72.5 AC	111.2 AC
MAXIMUM UNITS	180	460	640
MAXIMUM DENSITY	6 UNITS/AC	6 UNITS/AC	
PROPOSED USE	SF	DUPLEX/TH	

NOTES

WHERE DUPLEX OR TOWN-HOME USES ARE ADJACENT TO UNDEVELOPED PROPERTY, A 20' BUFFER MEETING SCREENING STANDARDS B SHALL BE PROVIDED

Sheet 1 OF 1

Project No: 23-01-0038
 Designer: JEW
 Drawn: JEW
 Checked: JEW
 O.C.: JEW
 R.O.W.: JEW
 Date: MAY 2023
 Scale: 1" = 200'

JUSTIN E. WILLIAMS
 P.E. NUMBER: 69260
 Reg. Engineer

OSCEOLA LAKES
 ST. JOHNS COUNTY
 PREPARED FOR
 OSCEOLA LAKES LLC

CONCEPTUAL SITE PLAN
 FOR WORKFORCE
 HOUSING REZONING

CW Connelly & Wicker Inc.
 Planning • Engineering • Landscape Architecture
 10060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
 (904) 256-3030 FAX: (904) 265-3031 www.cwieng.com
 Florida Registry 3650 L.A. Number: LC26000311

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**END DOCUMENTS
TO BE RECORDED**

ATTACHMENT 2
APPLICATION AND SUPPORTING
DOCUMENTS



St. Johns County Growth Management Department

Application for:

Date Property Tax ID No

Project Name

Property Owner(s) Phone Number

Address Fax Number

City State Zip Code e-mail

Are there any owners not listed? No Yes If yes please provide information on separate sheet.

Applicant/Representative Phone Number

Address Fax Number

City State Zip Code e-mail

Property Location

Major Access Size of Property Cleared Acres (if applicable)

Zoning Class No. of lots (if applicable) Overlay District (if applicable)

Water & Sewer Provider Future Land Use Designation

Present Use of Property Proposed Bldg. S.F.

Project Description (use separate sheet if necessary)

This application seeks to rezone the property from Open Rural and Planned Unit Development to Workforce Housing, pursuant to Part 5.11.00 of the St. Johns County Land Development Code, for development of a maximum of 640 single-family, duplex and townhome units. A portion of the site is located within the now expired Rancho del Mar PUD, Ordinance No. 2008-59.

Please list any applications currently under review or recently approved which may assist in the review of this application including the name of the PUD/PRD:

I understand that reasonable inspections of the subject property may be made as part of the application review process. I understand that any material misrepresentations or errors contained in this application or supporting documents may void an approved application, at the reasonable determination of the County considering the Land Development Code, Comprehensive Plan, and other applicable regulations.

I HEREBY CERTIFY THAT ALL INFORMATION IS CORRECT:
Signature of owner or person authorized to represent this application:


Signed By

Printed or typed name(s)

**ST. JOHNS COUNTY GROWTH MANAGEMENT DEPARTMENT
APPLICATION FOR REZONING**

PROJECT NAME: OSCEOLA LAKES

PROPERTY TAX ID NO. / PROPERTY OWNER

137240-0020, 137241-0010
Geoffrey A. Young
655 Wildwood Dr.
Saint Augustine, FL 32086-5809
Phone: 904-303-7960
E-Mail: geoffcarol3@gmail.com

137241-0030
Osceola Lakes, LLC (50%)
Geoffrey A. Young (50%)
2215 South Third St., Suite 101
Jacksonville Beach, FL 32250
Phone: 904-463-1514
Email: petelegeza@yahoo.com

137080-0000
Osceola Lakes, LLC (50%)
Geoffrey A. Young (50%)
655 Wildwood Dr.
Saint Augustine, FL 32086
Phone: 904-463-1514
Email: petelegeza@yahoo.com

137090-0000
Trust No. Owr dated May 4, 2022, Land Trust Service Corporation, as Trustee
P.O. Box 547945
Orlando, FL 32854
Phone: 904-463-1514
Email: petelegeza@yahoo.com

Prepared by, Record and Return to:
Blake F. Deal III, Esq.-Briley & Deal, LLC
1525B The Greens Way, Suite 200
Jacksonville Beach, FL 32250

NOTE TO CLERK: This conveyance is a gift of a 50% undivided interest in unencumbered property and as such minimum deed stamps in the amount of \$.70 are being paid.

WARRANTY DEED

This Warranty Deed made as of the 3rd day of May, 2021, between **OSCEOLA LAKES, LLC**, a Florida limited liability company, whose address is c/o Briley & Deal, LLC, 1525B The Greens Way, Suite 200, Jacksonville Beach, FL 32250, hereinafter called the **GRANTOR**, and **GEOFFREY A. YOUNG**, an unremarried widower whose address is 655 Wildwood Dr., St. Augustine, FL 32086, and **OSCEOLA LAKES, LLC**, a Florida limited liability company, whose address is set forth above, each as to a 50% undivided interest as tenants in common, hereinafter collectively called the **GRANTEE** (Wherever used herein the term "Grantor" and "Grantee" shall include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations).

WITNESSETH:

That the said Grantor, for and in consideration of \$10 the receipt and sufficiency of which is hereby acknowledged and accepted, has granted, bargained and sold to the said Grantees, their heirs, successors and assigns forever, the following described real property, situate, lying and being in the County of St. Johns State of Florida, to wit:

THE NORTHWEST ¼ OF THE SOUTHWEST ¼ OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29
EAST, ST. JOHNS COUNTY, FLORIDA

The real estate parcel number for the property herein conveyed is: **137080-0000**

SUBJECT TO (1) any taxes or assessments levied subsequent to the date hereof; (2) riparian rights, if any; and (3) covenants, easements, and restrictions of record.

Together with all the tenements, hereditaments, easements and appurtenances thereto belonging or in anywise appertaining, although this Deed shall not act to re-impose same.

And the said Grantor hereby covenants with said Grantee that the Grantor is lawfully seized of said land in fee simple; that the Grantor has good right and lawful authority to sell and convey said land; that the Grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances

except the aforesaid covenants, easements, and restrictions of record and taxes accruing subsequent to the date hereof;

IN WITNESS WHEREOF, the said Grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Barbara Wilson
PRINT NAME Barbara Wilson

Blake F. Deal III
PRINT NAME Blake F. Deal III

"GRANTOR"
Peter P. Legeza, Jr.
OSCEOLA LAKES, LLC
A Florida limited liability company
by: Peter P. Legeza, Jr.
Manager

STATE OF FL
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me this 3rd day of May, 2021, by means of physical presence, by Peter P. Legeza, Jr., as Manager of Osceola Lakes, LLC, a Florida limited liability company, on behalf of the company, who is personally known to me or who has produced a Driver's License as identification (and who did/did not take an oath.)

Blake F. Deal III

Notary Public
State of: FL
AFFIX SEAL





Prepared by:
Lynette Snell
Land Title of America, Inc.
2495 US Highway 1 South
Saint Augustine, FL 32086
File Number: 22-713-JM

Parcel ID: 137090-0000

Warranty Deed

This Indenture made this 23rd day of May, 2022 BETWEEN Leopoldo B. Gonzalez, a married man, GRANTOR*, whose post office address is 412 Camelia Trail, St. Augustine, FL 32086, to Trust No. 0WR dated May 4, 2022, Land Trust Service Corporation, a Florida Corporation, as Trustee, with full power and authority, to protect, conserve, sell, lease, encumber or otherwise manage and dispose of said property pursuant to Florida Statutes 689.071 and 689.073, GRANTEE*, whose post office address is PO Box 186, Lake Wales, FL 33859.

Witnesseth, that said Grantor, for and in consideration of the sum of TEN AND 00/100'S (\$10.00) Dollars and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the grantee and grantee's heirs forever the following described land located in the County of St. Johns, State of Florida, to-wit:

The SW 1/4 of the SW 1/4, of Section 13, Township 8 South, Range 29 East, St. Johns County, Florida.

Together with an easement for road purposes along the N 15 feet of the E 1/2 of the NW 1/4 of Section 24, Township 8 South, Range 29 East, St. Johns County, Florida.

Subject to Covenants, Restrictions, Easements and Reservations of record, if any; However, this reference does not operate to reimpose same; Subject to Zoning Ordinances that may affect subject property; Subject to Taxes for the year 2022 and Subsequent Years.

Grantor warrants that at the time of this conveyance, the subject property is not the Grantor's homestead within the meaning set forth in the constitution of the State of Florida, nor is it contiguous to or a part of a homestead property.

The interest of the beneficiaries under said trust is personal property. Persons dealing with the Trustee are not obligated to look to the application of purchase monies. The interest of the beneficiaries is solely in the rights, proceeds and avails of trust property, not in the title, legal or equitable, of said real estate. The liability of the Trustee under this deed and the trust agreement is limited to the assets of the trust and the Trustee hereunder has no personal liability whatsoever.

and said grantor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

*Singular and plural are interchangeable, as context requires.

In Witness Whereof, Grantor, has hereunto set grantor's hand and seal this day and year first above written.

Leopoldo B. Gonzalez
Leopoldo B. Gonzalez

WITNESSES

Lynette Snell
Witness: LYNETTE SNELL

Jolene C. Martyn
Witness: Jolene C. Martyn

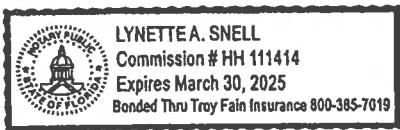
State of Florida
County of Saint Johns

THE FOREGOING INSTRUMENT was acknowledged before me by means of physical presence or online notarization on **May 23, 2022** by **Leopoldo B. Gonzalez** who is or are personally known to me or has or have produced Driver's License(s) as identification.

[Seal]

Lynette Snell

Notary Public: _____
My commission expires: _____



Prepared by, Record and Return to:
Blake F. Deal III, Esq.-Briley & Deal, LLC
1525B The Greens Way, Suite 200
Jacksonville Beach, FL 32250

NOTE TO CLERK: This conveyance is a gift of a 50% undivided interest in unencumbered property and as such minimum deed stamps in the amount of \$.70 are being paid.

WARRANTY DEED

This Warranty Deed made as of the 3rd day of May, 2021, between **GEOFFREY A. YOUNG**, an unremarried widower whose address is 655 Wildwood Dr., St. Augustine, FL 32086, hereinafter called the GRANTOR, and **OSCEOLA LAKES, LLC**, a Florida limited liability company, whose address is c/o Briley & Deal, LLC, 1525B The Greens Way, Suite 200, Jacksonville Beach, FL 32250, and **GEOFFREY A. YOUNG**, an unremarried widower, whose address is above, each as to a 50% undivided interest as Tenants in Common, hereinafter collectively referred to as the GRANTEE (Wherever used herein the term "Grantor" and "Grantee" shall include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations).

WITNESSETH:

That the said Grantor, for and in consideration of \$10 the receipt and sufficiency of which is hereby acknowledged and accepted, has granted, bargained and sold to the said Grantees, their heirs, successors and assigns forever, the following described real property, situate, lying and being in the County of St. Johns State of Florida, to wit:

A PART OF LOT 1, YOUNG'S ESTATES AS RECORDED IN MAP BOOK 58, PAGES 68 and 69 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF BEGINNING, COMMENCE AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE NORTH 00°56'40" WEST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 1454.23 FEET; THENCE SOUTH 89°39'06" WEST, A DISTANCE OF 916.48 FEET TO AN INTERSECTION WITH A SOUTHERLY PROLONGATION OF THE WEST LINE OF LOT 2 OF SAID YOUNG'S ESTATES; THENCE NORTH 00°40'53" WEST, ALONG SAID SOUTHERLY PROLONGATION OF THE WEST LINE OF SAID LOT 2 AND ALONG THE WEST LINE OF SAID LOT 2, A DISTANCE OF 1038.81 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF DEER CHASE DRIVE AS RECORDED IN OFFICIAL RECORDS BOOK 786, PAGE 1485 OF SAID PUBLIC RECORDS, SAID POINT LYING ON A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 1145.92 FEET; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE AND ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 358.68 FEET, AND HAVING A CHORD BEARING AND DISTANCE OF SOUTH 80°01'19" WEST, 357.22 FEET TO THE WEST LINE OF SAID LOT 1 AND TO THE WEST LINE OF THE NORTHWEST 1/4 OF SECTION 13,

TOWNSHIP 8 SOUTH, RANGE 29 EAST; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID LOT 1 THE FOLLOWING THREE COURSES: No. 1 — SOUTH 00°03'35" WEST, A DISTANCE OF 1374.83 FEET; No. 2 NORTH 89°39'06" EAST, A DISTANCE OF 263.36 FEET; No. 3 — SOUTH 00°02'05" EAST, A DISTANCE OF 1056.55 FEET TO THE SOUTH LINE OF SAID LOT 1; THENCE NORTH 89°45'12" EAST, ALONG SAID SOUTH LINE OF LOT 1, A DISTANCE OF 1042.05 FEET TO THE POINT OF BEGINNING.

The real estate parcel number for the property herein conveyed is: **137241-0010**

SUBJECT TO (1) any taxes or assessments levied subsequent to the date hereof; (2) riparian rights, if any; and (3) covenants, easements, and restrictions of record.

Together with all the tenements, hereditaments, easements and appurtenances thereto belonging or in anywise appertaining, although this Deed shall not act to re-impose same.

And the said Grantor hereby covenants with said Grantee that the Grantor is lawfully seized of said land in fee simple; that the Grantor has good right and lawful authority to sell and convey said land; that the Grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except the aforesaid covenants, easements, and restrictions of record and taxes accruing subsequent to the date hereof;

IN WITNESS WHEREOF, the said Grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered
in the presence of:

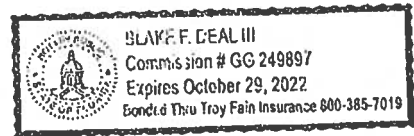
Barbara Wilson
PRINT NAME Barbara Wilson

Blake F. Dral
PRINT NAME Blake F. Dral

"GRANTOR"
Geoffrey A. Young
GEOFFREY A. YOUNG

STATE OF FL
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me this 3rd day of May, 2021, by means of physical presence by GEOFFREY A. YOUNG, who is personally known to me or who has produced a Driver's License as identification (and who did/did not take an oath.)



Blake F. Deal III
Notary Public, State and County Aforesaid
AFFIX SEAL

2/2

THIS QUIT CLAIM DEED, Executed this 23 day of September A.D. 2005, by CAROLYN R. YOUNG, a married woman, whose post office address is 655 Wildwood Drive, St. Augustine, Florida 32086 first party, to CAROLYN R. YOUNG and GEOFFREY A. YOUNG, her husband, creating a husband and wife Estate By The Entirety, whose post office address is , 655 Wildwood Drive, St. Augustine, Florida 32086.

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires).

WITNESSETH, That the said first party with, no monetary consideration paid, love and affection and other good and valuable considerations in hand paid by the said second party, the receipt whereof is hereby acknowledged, does hereby remise, release and quit-claim unto the said second party forever, all the right, title, interest, claim and demand which the said first party has in and to the following described lot, piece or parcel of land, situate, lying and being in the County of St. Johns, State of Florida, to-wit:

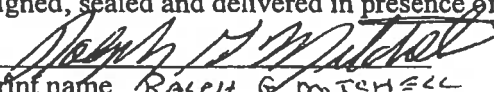
SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART OF THIS PAGE ONE (1).

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever of the said first party, either in law or equity, to the only proper use, benefit and behoof of the said second party forever.

NOTE TO DOCUMENT STAMP EXAMINERS: This conveyance is from one spouse to the other spouse with no monetary consideration being paid. Therefore, minimum documentary stamps are due and payable.

IN WITNESS WHEREOF, The said first party has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in presence of:


Print name RALPH S MITCHELL


CAROLYN R. YOUNG 655 Wildwood Drive
St. Augustine, FL 32086



Print name NANCY BOLINGER

EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

PROPERTY PARCEL IDENTIFICATION NUMBER 137240-0020

The metes and bounds survey description is given below

LOCATION SURVEY

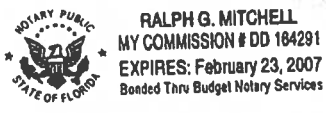
BEING IN GOVT LOT 3, SECTION 13, T 8 S, R 29 E, ST. JOHNS CO., FLORIDA, DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST LINE OF SAID GOVT. LOT 3, WITH THE SOUTH R/W OF WILDWOOD DRIVE, A 66' WIDE R/W; THENCE DUE WEST ON SAID SOUTH R/W LINE, 150' TO THE POINT OF BEGINNING AT THE N.E. CORNER OF THE HEREIN DESCRIBED PARCEL OF LAND; THENCE CONTINUING DUE WEST, ON SAID R/W LINE, 210.14' TO THE POINT OF A CURVE TO THE RIGHT WITH A RADIUS OF 1179.29'; THENCE, ON SAID CURVE TO THE RIGHT AND ON SAID R/W LINE, THROUGH A CENTRAL ANGLE OF 4° 22' 13", AN ARC DISTANCE OF 89.95'; THENCE DUE SOUTH 303.43'; THENCE DUE EAST 300'; THENCE DUE NORTH 300' TO THE POINT OF BEGINNING. CONTAINING 2.07 ACRES MORE OR LESS.

Further described by the St. Johns Taxing authorities as: SEC 13 TWN 8 RNG 29 12-2 PART OF CL 3 LYING S OF WILDWOOD DR. - APPROX 300 X 300 FT (EX CO R/W IN DB255/249 & EX OR7836/485) OR2170/850 655 WILDWOOD DR.

QUIT CLAIM DEED PAGE 2

STATE OF FLORIDA)
) SS
COUNTY OF ST. JOHNS)

The foregoing instrument was acknowledged before me this 23 day of September, 2005 by CAROLYN R. YOUNG, who is personally known to me ___ or who has produced a FL. photo driver license (type of identification) and who did not take an oath.



Ralph G Mitchell
Notary Public State of Florida
Name: RALPH G MITCHELL
Certificate No. Or Serial No. _____
AFFIX SEAL

My commission expires:

THIS INSTRUMENT PREPARED BY:
Ralph g. Mitchell, Attorney At Law, 2730 U.S. 1 South, Suite d St. Augustine, Florida 32086

RETURN TO: Carolyn R. Young, 655 Wildwood Dr. St. Augustine, FL 32086



Owner's Authorization Form

Ellen Avery-Smith, Rogers Towers, P.A.

is hereby authorized TO ACT ON BEHALF OF

Geoffrey A. Young

the owners(s) of those lands described within

the attached application, and as described in the attached deed or other such proof of ownership as may be required, in applying to St. Johns County, Florida, for an application related to a development Permit or other action pursuant to a: application for:

Rezoning/Modification

By signing, I affirm that all legal owners(s), as listed on the Recorded Warranty Deed on file with the St. Johns County Clerk of Courts or otherwise stated () , have been notified of the Rezoning

(Identify what document)

I further understand incomplete or false information provided on this form may lead to revocation of permits, termination of development activity.

Signature of Owner

Geoffrey A. Young

Print Name

Geoffrey A. Young

Signature of Owner

Print Name

Telephone Number

(954) 303-7960

STATE OF FLORIDA
COUNTY OF St. Johns

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this 09 day of August, 2023 by Geoffrey A. Young as owner's for Young.



R Patel

Notary Public, State of Florida
Name: Rikesh Kumar N. Patel,
My Commission Expires: 07/10/2027
My Commission Number is: HH 404917

Personally Known ___ OR Produced Identification

Type of Identification Produced Florida driver License
Revised August 30, 2011



Owner's Authorization Form

Ellen Avery-Smith, Rogers Towers, P.A.

is hereby authorized TO ACT ON BEHALF OF

Osceola Lakes, LLC

the owners(s) of those lands described within

the attached application, and as described in the attached deed or other such proof of ownership as may be required, in applying to St. Johns County, Florida, for an application related to a development Permit or other action pursuant to a: application for:

Rezoning/Modification

By signing, I affirm that all legal owners(s), as listed on the Recorded Warranty Deed on file with the St. Johns County Clerk of Courts or otherwise stated () , have been notified of the Rezoning

(Identify what document)

I further understand incomplete or false information provided on this form may lead to revocation of permits, termination of development activity.

Signature of Owner

Geoffrey A Young

Print Name

Geoffrey A Young

Signature of Owner

Peter P. Legeza Jr

Print Name

Peter P. LEGEZA JR

Telephone Number Young (954) 303-7960 LEGEZA (904) 463-1514

STATE OF FLORIDA COUNTY OF St. Johns

The foregoing instrument was acknowledged before me by means of [X] physical presence or [] online notarization, this 09 day of August, 2023, by Geoffrey A Young and Peter P. Legeza Jr as owners for Osceola Lakes LLC.



R Patel
Notary Public, State of Florida
Name: Rikesh Kumar N. Patel
My Commission Expires: 07/10/2027
My Commission Number is: HH 404917

Personally Known OR Produced Identification [X]

Type of Identification Produced Florida driver license
Revised August 30, 2011



Owner's Authorization Form

Ellen Avery-Smith, Rogers Towers, P.A.

is hereby authorized TO ACT ON BEHALF OF

Tr. No. OWR dated 5/4/22, Land Trust Service Corp., as Trustee

the owners(s) of those lands described within

the attached application, and as described in the attached deed or other such proof of ownership as may be required, in applying to St. Johns County, Florida, for an application related to a development Permit or other action pursuant to a: application for:

Rezoning/Modification

By signing, I affirm that all legal owners(s), as listed on the Recorded Warranty Deed on file with the St. Johns County Clerk of Courts or otherwise stated (), have been notified of the Rezoning

(Identify what document)

I further understand incomplete or false information provided on this form may lead to revocation of permits, termination of development activity.

Signature of Owner

[Handwritten signature]

Print Name

Joseph E. Seagle, President, Land Trust Service Corporation, Trustee

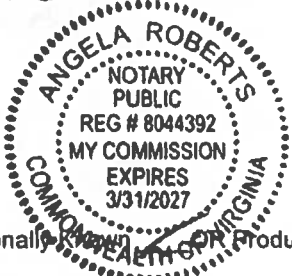
Signature of Owner

Print Name

Telephone Number

STATE OF FLORIDA Virginia
COUNTY OF Richmond
City

The foregoing instrument was acknowledged before me by means of [X] physical presence or [] online notarization, this 17th day of August, 2023, by Joseph E. Seagle as President for Land Trust Service Corporation, Trustee.



[Handwritten signature]
Notary Public, State of Florida
Name: Angela Roberts
My Commission Expires: 3/31/2027
My Commission Number is: 8044397

Personally known Produced Identification

Type of Identification Produced
Revised August 30, 2011

EXHIBIT “B”

OSCEOLA LAKES WRITTEN DESCRIPTION April 2024

Project Description

Osceola Lakes, LLC, Geoffrey Young and Trust NO. OWR D: 5-4-2022 (collectively, the “**Applicant**”) are the owners of the property located west of U.S. Highway 1, north of Watson Road and south of Wildwood Drive commonly known as Osceola Lakes. The property has St. Johns County Parcel Identification numbers 1372400020, 1372410010, 1372410030, 1370800000 and 1370900000 (collectively, the “**Property**”). The property has a future land use designation of Residential B and is mostly zoned Open Rural (“**OR**”). A portion of the property is located within the expired Rancho del Mar PUD, Ordinance No. 2008-59. The Applicant develop proposes to rezone the Property to Workforce Housing, pursuant to Part 5.11.00 of the St. Johns County Development Code (the “**Code**”).

The Property includes approximately 145.2 acres. Of that total, the site includes approximately 48.6 acres of wetlands, of which approximately 14.6 acres will be impacted, resulting in a total of approximately 111.2 acres of developable area.

The proposed workforce housing project will include a maximum of 640 for-sale detached single-family units, duplexes, and townhomes. A minimum of 30 percent (a minimum of 192) of such homes will be Workforce Housing units, defined in St. Johns County Land Development Code Section 5.11.03. The workforce housing units will be concentrated within the townhomes section. The initial buyer of each workforce housing unit must occupy the home as his or her primary residence.

Lots and homes within the Property will meet the applicable development standards set forth in Code Section 5.11.05, including the following:

	Minimum Lot Size	Minimum Lot Width	Setbacks ⁽¹⁾	Maximum Lot coverage	Maximus Impervious Surface Ratio	Maximum Density	Expiration of Time
Detached Single-Family	3,000 sq ft	30 ft	Front-10 ft ⁽²⁾ Side-5 ft Rear-10 ft	50%	70%	6 dwellings/acre	3 years
Attached Duplexes	1,300 sq ft	14 ft	Front-10 ft Side-0 ft ⁽³⁾ (b) Rear-10 ft	50%	70%	6 dwellings/acre	3 years

Townhomes	1,300 sq ft	14 ft, with 20 ft for end units	Front-10 ft Side-0 ft ⁽⁴⁾ Rear-10 ft	70%	70%	6 dwellings/ acre	3 years
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1. Subject to setback encroachments set forth in Code Section 5.11.05C.
2. 20 feet to the face of the garage, provided that the front of the garage shall be a minimum of 25 feet from the sidewalk.
3. End of structure to property line is 5 feet.
4. End of structure to property line is 10 feet.

Development of the project will comply with other applicable provisions of the St. Johns County Land Development Code, except for the following:

- a. 20-foot-wide buffers will be provided around the perimeter of the Property in the locations depicted on the Conceptual Site Plan, **Exhibit "C"**. Note that the Code only requires 10-foot-wide buffers but the project is providing 20-foot-wide buffers. All buffers will either maintain existing vegetation (except in areas where grading is necessary) or be planted in accordance with applicable Code requirements. A six (6)-foot-tall vinyl fence will be constructed in portions of the buffer adjacent to lots with Parcel Identification Nos. 137241-0020 and 137240-0030, in the locations depicted on the Conceptual Site Plan.

Public benefits of the project include:

- 1) Watson Road will be extended as a minor collector road from its current westerly termination point to the west and north, making a connection with Wildwood Drive, as part of Phase 1 of the development. This will significantly alleviate traffic and emergency vehicle access concerns for existing residents living off Watson Road.
- 2) The traffic generated by the proposed development that goes east to the intersection of Watson Road and U.S. Highway 1 will be less than the existing traffic that goes to the intersection, which will now use the new connector road and Wildwood Drive. Despite the reduction in traffic at the intersection of Watson Road and U.S. Highway 1, the development will also commit to adding the necessary turn lane at the intersection of Watson Road and U.S. Highway 1 for east bound traffic.
- 3) The Watson Road extension will include sidewalks on both sides of the road, from the existing Watson Road to Wildwood Drive. Area residents can enjoy the sidewalks for walking, running and bicycling.

- 4) The development will improve drainage on neighboring development by improving an existing drainage ditch along the eastern side of the property and granting an easement to the County.
- 5) The development provides benefits to the County utility system, including:
 - a) Installing a water main from Wildwood Drive to connect to the dead-end main in Watson Road, creating a loop for the water service in the area potentially eliminating the need for the existing 8-inch water main in Watson Road to be upsized.
 - b) Providing a corridor for the installation of a reclaimed main from Watson Road north to Wildwood Drive, which will also enable a discharge to Moultrie Creek.
 - c) Provide a location at the southern end of the development near Watson Road for a master pump station site for a force main repump station needed in connection with the County's proposed extension of a force main west of Interstate 95.
- 6) Provides essential workforce housing near downtown St. Augustine, a primary employment center in St. Johns County. Such housing will include single-family homes, townhomes and duplexes, in the locations depicted on the Conceptual Site Plan, **Exhibit "C"**.
- 7) The workforce housing units will be for-sale product, with a recorded deed restriction that sales prices shall not exceed the Maximum Sales Price, as defined in Code Section 5.11.03, for a period of five (5) years from the date of the initial sale.

On or before July 1st of each year, the Applicant will provide a demographic report to the County Administrator stating the number of workforce units sold that year, the sales price for each unit, and the initial buyer's employment, if they are employed in any of the following professions: law enforcement, first responders, education, government, health care or hospitality. The annual report is required each year for a period of six (6) years after the final certificate of occupancy.

The Applicant will provide the deed restrictions, in a form approved by the County Administrator or her designee in writing, which deed restriction will be recorded with the Clerk of the Circuit Court of St. Johns County, encumbering the lot with a restriction that limits the gross sales price of the property, with a completed residential unit, to an amount not to exceed the maximum permitted in Code Section 5.11.03 for permitted increases to the Maximum Initial Sales Price for the initial homebuyer.

For platted projects in the initial phase, at least 30 percent of all lots platted or units identified would require a deed restriction prior to the issuance of any clearance sheet. Each subsequent phase shall provide no less than 30 percent deed restrictions, cumulatively of the overall development.

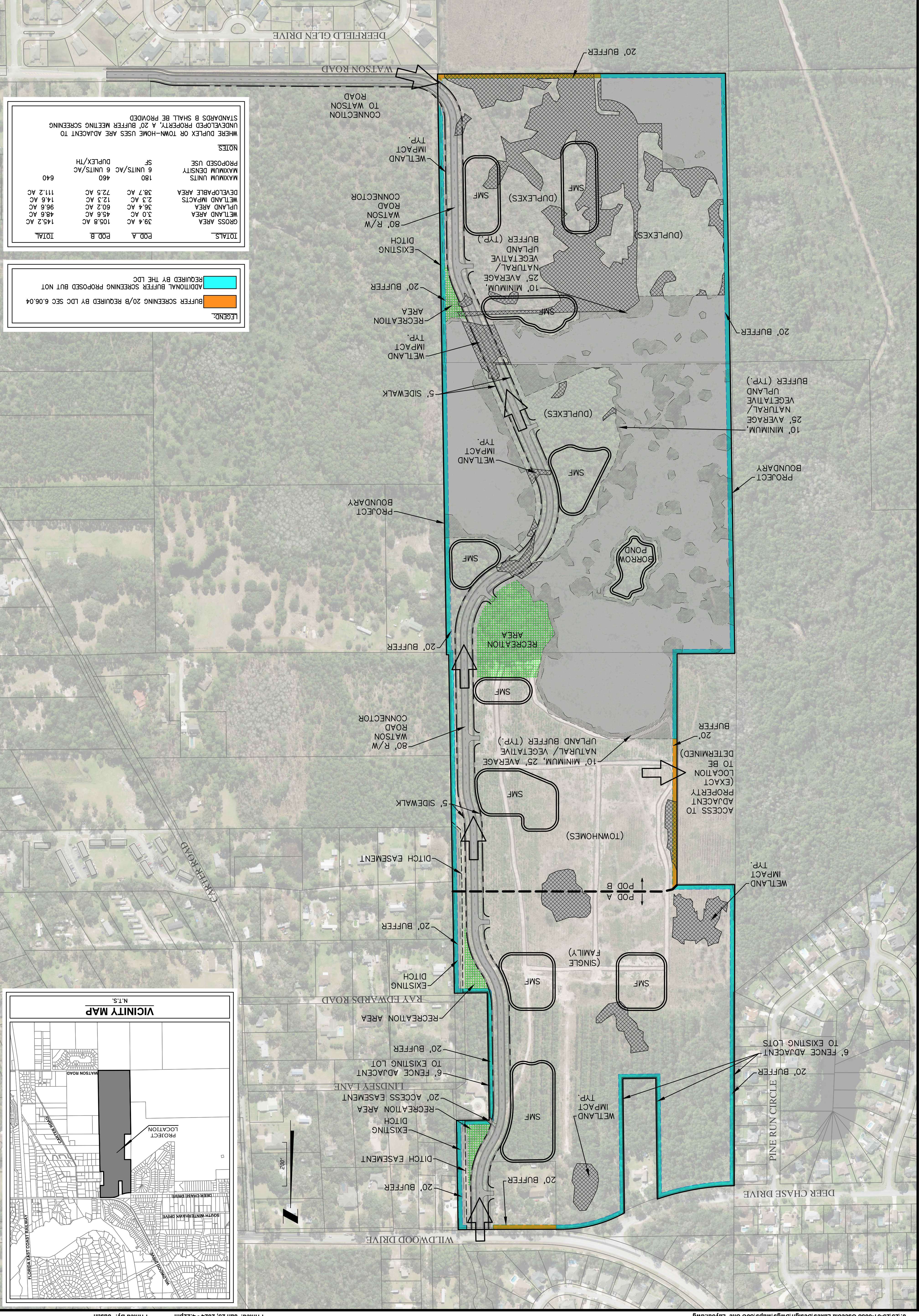
Project No:	23-01-0038
Design:	JEW
Drawn:	JEW
Check:	JEW
O.C.:	RCW
Date:	MAY, 2023
Scale:	1" = 200'

JUSTIN E. WILLIAMS
P.E. NUMBER: 69260
Reg. Engineer

OSCEOLA LAKES
ST. JOHNS COUNTY
PREPARED FOR
OSCEOLA LAKES LLC

CONCEPTUAL SITE PLAN
FOR WORKFORCE
HOUSING REZONING

OSCEOLA LAKES
PLANNING • ENGINEERING • LANDSCAPE ARCHITECTURE
1060 Skinner Lake Drive, Suite 500 Jacksonville, Florida 32246
(904) 256-3030 FAX: (904) 265-3031 www.oawm.com
Florida Registry 3650 L.A. Number: LC26000311



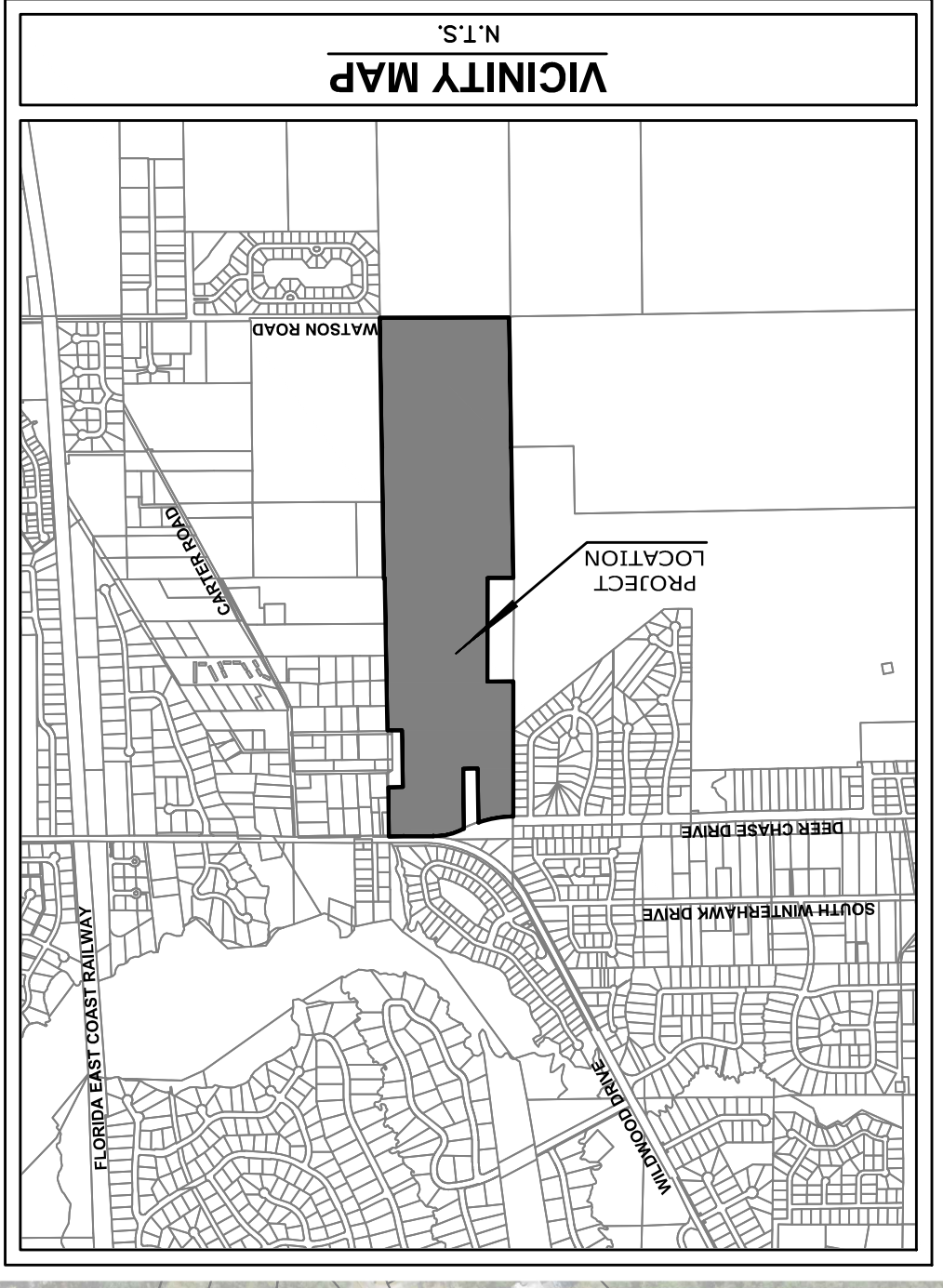
NOTES

STANDARDS B SHALL BE PROVIDED
UNDEVELOPED PROPERTY, A 20' BUFFER MEETING SCREENING
WHERE DUPLEX OR TOWN-HOME USERS ARE ADJACENT TO

TOTALS	POD A	POD B	TOTAL
GROSS AREA	39.4 AC	105.8 AC	145.2 AC
WETLAND AREA	3.0 AC	45.8 AC	48.8 AC
WETLAND IMPACTS	25.4 AC	60.2 AC	96.6 AC
DEVELOPABLE AREA	38.7 AC	72.5 AC	111.2 AC
MAXIMUM UNITS	180	460	640
PROPOSED USE	6 UNITS/AC	6 UNITS/AC	
SF			
DUPLEX/TH			

LEGEND:

[Orange Box]	BUFFER SCREENING 20/B REQUIRED BY LDC SEC 6.06.04
[Cyan Box]	ADDITIONAL BUFFER SCREENING PROPOSED BUT NOT REQUIRED BY THE LDC



THIS DRAWING IS THE PROPERTY OF CONNELLY & WICKER INC. AND IS NOT TO BE REPRODUCED OR COPIED IN WHOLE OR IN PART, IT IS NOT TO BE USED ON ANY OTHER PROJECT AND IS TO BE RETURNED ON REQUEST.



August 11, 2023

VIA Email: aburke@cwieng.com

Austin Burke
Connelly & Wicker, Inc.
10060 Skinner Lake Dr
Jacksonville, FL 32246

**RE: Water & Sewer Availability
Osceola Lakes (fka Deer Chase SF)
PINs: 137241 0010; 137241 0030; 137080 0000; 137090 0000; 137240 0020**

Mr. Burke:

Based on the conditions listed below, St. Johns County Utility Department (SJCUD) will be able to serve 180 single family homes and 460 multi-family units with a total anticipated water demand of 201,000 gallons per day (gpd) and 160,800 gpd wastewater flow. **This letter cannot be used to obtain a building permit. A receipt of paid Unit Connections Fees (UCF) is required to obtain a building permit.**

Point of Connection - Water:

Potable water service can be provided by the CR 214 Water Treatment Plant (WTP) by looped connection to the existing 10-inch water main along Wildwood Drive and the existing 8-inch water main along Watson Road. The St. Johns County Fire Department should be contacted regarding fire flow requirements for the site, and Developer must make provisions if the required flow is not available. See specific conditions section below.

Point of Connection - Wastewater:

The project is located in the AI Water Reclamation Facility (WRF) mainland service area. Future service can be provided with connection to the existing 10-inch force main along Wildwood Drive. See specific conditions section below.

Point of Connection – Reclaimed Water:

This development is located within the County's Mandatory Reclaimed Water Service Area (MRWSA) and shall install reclaimed water facilities for irrigation facilities pursuant to County Ordinance 2022-37. Provisions for temporary supply augmentation from an alternate water source and appropriate stub outs for future connection to the County's reclaimed water system, once service is available, shall be coordinated during design with SJCUD staff. In no case shall potable water be utilized for irrigation. See specific conditions section below.

Utilities

1205 State Road 16, St. Augustine, FL 32084
904.209.2700 | sjcfl.us

General Conditions:

1. If the development consists of residential rental units and/or commercial space, the on-site utilities will be privately owned and SJCUD is not responsible for maintenance.
2. Water and sewer conveyance are not absolutely guaranteed until the proposed development is issued a Concurrency Certificate. At that time, the developer must meet and agree with the SJCUD regarding any necessary infrastructure upgrades to accommodate the proposed development without affecting the existing level of services to its customers.
3. The availability of capacity will expire 180 days from the date of this letter on **February 7, 2024**. All necessary fees must be paid to guarantee a specific number of Equivalent Residential Connections pursuant to County Ordinance 2022-37.
4. Prior to submitting construction plans, please have the Engineer of Record contact SJCUD Engineering for copies of as-built information regarding the connection point and relevant Utility information related to FDEP permitting. Your Engineer and Contractor must field verify the size and location of all utilities prior to design and construction.
5. The Engineer of Record shall provide a Utility Master Plan for this development to detail the conditions generally outlined in this letter.

Specific Conditions (including offsite improvements):

1. Developer shall install a 12-inch water main and 12-inch reclaimed water main between Wildwood Drive and Watson Road. A minimum 30-foot wide easement will be required for these mains.
2. The development is located along a water, wastewater, and/or reuse transmission corridor and is required to install the main sizes listed above. The developer may qualify for unit connection fee reimbursement for some or all of the transmission corridor improvements.
3. To facilitate future transmission mains along future extensions of Watson Road, the County is requesting a 20-foot easement located north and along the existing 35-foot utility easement. In addition, the County is requesting a 70-foot by 60-foot site adjacent to the Watson Road right-of-way for a future master pump station.
4. Wastewater capacity will not be available for this project until fall 2025 when a new water reclamation facility is constructed to serve this area. SJCUD cannot sign FDEP permits for projects with a connection date prior to this time; however, design of this project can be finalized and approved. If your schedule requires service earlier, please contact me to discuss potential options.

If you have any questions, please contact me at 904.209.2614 or tshoemaker@sjcfl.us.

Sincerely,

Teri Shoemaker

Teri L. Shoemaker, P.E.
St. Johns County Utility Department

ENVIRONMENTAL ASSESSMENT

PROJECT: OSCEOLA LAKES

PREPARED BY

T. RICHARDSON SOILS AND ENVIRONMENTAL

www.RichardsonSoils.com

PREPARED FOR

OSCEOLA LAKES, LLC

May 30, 2023



9158 NE 76th Court, Gainesville FL 32609

Travis@RichardsonSoils.com

Osceola Lakes

T. Richardson Soils and Environmental, LLC has completed a preliminary environmental assessment on approximately 143.21 acres of land off Wildwood Drive in St. Johns County, Florida. The purpose of this assessment was to determine the presence or potential presence of species listed as protected by the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (FWS) as listed in the FWC publication *Florida's Endangered and Threatened Species*, Updated June 2021. Another purpose of this study was to identify the presence and extent of any areas designated as "Significant Natural Communities Habitat" pursuant to Section 4.01.07 of the St. Johns County Land Development Code. The results of this assessment are summarized in the following report.

Location

The property is located in Section 13, Township 8 South, Range 29 East in St. Johns County (Figure 1). The property is south of Wildwood Drive, north of Watson Road, and west of US 1, just southwest of St. Augustine (Figure 2).

USDA, NRCS Mapped Soils

The United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) Web Soil Survey (<https://websoilsurvey.nrcs.usda.gov/app/>) indicates that the subject property is covered by five soil map units (Figure 3). The five soil map units are: Floridana fine sand, frequently flooded; Pomona; Riviera fine sand, frequently flooded; Smyrna-Smyrna wet; and Toco. The soils are described below (<https://soilseries.sc.egov.usda.gov/osdname.aspx>).

Floridana fine sand, frequently flooded

Floridana soils occur on low broad flats, flood plains, and depressions and are very poorly drained. These soils formed in sandy and loamy marine sediments and generally have a clayey sub-soil layer beginning within 40 inches of the soil surface. During the wet season the water table is at a depth of less than 10 inches from the soil surface and depressions and flood plains have water above the soil surface. Natural areas generally consist of sand cordgrass, cabbage palm or a mixture of cypress, sweetgum, blackgum, and red maple. Drained areas are often used for truck crops, citrus, and pasture.

Pomona

Pomona soils occur on flats and flatwoods and are very poorly drained. These soils formed in sandy and loamy marine sediments and generally have a spodic (or hardpan) layer within 30 inches and a clayey sub-soil layer below 40 inches from the soil surface. During the wet season the water table is within 12 inches of the soil surface and depressions have water above the soil

surface. Natural areas generally consist of slash pine, longleaf pine, saw palmetto, bitter gallberry and related species. Cultivated areas are used for truck crops and pasture.

Riviera fine sand, frequently flooded

Riviera soils occur on low broad flats, flatwoods, and depressions and are poorly and very poorly drained. These soils formed in sandy and loamy marine sediments and generally have a clayey sub-soil layer beginning within 40 inches of the soil surface. During the wet season the water table is at a depth of less than 10 inches from the soil surface and depressions have water above the soil surface. Natural areas generally consist of slash pine, cabbage palm, saw palmetto, scattered cypress, maidencane and related species. Drained areas are often used for truck crops, citrus, and pasture.

Smyrna-Smyrna wet

Smyrna soils occur on flatwoods and are poorly to very poorly drained. These soils formed in sandy marine sediments and generally have a spodic (or hardpan) layer beginning within 20 inches of the soil surface. During the wet season the water table is at a depth of 18 inches or less and depressions have water above the soil surface. Natural areas generally consist of longleaf pine, slash pine, saw palmetto, runner oak, bitter gallberry, and associated species. Managed areas are dominantly used for silviculture, pasture, and range.

Tocoi

Tocoi soils occur on broad flats of the lower Coastal Plain and are poorly drained. These soils formed in sandy marine sediments and generally have a spodic (or hardpan) layer within 20 inches of the soil surface and a clayey sub-soil layer below 40 inches. During the wet season the water table is at a depth of 10 inches or less. Natural areas generally consist of slash pine, longleaf pine, saw palmetto, greenbriar, inkberry, and associated species. Managed areas are used for pasture and vegetable crops.

Uplands in the northern part of the property are dominated by the Pomona, Smyrna-Smyrna-wet, and Tocoi mapped soils. In the southern part of the property uplands occur within the Floridana fine sand, frequently flooded, Pomona, and Riviera fine sand, frequently flooded mapped soils. A canal along the east side of the subject property, constructed in the 1950s, has resulted in substantial drainage of the wetlands and uplands onsite. Soils observed onsite were substantially drier than the mapped soils indicate. This drainage likely resulted in more upland areas within the wetter soil map units. The soil map units also include many small inclusions of other soils that can account for some upland areas and drier soils in the wetter mapped soils.

Existing Vegetation and Land Uses

The property is undeveloped with substantial use of the property through time (Appendix A – Series of Aerial Imagery). In 1960, the southeast part of the property was managed for crop production and much of the rest of the property was open rangeland with forested wetlands. Over time much of the property has been logged one or more times and the majority of the property has been used for silviculture (pine production).

Wetlands and uplands were identified onsite (Figure 4) and were reviewed and approved by the St. Johns River Water Management District via Formal Wetland Determinations: Permit Numbers 193593-1 and 185685-1 (Appendix B – Formal Wetland Determinations).

The existing land uses and vegetative community types have been categorized pursuant to the Florida Department of Transportation publication Florida Land Use, Cover and Forms Classification System (FLUCFCS). The various FLUCFCS types for the property are depicted in Figure 5 and are described below.

UPLANDS 94.79 acres

Pine Flatwoods (FLUCFCS 411) 24.23 acres

Uplands in the southern part of the property are dominated pine flatwoods. The pine flatwoods are on small rises within wetland areas and on broad flats. The larger areas of pine flatwoods have previously been logged or were in areas of abandoned row crop and are in an early successional stage. The canopy in these areas is dominated by a mixture of slash pine (*Pinus elliotii*) and pond pine (*P. serotina*) along with scattered hardwoods such as water oak (*Quercus nigra*), laurel oak (*Q. laurifolia*) and southern magnolia (*Magnolia grandiflora*). The shrub layer and ground cover vegetation is dominated by such species as saw palmetto (*Serenoa repens*), bitter gallberry (*Ilex glabra*), bracken fern (*Pteridium aquilinum*), Virginia chain fern (*Woodwardia virginica*), persimmon (*Diospyros virginiana*), and red maple (*Acer rubrum*).

Pine-Mesic Oak (FLUCFCS 414) 21.33 acres

Relatively natural upland areas in the north and central part of the property are dominated by Pine-Mesic Oaks. This community type is on slightly higher uplands and was not put into heavy silvicultural use. The pines have dominantly been harvested out of this area with the latest pine harvest. The canopy is dominated by a mixture of slash pine (*Pinus elliotii*), sand pine (*P. clausa*), laurel oak (*Quercus laurifolia*), water oak (*Q. nigra*), and live oak (*Q. virginiana*). The shrub and ground cover vegetation is dominated by saw palmetto (*Serenoa repens*), bitter gallberry (*Ilex glabra*), bracken fern (*Pteridium aquilinum*), wax myrtle (*Morella cerifera*), and swamp red bay (*Persea palustris*).

Live Oak (FLUCFCS 427) 0.75 acres

A small natural stand of live oak uplands occurs on the west property line. The canopy is dominated by live oak (*Quercus virginiana*) and the ground cover is dominated by saw palmetto (*Serenoa repens*).

Pine Plantation (FLUCFCS 441) 48.28 acres

Large portions of the northern part of the property are in pine plantation. The areas have slash pine (*Pinus elliottii*) planted in rows at an approximate density of 436 trees per acre. The trees are in various stages (canopy to recently planted seedlings) depending on the last harvest and replanting. The ground cover is dominated by broom sedge (*Andropogon virginicus*), bushy bluestem (*A. glomeratus*), bitter gallberry (*Ilex glabra*), with scattered saw palmetto (*Serenoa repens*) and bracken fern (*Pteridium aquilinum*).

WETLANDS (48.42 acres)

Wet Pine Plantation (FLUCFCS 441w) 3.44 acres

Shallow wetland areas and the edges of deeper wetland communities are used for pine plantation. The areas have slash pine (*Pinus elliottii*) planted in rows at an approximate density of 436 trees per acre. The trees are in various stages (canopy to recently planted seedlings) depending on the last harvest and replanting. The ground cover is dominated by broom sedge (*Andropogon virginicus*), bushy bluestem (*A. glomeratus*), Virginia chain fern (*Woodwardia virginica*), bitter gallberry (*Ilex glabra*), and scattered saw palmetto (*Serenoa repens*). These areas are saturated to the ground surface during the rainy season and may also puddle water.

Ditches (FLUCFCS 510) 3.49 acres

The ditches are linear man-made other surface waters. There are multiple small internal ditches excavated to provide fill for logging trail roads. These small internal ditches do not have direct outfall to wetlands or the larger ditch on the east side of the property. There is also a large ditch or canal along the east property boundary that discharges to Moultrie Creek. The large ditch along the east boundary has resulted in substantial drainage of the deeper wetland systems that have a direct connection to this ditch. Vegetation within the ditches is scattered and consists of maidencane (*Panicum hemitomon*), torpedo grass (*P. repens*), and spatterdock (*Nuphar luteum*).

Cypress (FLUCFCS 621) 15.42 acres

The cypress wetlands are deeper forested wetland systems dominated by pond cypress (*Taxodium ascendens*). This community also has scattered blackgum (*Nyssa sylvatica*) and red maple (*Acer rubrum*). The shrub and ground cover vegetation is dominated by wax myrtle (*Morella cerifera*) and Virginia chain fern (*Woodwardia virginica*). Areas connected to the larger ditch along the east property line are saturated to the ground surface during the rainy season

and may also puddle water. Areas that are not connected to the ditch along the east property line will pond up to 12 inches of water during the rainy season.

Cypress-Pine-Cabbage Palm (FLUCFCS 624) 1.50 acres

The Cypress-Pine-Cabbage Palm community is slightly wetter than a Hydric Pine Flatwoods and drier than a forested swamp community. The canopy consists of a mix of slash pine (*Pinus elliottii*), pond cypress (*Taxodium ascendens*), and cabbage palm (*Sabal palmetto*). The shrub and ground cover vegetation is dominated by wax myrtle (*Morella cerifera*) and Virginia chain fern (*Woodwardia virginica*). These areas are saturated to the ground surface during the rainy season and generally puddle water.

Hydric Pine Flatwoods (FLUCFCS 625) 19.04 acres

Approximately one-third of the wetlands in the southern part of the property are Hydric Pine Flatwoods. These areas are on broader flats and are slightly lower than adjacent uplands and slightly higher than adjacent deeper forested wetlands. The canopy is dominated by slash pine and pond pine (*Pinus serotina*) with scattered red maple (*Acer rubrum*). The shrub layer and ground cover vegetation are dominated by wax myrtle (*Morella cerifera*) and Virginia chain fern (*Woodwardia virginica*) with scattered bitter gallberry (*Ilex glabra*). These areas are saturated to the ground surface during the rainy season and may also puddle water.

Wetland Forested Mixed (FLUCFCS 630) 4.92 acres

The wetland forested mixed community has been logged and is in an early successional stage. The canopy is dominated by black gum (*Nyssa sylvatica*), laurel oak (*Quercus laurifolia*), water oak (*Q. nigra*), pond cypress (*Taxodium ascendens*), and red maple (*Acer rubrum*). The shrub and ground cover vegetation is dense and is dominated by wax myrtle (*Morella cerifera*), Virginia chain fern (*Woodwardia virginica*), bitter gallberry (*Ilex glabra*), and broom sedge (*Andropogon virginicus*). This community is removed from the dominant influence of the large ditch along the east property line and has saturation to the ground surface for long duration and shallow ponding during the wet season.

Wetland Scrub (FLUCFCS 631) 0.61 acres

The wetland scrub community consists of several small depressions within the southeastern part of the property that was in row crop production in the 1960s aerial imagery (Appendix A). This area was logged in 2011 and is in an early successional stage. These communities are dominated by persimmon (*Diospyros virginiana*), red maple (*Acer rubrum*), and Chinese tallow (*Sapium sebifera*) in the canopy and shrub layer. The ground cover is dominated by Virginia chain fern (*Woodwardia virginica*). These areas are saturated to the ground surface during the rainy season and may also puddle water.

Protected Species

The property was surveyed by two biologists on March 7, 2022, May 29-30, 2022, July 1, 2022, and May 18, 2023 for the presence of species listed by the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (FWS) as listed in the FWC publication *Florida's Endangered and Threatened Species, Updated June 2021*. Pedestrian transects were walked through representative portions of the property. No species of wildlife or plants were observed that are listed as endangered or threatened by FWC or FWS.

FWS lists the following protected species as occurring in St. Johns County:

West Indian Manatee (<i>Trichechus manatus latirostris</i>)	FWS – endangered, FWC – endangered
Green Sea Turtle (<i>Chelonia mydas</i>)	FWS – endangered, FWC – endangered
Hawksbill Sea Turtle (<i>Eremochelys imbricata</i>)	FWS – endangered, FWC – endangered
Leatherback Sea Turtle (<i>Dermochelys coriacea</i>)	FWS – endangered, FWC – endangered
Kemp's Ridley Sea Turtle (<i>Lepidochelys kempii</i>)	FWS – endangered, FWC – endangered
Loggerhead Sea Turtle (<i>Caretta caretta</i>)	FWS – threatened, FWC – threatened
Wood Stork (<i>Mycteria americana</i>)	FWS – endangered, FWC – endangered
Eastern Indigo Snake (<i>Drymarchon corais couperi</i>)	FWS – threatened, FWC – threatened
Florida Scrub-jay (<i>Aphelocoma coerulescens</i>)	FWS – threatened, FWC – threatened
Piping Plover (<i>Charadrius melodus</i>)	FWS – threatened, FWC – threatened
Anastasia Island Beach Mouse (<i>Peromyscus polionotus phasma</i>)	FWS – endangered, FWC – endangered

FWC lists the following additional species as occurring in St. Johns County:

Gopher Tortoise (<i>Gopherus Polyphemus</i>)	FWS – threatened
Florida Pine Snake (<i>Pituophis melanoleucus mugitus</i>)	FWS – threatened
Little Blue Heron (<i>Egretta caerulea</i>)	FWS – threatened
Tricolored Heron (<i>Egretta tricolor</i>)	FWS – threatened
Southeastern American Kestrel (<i>Falco sparverius paulus</i>)	FWS – threatened

Aquatic Species

The property does not contain any suitable habitat for the manatee or sea turtles.

Coastal Species

The piping plover and Anastasia Island beach mouse only live in coastal habitats. The project site is located approximately 2.3 miles from the Intra Coastal Water Way and 4.5 miles from the Atlantic coast and does not provide suitable habitat for these coastal species.

Florida Scrub-jay

The property does not contain any scrub-jay habitat such as sand pine scrub, xeric oak scrub, or scrubby flatwoods. No Florida scrub-jays have been observed onsite and are not known from this part of St. Johns County.

Wood Stork

The subject property is located within the core foraging areas of two wood stork nesting colonies (Figure 6). The primary diet of the wood stork is small fish that range from 1 to 6 inches in length, particularly top minnows and sunfish, although other prey such as crayfish and tadpoles may be eaten as well. The wood stork forages in water that ranges from 6 to 10 inches deep. They feed in freshwater marshes, narrow tidal creeks, and flooded tidal pools. Favored foraging areas are depressions in marshes and swamps where prey becomes concentrated during periods of falling water levels. The wood stork will not forage in areas with dense undergrowth vegetation and will typically not forage in areas with a closed canopy.

No wood stork rookeries are located onsite. The two nearest rookeries are approximately 5.4 miles to the north and 5.5 miles to the south. No wood storks have been observed foraging on the subject property. The areas of wet pine plantation, hydric pine flatwoods, cypress-pine-cabbage palm, and wetland scrub are periodically saturated to the ground surface and may hold shallow puddled water during the rainy season but do not have appropriate hydrology to provide suitable wood stork foraging habitat. Wood storks potentially could forage in the deepest forested wetlands: cypress and wetland forested mixed. However, use of these wetlands would likely be sporadic due to the closed canopy and amount of ground cover and shrub vegetation. The large ditch along the east side of the property provides the most suitable foraging habitat and the proposed property use will not affect the ditch habitat. Development of the property is not anticipated to adversely impact the wood stork.

Gopher Tortoise

The gopher tortoise lives in areas with somewhat poorly drained to excessively well drained soils where there is adequate ground cover vegetation for foraging. Natural habitats that support gopher tortoises include longleaf pine-xeric oak forests, scrubby flatwoods, and sand dunes. Altered areas of such habitat can also provide suitable gopher tortoise habitat, including pasture, mowed roadsides, and cleared power line easements.

All of the mapped soils on the property are either poorly drained or very poorly drained, which do not provide suitable habitat for the gopher tortoise. Some small inclusions of moderately well drained soils occur on the north part of the property and provided potential suitable habitat. This area as well as berms along the ditches were covered with numerous pedestrian transects (80% coverage) and the remaining portion of the property with poorly and very poorly drained soils was covered with less dense pedestrian transects (50% coverage). No gopher tortoises or

gopher tortoise burrows were identified in this area or anywhere else onsite. Development of the property will not adversely impact the gopher tortoise.

Recent timbering has resulted in the northern part of the property with somewhat poorly drained soils being more sparsely vegetated. This could provide better habitat for the Gopher Tortoise. A review of these somewhat poorly drained soils for any recruitment of Gopher Tortoises prior to development may be warranted.

Eastern Indigo Snake

The eastern indigo snake (*Drymarchon corais couperi*) requires relatively large areas of undeveloped land and are often associated with gopher tortoises (*Gopherus polyphemus*), as they will utilize tortoise burrows as refugia. The subject property has been surveyed for the presence of the eastern indigo snake. No eastern indigo snakes or evidence of eastern indigo snakes, such as shed skins, have been observed onsite or on land immediately abutting the subject property. The property does not contain any gopher tortoise burrows. Development of the property is not anticipated to adversely impact the eastern indigo snake.

Florida Pine Snake

The Florida pine snake lives in areas with well drained sandy soils with a moderate to open canopy. They spend most of the time underground in the burrows of gopher tortoises and Southeastern pocket gophers (*Geomys pinetis*) and feed primarily on pocket gophers. No pocket gophers or gopher tortoises occur on the subject property. No Florida pine snakes have been observed onsite or are known to occur onsite. Development of the property is not anticipated to adversely impact the Florida pine snake.

Little Blue heron / Tricolored Heron

The little blue heron (*Egretta caerulea*) and tricolored heron (*Egretta tricolor*) are wading birds that forage primarily in shallow freshwater marshes and along the edges of ponds and lakes. Freshwater marshes and ponds and lakes do not exist on the subject property. No wading birds have been observed onsite. No nesting colonies of wading birds are located onsite. Development of the property will not adversely impact the little blue heron or tricolored heron.

Southeastern American Kestrel

The southeastern American kestrel (*Falco sparverius paulus*) is the non-migratory subspecies of the American kestrel. This subspecies remains in Florida during the warmer months of the year and does not migrate farther north. Positive identification of kestrels during the months of May through July or August provides prima facie evidence of the presence of southeastern American kestrels. This species is a cavity nester that lives in very open forests as well as pastures and golf courses. This type of habitat does not occur onsite. No suitable nesting trees (snags with cavities) were observed on the property. No southeastern American kestrels have been

observed onsite. Development of the subject property is not anticipated to adversely impact the southeastern American kestrel.

American Bald Eagle

The American bald eagle (*Haliaeetus leucocephalus*) is no longer listed as an endangered or threatened species by either FWS or FWC. However, the bald eagle is still protected pursuant to the Gold and Bald Eagle Protection Act and the Migratory Bird Treaty Act. Section 4.01.10 of the St. Johns County Land Development Code (LDC) pertains to bald eagle protection requirements. The LDC requires an undisturbed Primary Zone extending to a minimum of 750 feet outward from the nest tree. This area shall remain undisturbed with no construction or entry allowed. A Secondary Zone shall be in an area extending outward from the Primary Zone a minimum of 750 feet.

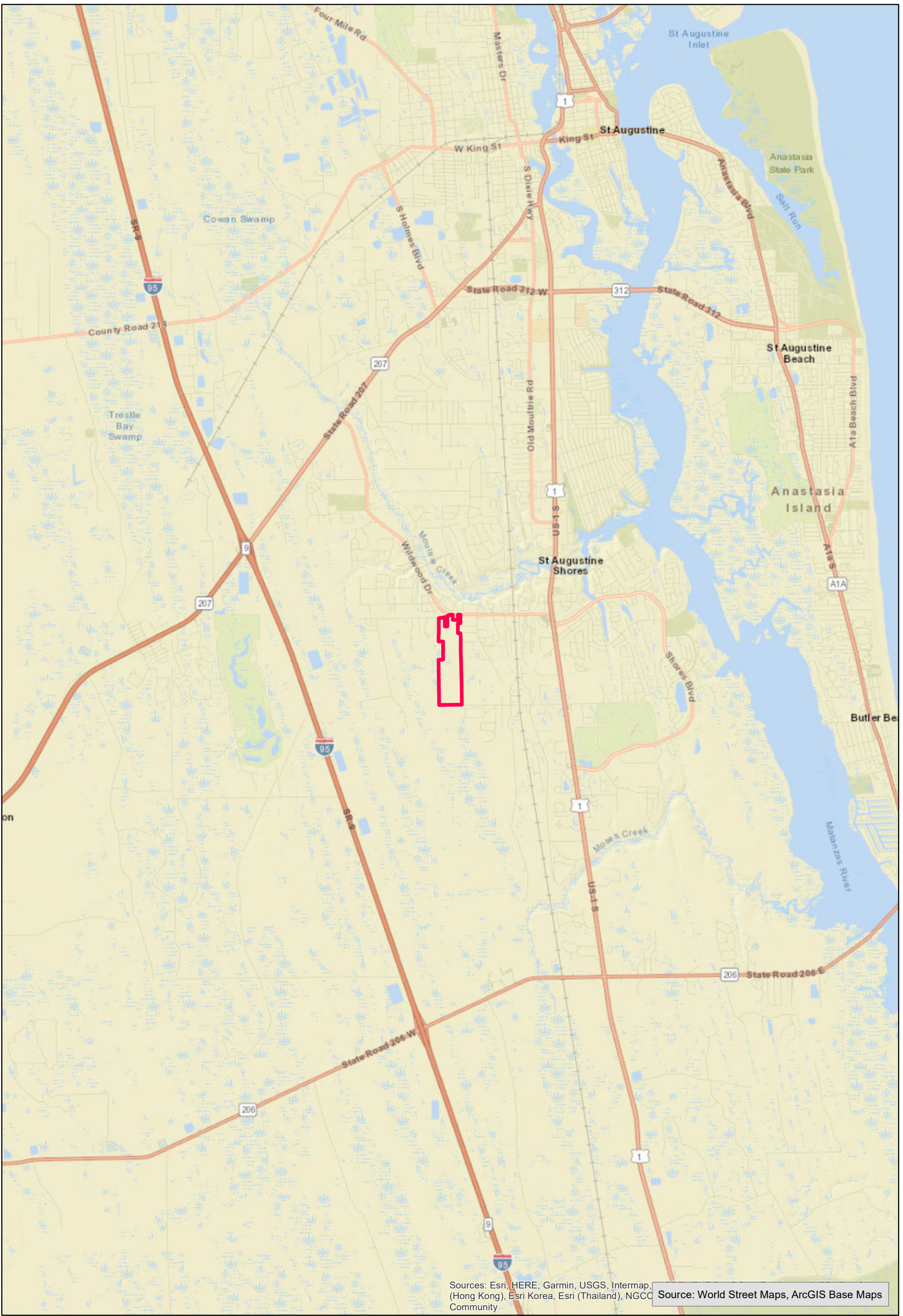
The closest documented bald eagle nest (SJ025) is located approximately 2.1 miles to the northeast of the property (Figure 6). Development of the property will not adversely affect the American bald eagle.

Significant Natural Communities Habitat

Section 4.01.07 of the St. Johns County Land Development Code identifies the following vegetative community types as being “significant natural communities habitat”:

Beach Dune
Coastal Grassland/Coastal Strand
Xeric Hammock
Maritime Hammock
Sandhill
Scrub

Section 4.01.07 requires that proposed developments that are more than 10 acres in size and that contain any of these habitat types must preserve 10% of these habitats on-site. None of these habitat types occur on the subject property, so this requirement does not apply to this site.



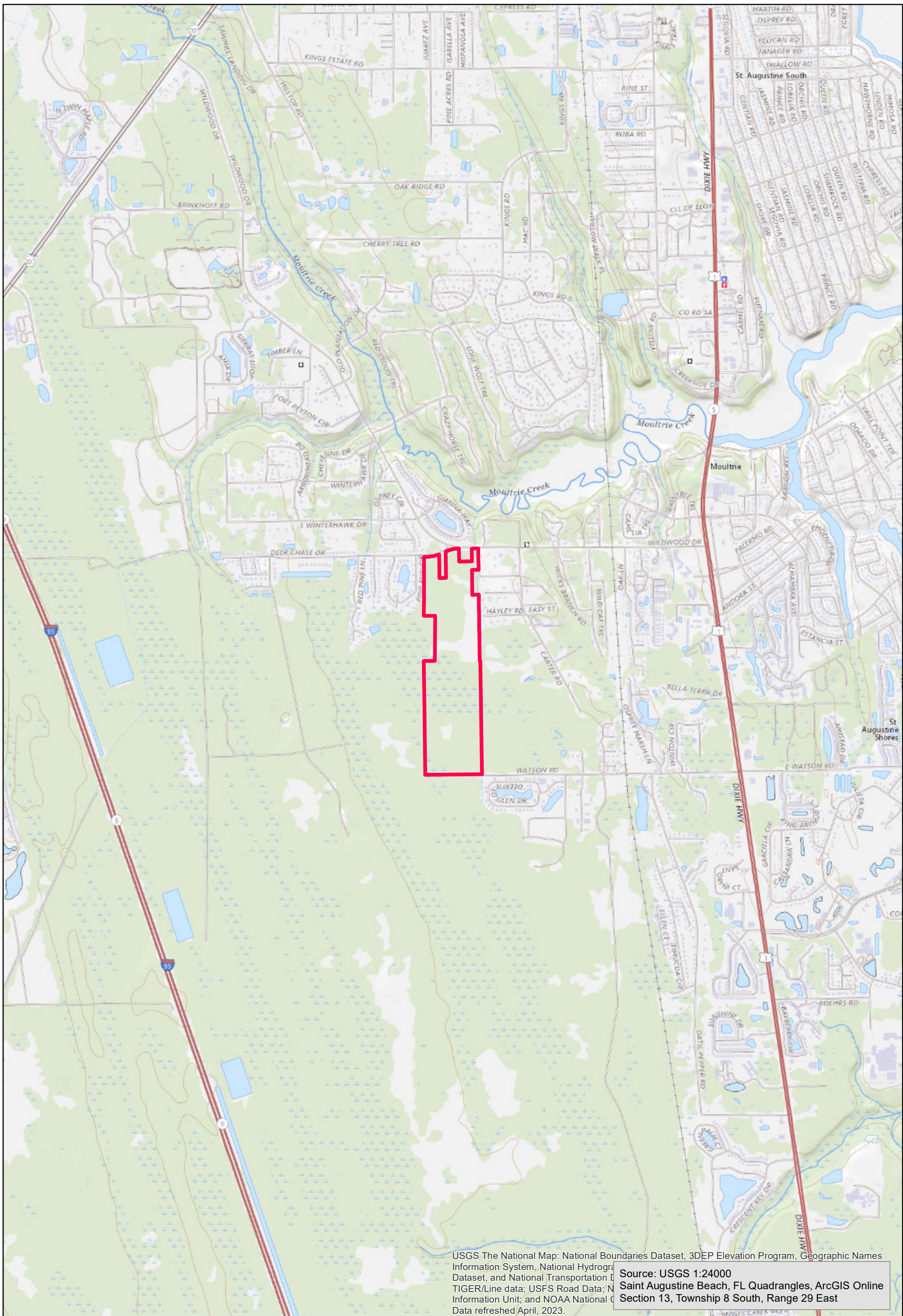
Sources: Esri, HERE, Garmin, USGS, Intermap, (Hong Kong), Esri Korea, Esri (Thailand), NGCC Community Source: World Street Maps, ArcGIS Base Maps

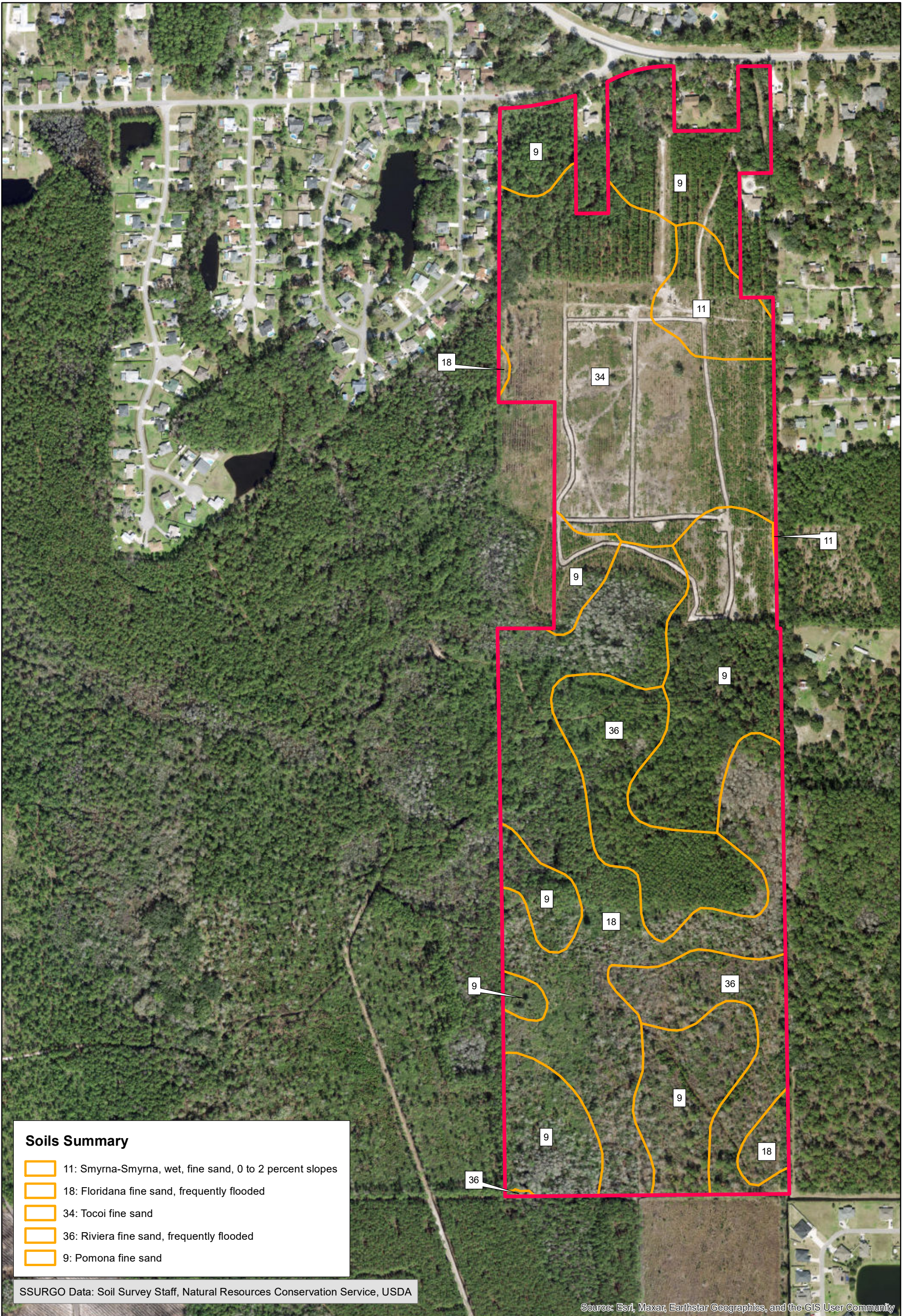


Osceola Lakes
 St. Augustine, Florida
Vicinity Map



FIGURE 1
 5/30/2023
 Scale: 1 in = 5,000 ft
 0 5,000 Ft





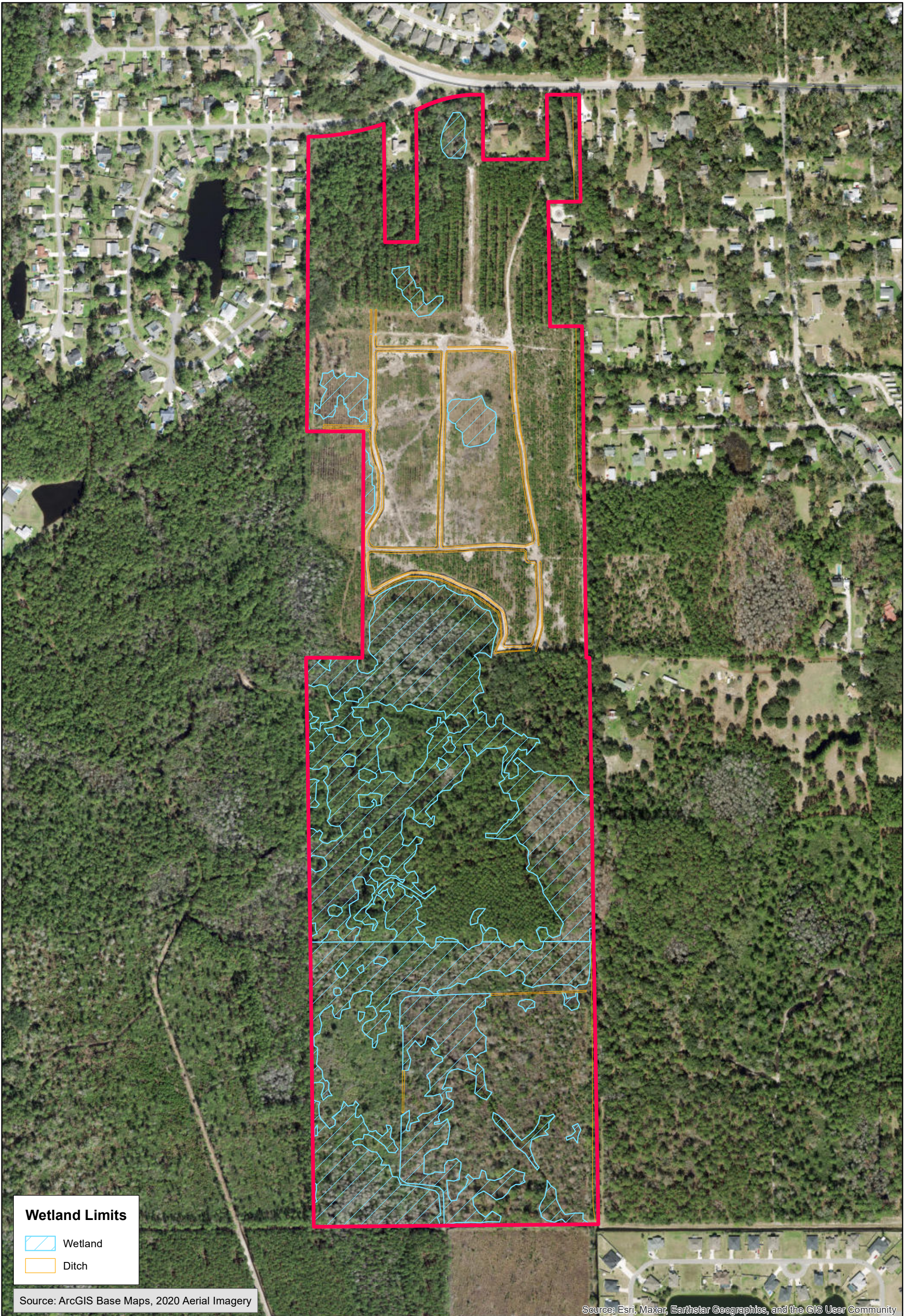
Soils Summary

- 11: Smyrna-Smyrna, wet, fine sand, 0 to 2 percent slopes
- 18: Floridana fine sand, frequently flooded
- 34: Toco fine sand
- 36: Riviera fine sand, frequently flooded
- 9: Pomona fine sand



SSURGO Data: Soil Survey Staff, Natural Resources Conservation Service, USDA

Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community





Wetland Limits

-  Wetland
-  Ditch


Source: ArcGIS Base Maps, 2020 Aerial Imagery

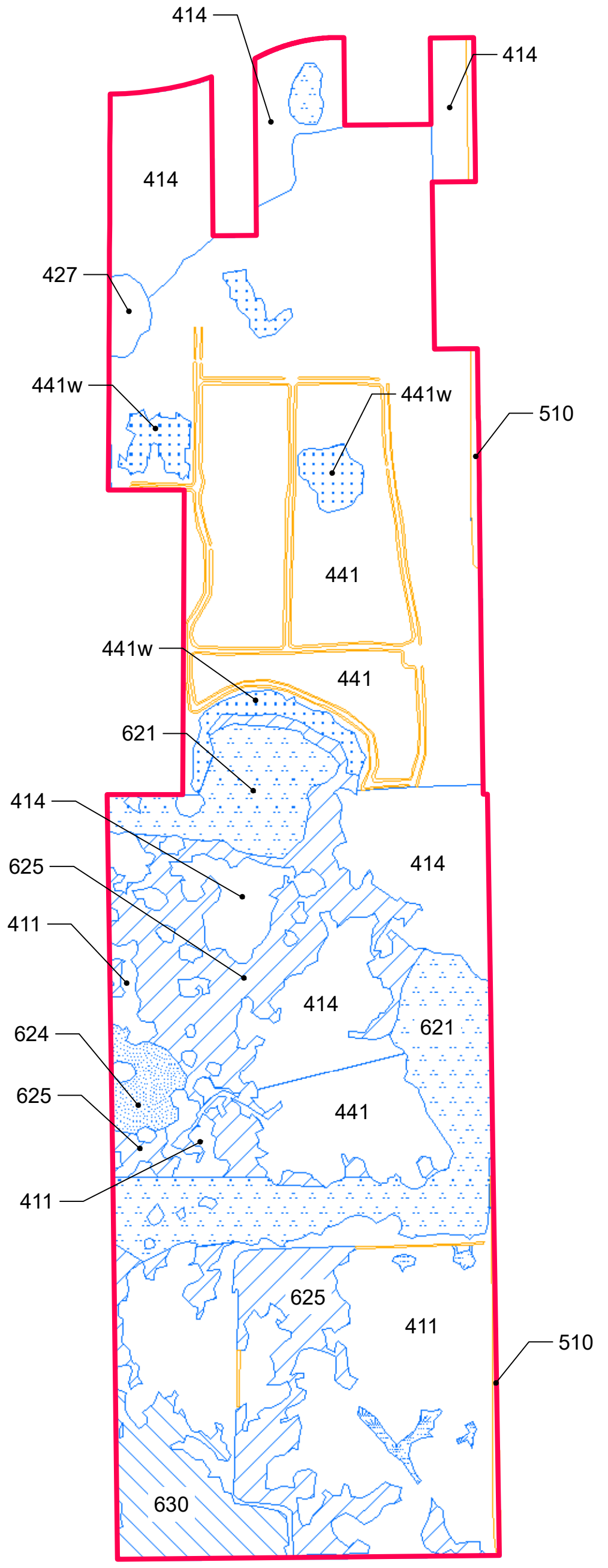
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Osceola Lakes
 St. Augustine, Florida
Recent Aerial and Wetland Limits



FIGURE 4
 5/30/2023
 Scale: 1 in = 400 ft




Existing Conditions Summary (FLUCFCS)

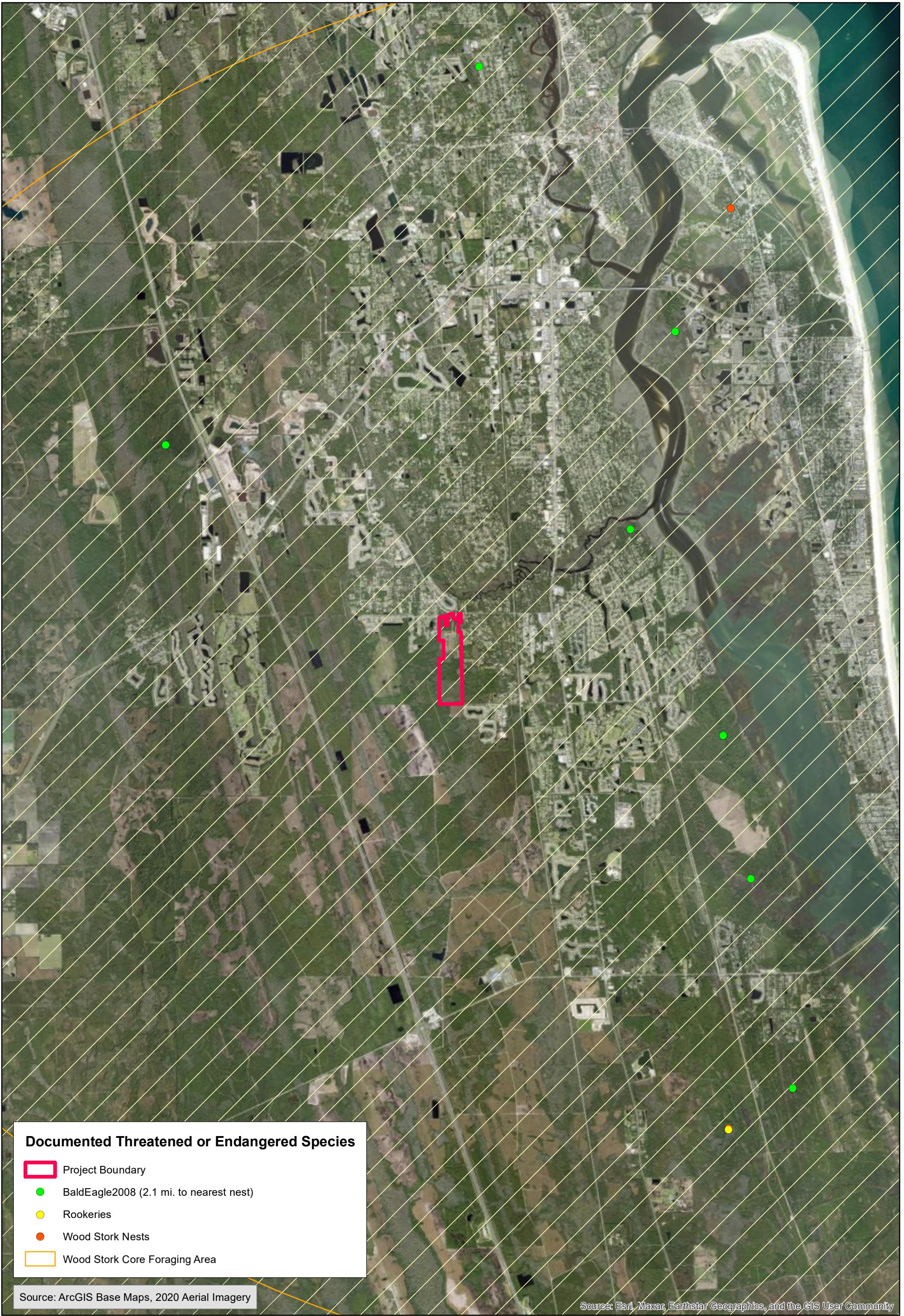
UPLAND	94.79 ac.+/-
411: Pine Flatwoods.....	24.43 ac.+/-
414: Pine-Mesic Oak.....	21.33 ac.+/-
427: Live Oak.....	0.75 ac.+/-
441: Pine Plantation.....	48.28 ac.+/-
WETLAND	48.42 ac.+/-
441w: Pine Plantation - Wet.....	3.44 ac.+/-
510: Ditch.....	3.49 ac.+/-
621: Cypress.....	15.42 ac.+/-
624: Cypress-Pine-Cabbage Palm.....	1.50 ac.+/-
625: Hydric Pine Flatwoods.....	19.04 ac.+/-
630: Wetland Forested Mixed.....	4.92 ac.+/-
631: Wetland Scrub.....	0.61 ac.+/-

Source: ArcGIS Base Maps, 2020 Aerial Imagery

Osceola Lakes
 St. Augustine, Florida
Existing Conditions Map

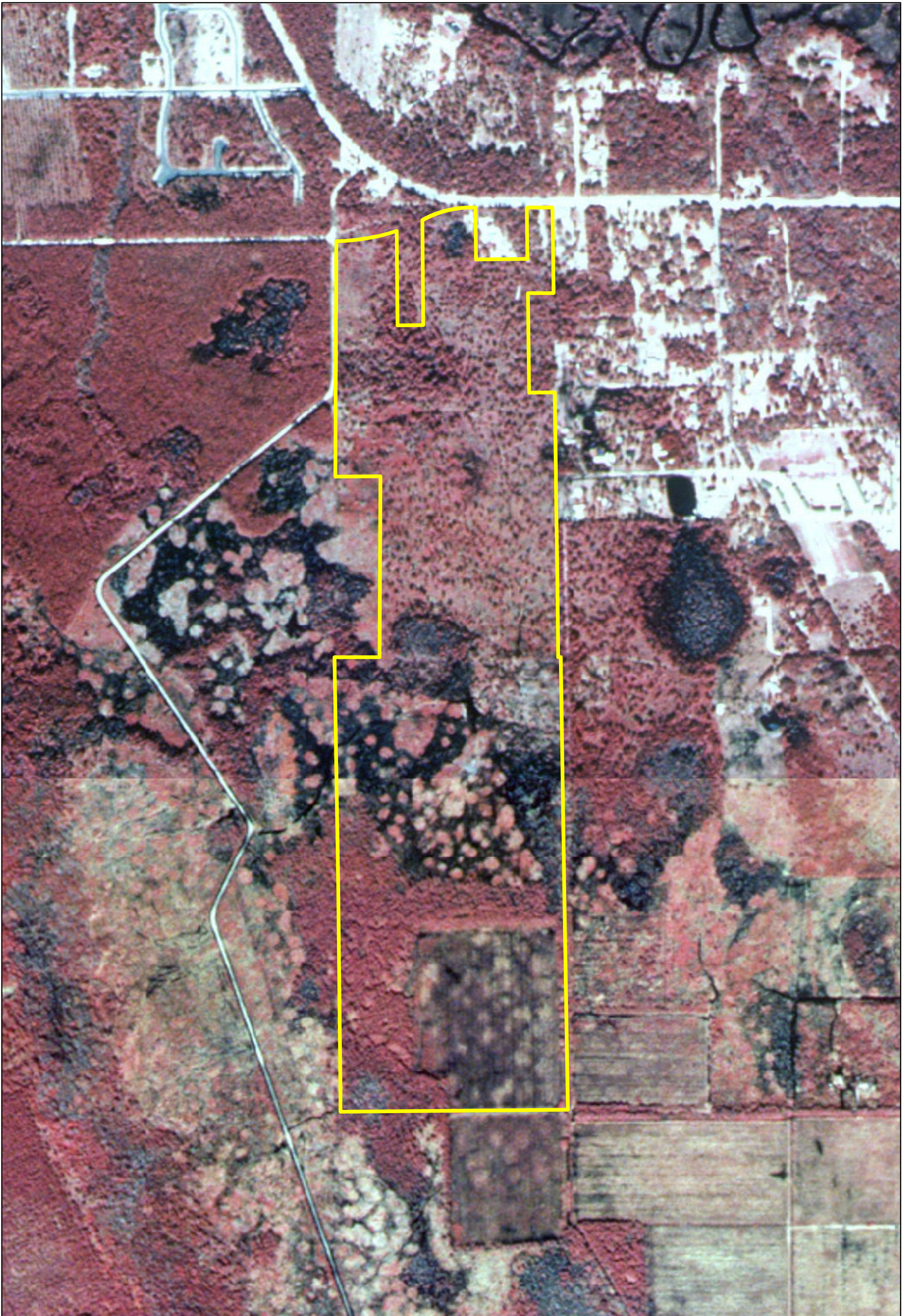


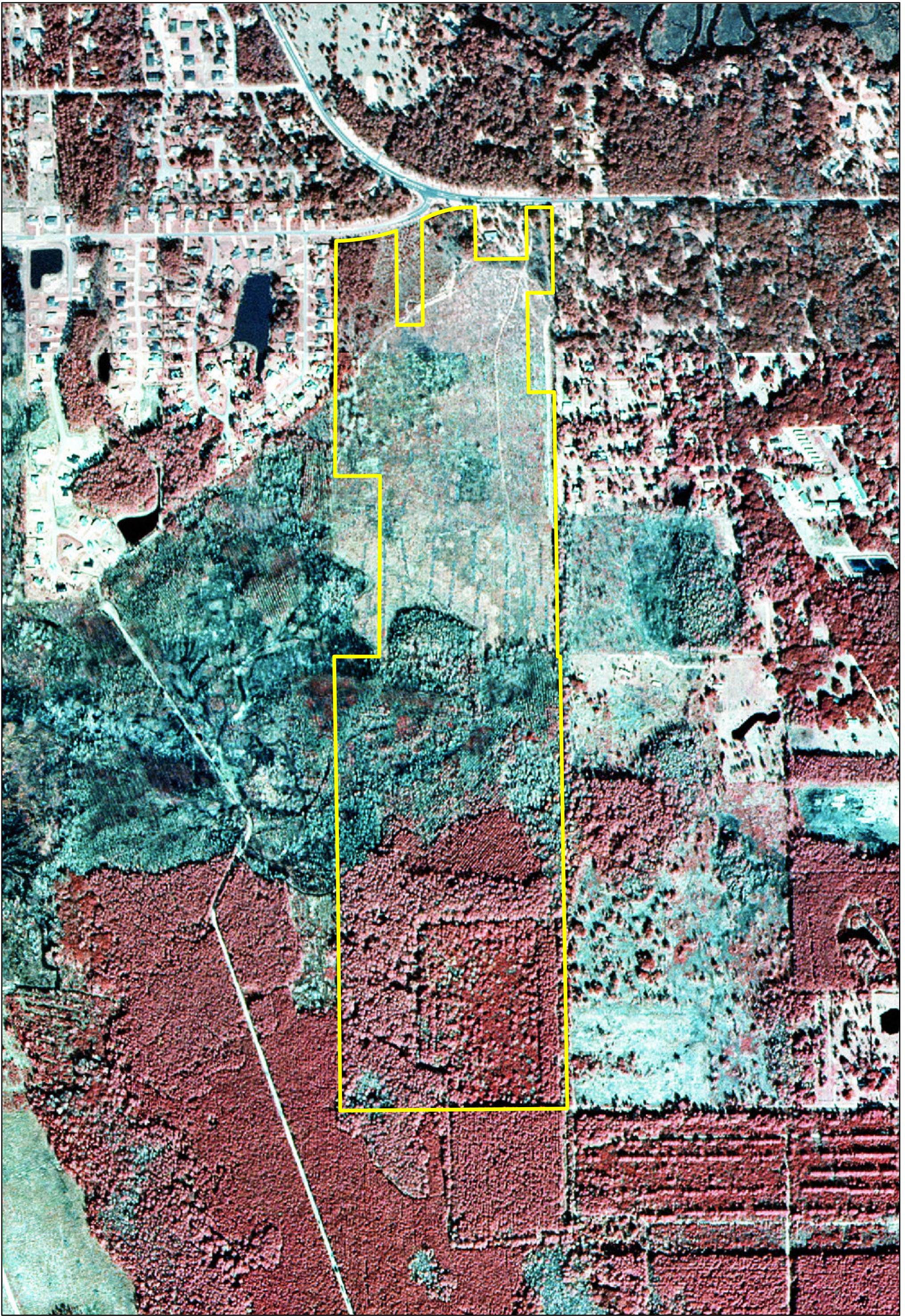
FIGURE 5
 5/30/2023
 Scale: 1 in = 400 ft



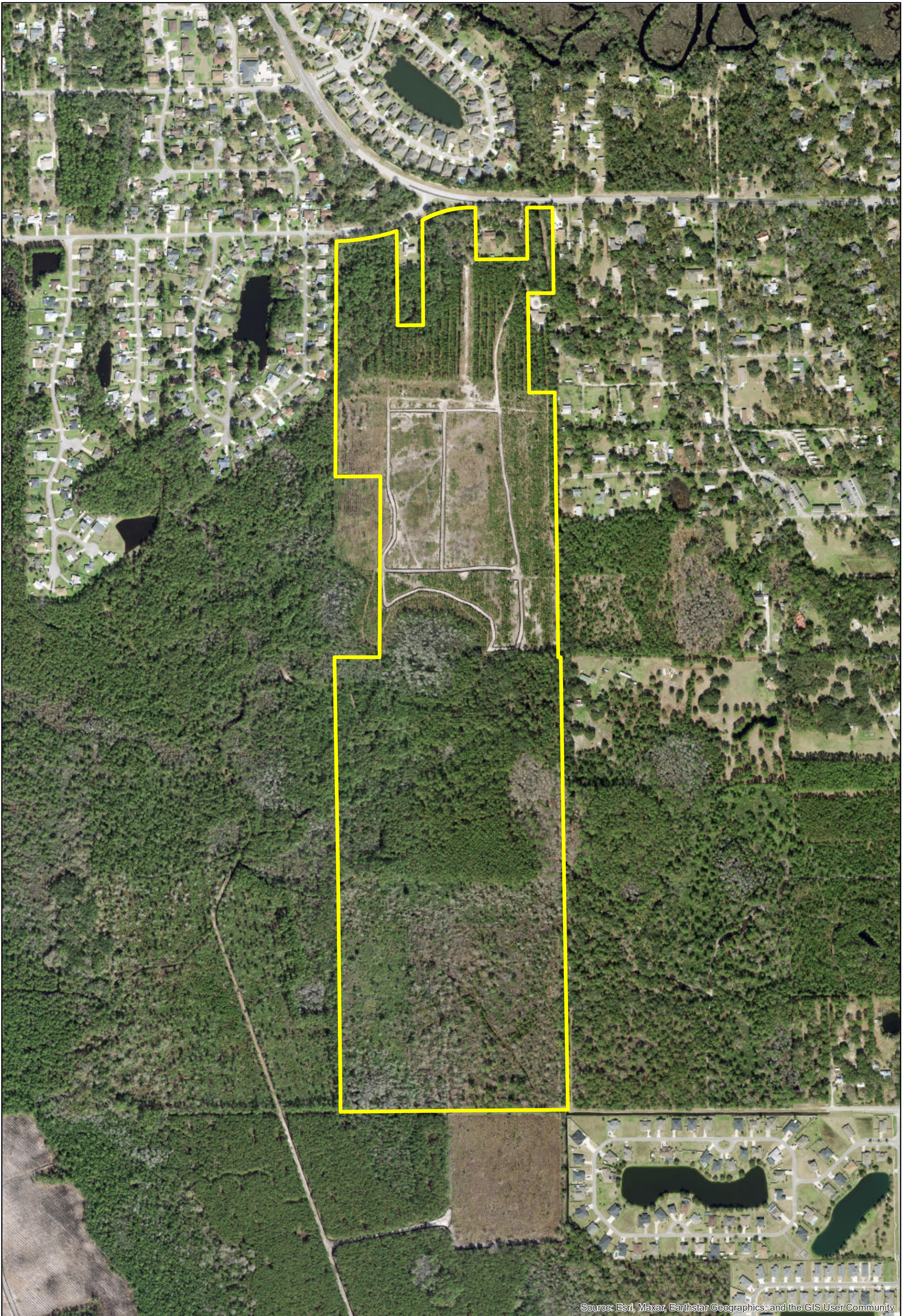
APPENDIX A
AERIAL IMAGERY SERIES











Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



APPENDIX B

FORMAL WETLAND DETERMINATIONS



St. Johns River Water Management District

Michael A. Register, P.E., Executive Director

4049 Reid Street • P.O. Box 1429 • Palatka, FL 32178-1429 • 386-329-4500 • www.sjrwmd.com

April 24, 2023

Osceola Lakes, LLC
PO Box 924
PONTE VEDRA, FL 32004-0924

Re: Notice of Issuance of Formal Wetland Determination (FWD) No. 193593-1

Dear Sir/Madam:

Enclosed is the FWD issued by the District. Please refer to the attached Notice of Rights to determine any legal rights you may have concerning the District's agency action.

The District will not publish a notice in the newspaper advising the public that it has issued your FWD. If you wish to have certainty that the period for filing a challenge to the District's agency action is closed, you may publish, at your own expense, a notice in a newspaper of general circulation. (Chapter 120, Florida Statutes). A FWD does not authorize construction on the subject property.

If you have any questions concerning this FWD, please contact Michelle Reiber at (321) 409-2129 or mreiber@sjrwmd.com.

Sincerely,

Michelle Reiber, Bureau Chief
Environmental Resource Regulation

Enclosures: Formal Wetland Determination
Stamped Approved Certified Survey
Notice of Rights

Consultant(s): Byron Peacock, Peacock Consulting Group, LLC

GOVERNING BOARD

Rob Bradley, CHAIR
FLEMING ISLAND

Maryam H. Ghyabi-White, VICE CHAIR
ORMOND BEACH

J. Chris Peterson, SECRETARY
WINTER PARK

Ron Howse, TREASURER
COCOA

Ryan Atwood
MOUNT DORA

Doug Bourmique
VERO BEACH

Douglas Burnett
ST. AUGUSTINE

Cole Oliver
MERRITT ISLAND

Janet Price
FERNANDINA BEACH

FORMAL WETLAND DETERMINATION AUTHORIZATION

PETITION NO: 193593-1

DATE ISSUED: April 24, 2023

PROPERTY NAME: Young/Osceola Lakes Property

DETERMINATION STATEMENT:

Formal Wetland Determination Authorization Statement: The formal determination of the landward extent of wetlands and other surface waters as determined by the District and as depicted on the four-sheet certified survey stamped as approved by the District on April 18, 2023, for the 103.09-acre property known as Young/Osceola Lakes Property, located in Section 13, Township 8 South, Range 29 East, St Johns County. A Formal Wetland Determination (FWD) does not authorize construction on the subject property.

LOCATION:

SECTION(S): 13
St. Johns County

TOWNSHIP(S): 8S

RANGE(S): 29E

ISSUED TO:

Geoffrey Young
655 Wildwood Dr
St Augustine, FL 32086-5809

Osceola Lakes, LLC
PO Box 924
PONTE VEDRA, FL 32004-0924

This document and the enclosed survey serve as the FWD issued by the District. As required by the FWD, the District must be notified within 30 days of sale or transfer of this property. This FWD may be transferred after the receipt of written notification of transfer of ownership or control of the real property.

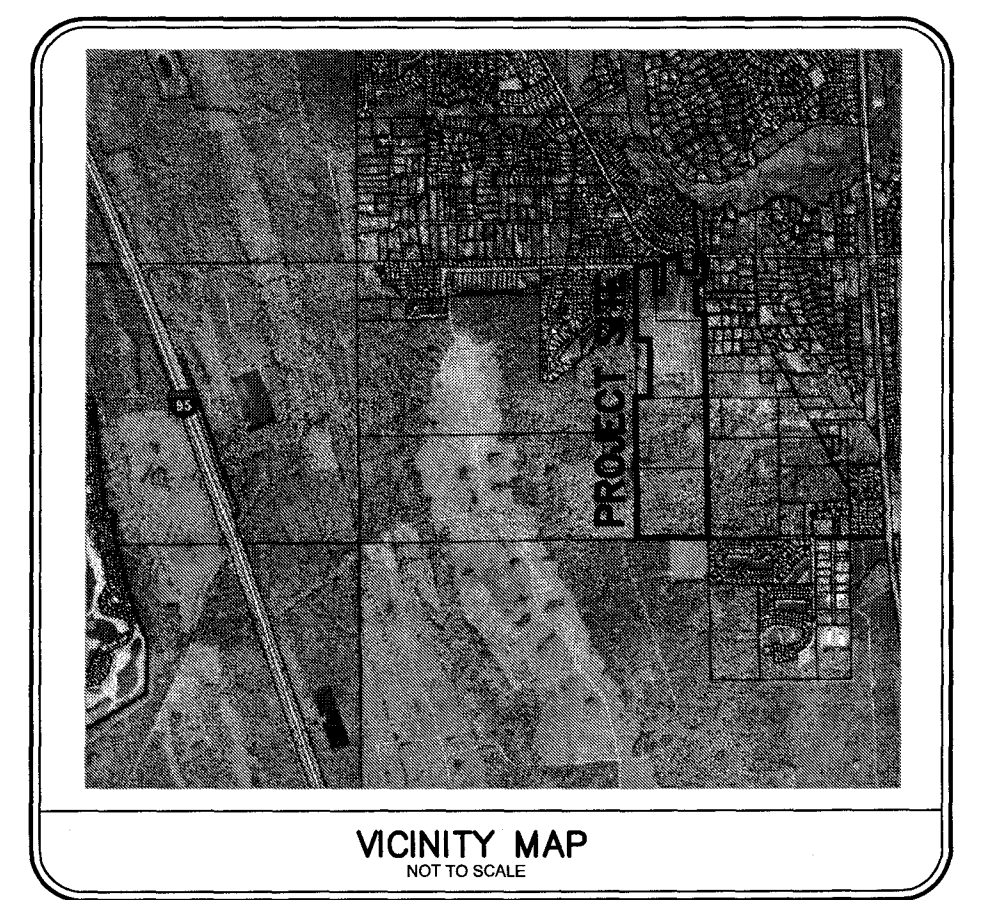
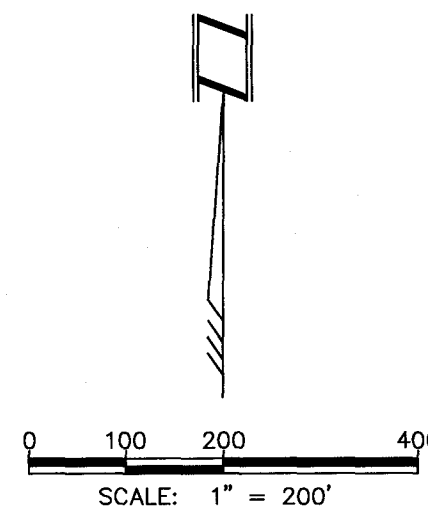
This FWD is binding for a period of five (5) years from the issuance date provided physical conditions on the property do not change so as to alter the wetland boundaries during that period. The District's Governing Board may revoke the FWD upon finding that the petitioner has submitted inaccurate information to the District.

AUTHORIZED BY: St. Johns River Water Management District

By: 

Tanya Alvarez
Supervising Regulatory Scientist

MAP SHOWING SURVEY OF



SECTION 11 SECTION 12
SECTION 14 SECTION 13

NE 1/4 OF
NE 1/4 OF
SECTION 14

NW 1/4 OF
SECTION 13
SHEET 2

NE 1/4 OF
NW 1/4 OF
SECTION 13

SE 1/4 OF
NE 1/4 OF
SECTION 14

SW 1/4 OF
NW 1/4 OF
SECTION 13
SHEET 3

SE 1/4 OF
NW 1/4 OF
SECTION 13

NE 1/4 OF
SE 1/4 OF
SECTION 14

NW 1/4 OF
SW 1/4 OF
SECTION 13
SHEET 4

NE 1/4 OF
SW 1/4 OF
SECTION 13

SE 1/4 OF
SE 1/4 OF
SECTION 14

SW 1/4 OF
SW 1/4 OF
SECTION 13

SE 1/4 OF
SW 1/4 OF
SECTION 13

SECTION 14 SECTION 13
SECTION 23 SECTION 24

NOTES:

- THIS IS A SPECIAL PURPOSE SURVEY FOR WETLAND FLAG LOCATION. THIS IS NOT A BOUNDARY SURVEY.
- BEARINGS SHOWN HEREON ARE BASED ON STATE PLANE COORDINATE SYSTEM, (N.A.V.D. 1988 DATUM).
- THIS SURVEY WAS PREPARED WITHOUT AN ABSTRACT OF TITLE; THEREFORE THE UNDERSIGNED MAKES NO GUARANTEES OR REPRESENTATIONS REGARDING INFORMATION SHOWN HEREON PERTAINING TO EASEMENTS, RIGHT OF WAYS, SETBACK LINES, AGREEMENTS, RESERVATIONS, OR OTHER SIMILAR MATTERS.
- THE PROPERTY SHOWN HEREON LIES IN FLOOD ZONES "X" (AREA OF MINIMAL FLOODING), AND "A" (NO BASE FLOOD ELEVATION), AS WELL AS CAN BE DETERMINED FROM THE FLOOD INSURANCE RATE MAPS No. 12109C0387J REVISED DECEMBER 7, 2018 FOR ST. JOHNS COUNTY, FLORIDA.
- WETLAND FLAGS SHOWN HEREON FLAGGED IN FIELD BY PEACOCK CONSULTING GROUP, LLC

SPECIAL PURPOSE SURVEY FOR WETLAND FLAG LOCATION.

A PART OF LOT 1, YOUNG'S ESTATES AS RECORDED IN MAP BOOK 58, PAGES 68 AND 69 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF BEGINNING, COMMENCE AT THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTH 00°14'15" EAST, ALONG THE EAST LINE OF SAID LOT 1 AND ALONG THE EAST LINE OF GOVERNMENT LOT 3 OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29 EAST, A DISTANCE OF 500.00 FEET TO THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2664, PAGE 1195 OF SAID PUBLIC RECORDS; THENCE SOUTH 90°00'00" WEST, ALONG THE NORTH LINE OF LAST SAID LANDS, A DISTANCE OF 150.00 FEET TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH 00°14'50" EAST, ALONG THE WEST LINE OF LAST SAID LANDS, A DISTANCE OF 580.71 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH 90°00'00" EAST, ALONG THE SOUTH LINE OF LAST SAID LANDS, A DISTANCE OF 150.00 FEET TO THE AFOREMENTIONED EAST LINE OF GOVERNMENT LOT 3; THENCE SOUTH 00°14'50" EAST, ALONG SAID EAST LINE, A DISTANCE OF 94.98 FEET; THENCE NORTH 89°40'37" WEST, A DISTANCE OF 916.36 FEET TO AN INTERSECTION WITH THE SOUTHERLY PROLONGATION OF THE WEST LINE OF LOT 2 OF SAID YOUNG'S ESTATES; THENCE NORTH 00°00'00" EAST, ALONG SAID SOUTHERLY PROLONGATION, A DISTANCE OF 483.72 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 90°00'00" EAST, ALONG THE SOUTH LINE OF SAID LOT 2, A DISTANCE OF 150.38 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH 00°00'00" EAST, ALONG THE EAST LINE OF SAID LOT 2, A DISTANCE OF 613.43 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF DEER CHASE DRIVE AS DESCRIBED IN OFFICIAL RECORDS BOOK 786, PAGE 1485, SAID POINT LYING ON A CURVE CONCAVE TO THE SOUTHWEST AND HAVING A RADIUS OF 599.56 FEET; THENCE NORTHEASTERLY, ALONG THE ARC OF SAID CURVE AND ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 322.78 FEET, MAKING A CENTRAL ANGLE OF 30°50'45" AND HAVING A CHORD BEARING OF NORTH 77°09'17" EAST AND A CHORD DISTANCE OF 318.90 FEET TO THE NORTHWEST CORNER OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2545, PAGE 695; THENCE AROUND SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2545, PAGE 695 THE FOLLOWING THREE COURSES: No. 1 - SOUTH 00°00'00" WEST, A DISTANCE OF 303.41 FEET; No. 2 - NORTH 90°00'00" EAST, A DISTANCE OF 300.00 FEET; No. 3 - NORTH 00°00'00" EAST, A DISTANCE OF 300.00 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF WILDWOOD DRIVE (A 66 FOOT RIGHT OF WAY); THENCE NORTH 90°00'00" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

A PART OF LOT 1, YOUNG'S ESTATES AS RECORDED IN MAP BOOK 58, PAGES 68 AND 69 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF BEGINNING, COMMENCE AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE NORTH 00°56'40" WEST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 1454.23 FEET; THENCE SOUTH 89°39'06" WEST, A DISTANCE OF 916.48 FEET TO AN INTERSECTION WITH A SOUTHERLY PROLONGATION OF THE WEST LINE OF LOT 2 OF SAID YOUNG'S ESTATES; THENCE NORTH 00°40'53" WEST, ALONG SAID SOUTHERLY PROLONGATION OF THE WEST LINE OF SAID LOT 2 AND ALONG THE WEST LINE OF SAID LOT 2, A DISTANCE OF 1038.81 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF DEER CHASE DRIVE AS RECORDED IN OFFICIAL RECORDS BOOK 786, PAGE 1485 OF SAID PUBLIC RECORDS, SAID POINT LYING ON A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 1145.92 FEET; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE AND ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 358.68 FEET, AND HAVING A CHORD BEARING AND DISTANCE OF SOUTH 80°01'19" WEST, 357.22 FEET TO THE WEST LINE OF SAID LOT 1 AND TO THE WEST LINE OF THE NORTHWEST 1/4 OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29 EAST; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID LOT 1 THE FOLLOWING THREE COURSES: No. 1 - SOUTH 00°03'35" WEST, A DISTANCE OF 1374.83 FEET; No. 2 - NORTH 89°39'06" EAST, A DISTANCE OF 263.36 FEET; No. 3 - SOUTH 00°02'05" EAST, A DISTANCE OF 1056.55 FEET TO THE SOUTH LINE OF SAID LOT 1; THENCE NORTH 89°45'12" EAST, ALONG SAID SOUTH LINE OF LOT 1, A DISTANCE OF 1042.05 FEET TO THE POINT OF BEGINNING.

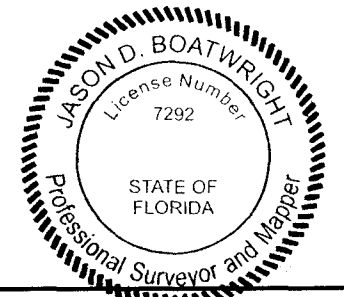
TOGETHER WITH:

THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS:
BEGIN AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 13, THENCE NORTH 89°45'12" EAST, ALONG THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 13, A DISTANCE OF 1317.57 FEET TO THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 13; THENCE SOUTH 00°53'03" EAST, ALONG THE EAST LINE OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 13, A DISTANCE OF 1324.76 FEET TO THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 13; THENCE SOUTH 89°47'22" WEST, ALONG THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 13, A DISTANCE OF 1316.82 FEET TO THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 13; THENCE NORTH 00°55'33" WEST, ALONG THE WEST LINE OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 13, A DISTANCE OF 1323.95 FEET TO THE POINT OF BEGINNING.

WETLAND AREAS:

TOTAL LOT AREA	= 4,490,486 Sq.ft. (103.09 acres)
WETLAND AREAS	
WETLAND 1	= 19,743 Sq.ft. (0.45 acres)
WETLAND 2	= 21,001 Sq.ft. (0.48 acres)
WETLAND 3	= 1,002 Sq.ft. (0.02 acres)
WETLAND 4	= 37,566 Sq.ft. (0.86 acres)
WETLAND 5	= 37,566 Sq.ft. (0.86 acres)
WETLAND 6	= 12,684 Sq.ft. (0.29 acres)
WETLAND 7	= 1,029,712 Sq.ft. (23.64 acres)
WETLAND 8	= 4,824 Sq.ft. (0.11 acres)
WETLAND 9	= 1,562 Sq.ft. (0.04 acres)
WETLAND 10	= 2,472 Sq.ft. (0.06 acres)
WETLAND 11	= 4,488 Sq.ft. (0.10 acres)
WETLAND 12	= 123 Sq.ft. (0.002 acres)
WETLAND DITCH'S	
DITCH 1	= 698 Sq.ft. (0.02 acres)
DITCH 2	= 646 Sq.ft. (0.01 acres)
DITCH 3	= 4,734 Sq.ft. (0.11 acres)
DITCH 4	= 2,933 Sq.ft. (0.07 acres)
DITCH 5	= 18,805 Sq.ft. (0.43 acres)
DITCH 6	= 1,885 Sq.ft. (0.04 acres)
DITCH 7	= 17,100 Sq.ft. (0.39 acres)
DITCH 8	= 4,711 Sq.ft. (0.11 acres)
DITCH 9A	= 12,499 Sq.ft. (0.29 acres)
DITCH 9B	= 18,990 Sq.ft. (0.44 acres)
DITCH 10	= 7,168 Sq.ft. (0.16 acres)
DITCH 11	= 15,099 Sq.ft. (0.35 acres)
DITCH 12	= 2,773 Sq.ft. (0.06 acres)
DITCH 13	= 5,384 Sq.ft. (0.12 acres)
TOTAL WETLAND AREA	= 1,285,983 Sq.ft. (29.52 acres)
REMAINING UPLAND AREA	= 3,204,503 Sq.ft. (73.57 acres)

THIS SURVEY IS CERTIFIED TO:
PETE LEGEZA



JASON D. BOATWRIGHT, P.S.M.
FLORIDA LICENSED SURVEYOR and MAPPER No. LS 7292
FLORIDA LICENSED SURVEYING & MAPPING BUSINESS No. LB 3672

REVISED MARCH 22, 2023; RECONCILED DEED VS CALCULATED LABELS
REVISED FEBRUARY 23, 2023; REVISIONS PER SURVMD

BOATWRIGHT LAND SURVEYORS, inc.
1500 ROBERTS DRIVE JACKSONVILLE BEACH, FLORIDA (904)241-8550

DATE: JANUARY 5, 2022 SHEET 1 OF 4 (904)241-8550

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

CHECKED BY: FILE: 2022-1693-2 DRAWN BY: RLR

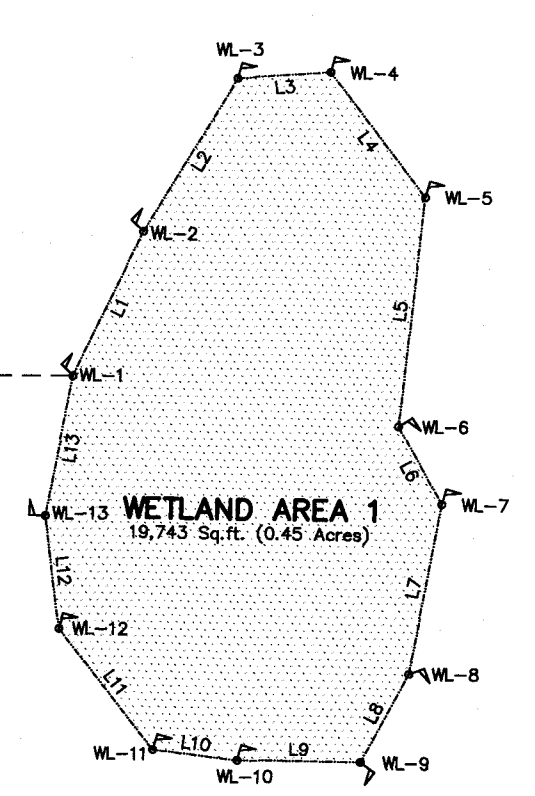
Robert\2022\2022-1693 (DEER CHASE)\2022-1693.dwg

CHORD
S80°01'19"W 357.22'(DEED)
N80°06'31"E 357.65'(CALC)
ARC=358.68' RADIUS=1145.92'
DELTA=175°03'

DEER CHASE DRIVE
OFFICIAL RECORDS BOOK 786, PAGE 1485

CHORD
N77°09'17"E 318.80'(DEED)
N76°27'27"E 318.90'(CALC)
ARC=322.68' RADIUS=599.56'
DELTA=30°50'11"

N90°00'00"E 150.00'(DEED)
N89°18'10"E 149.99'(CALC)



N90°00'00"E 300.00'(DEED)
N89°18'10"E 300.00'(CALC)

N00°00'00"E 300.00'(DEED)
N00°41'50"W 300.00'(CALC)

S00°41'50"E 303.41'(DEED)
S00°41'50"E 303.41'(CALC)

S00°41'50"E 551.94'(CALC)

N00°00'00"E 613.43'(DEED)
N00°41'50"W 613.42'(CALC)

N00°40'53"W 1038.81'(DEED)
N00°41'28"W 1038.38'(CALC)

N90°00'00"E 150.38'(DEED)
N89°18'10"E 150.38'(CALC)

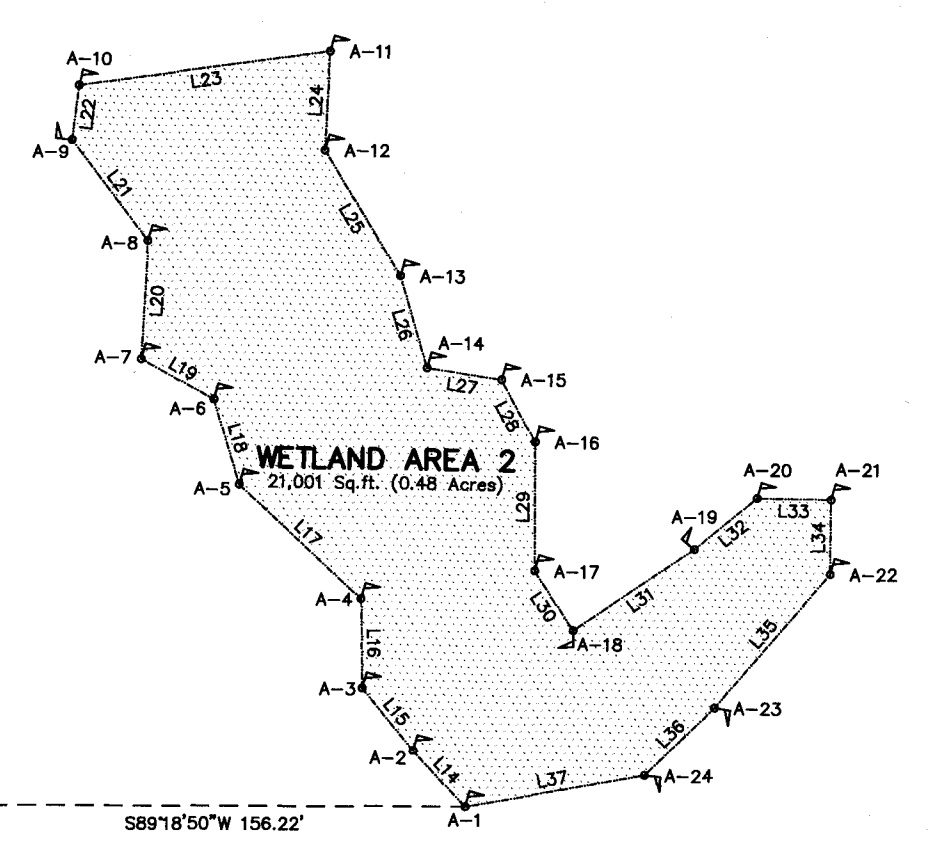
N90°00'00"W 150.00'(DEED)
S89°18'10"W 150.00'(CALC)

S00°41'50"E 580.71'(DEED)
S00°56'40"E 580.71'(CALC)

N90°00'00"E 150.00'(DEED)
N89°18'10"E 150.00'(CALC)

S00°41'50"E 94.98'(DEED)
S00°57'04"E 94.98'(CALC)
S00°56'40"E 92.25'(CALC)

S00°03'35"W 1374.83'(DEED)
S00°02'40"W 1375.23'(CALC)



N00°00'00"E 483.72'(DEED)
N00°41'10"W 486.37'(CALC)

WETLAND DITCH 1
620 Sq. Ft. (0.02 Acres)

WETLAND DITCH 2
646 Sq. Ft. (0.02 Acres)

WETLAND DITCH 4
2,933 Sq. Ft. (0.07 Acres)

WETLAND DITCH 6
1,885 Sq. Ft. (0.04 Acres)

WETLAND DITCH 5
18,655 Sq. Ft. (0.43 Acres)

WETLAND DITCH 7
17,100 Sq. Ft. (0.39 Acres)

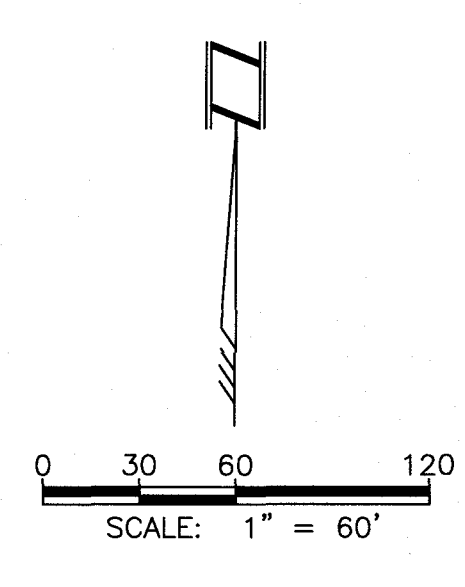
WETLAND DITCH 8
4,711 Sq. Ft. (0.11 Acres)

WETLAND DITCH 9B
18,890 Sq. Ft. (0.44 Acres)

WETLAND AREA 4
37,266 Sq. Ft. (0.86 Acres)

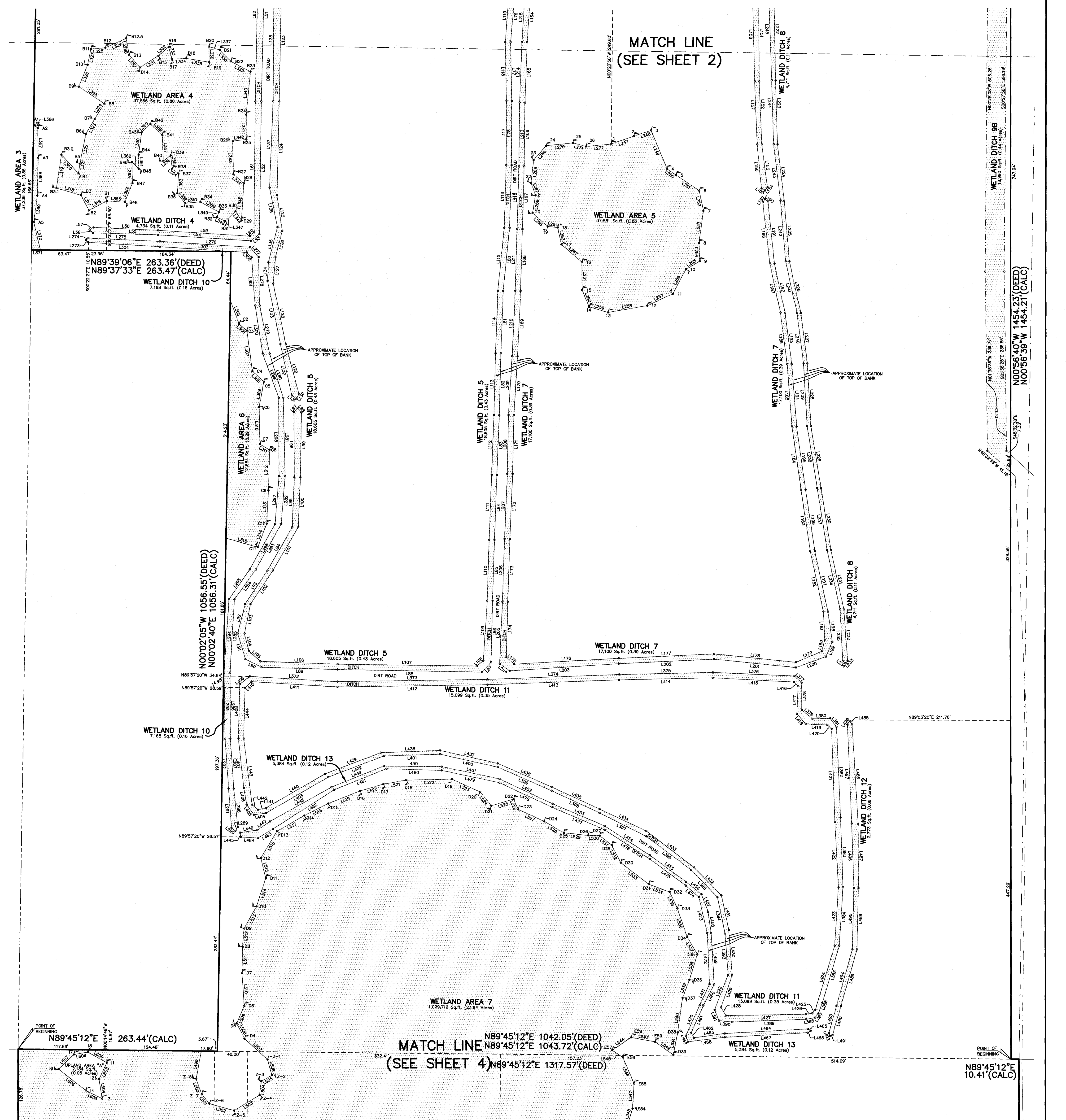
MATCH LINE
(SEE SHEET 3)

Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction
L1	50.09	N24°57'58"E	L41	4.58	N50°03'44"W	L145	5.59	S47°18'30"W	L333	16.99	S15°44'33"E
L2	55.96	N30°28'18"E	L42	104.13	N07°01'07"E	L146	93.81	N85°42'55"W	L334	18.70	N85°42'58"E
L3	28.80	N85°32'50"E	L43	4.38	N45°23'50"E	L147	85.50	S89°02'59"W	L335	30.95	S81°37'00"E
L4	48.80	S37°31'27"E	L44	103.03	S07°45'45"W	L148	85.21	S88°58'36"W	L336	20.60	N17°56'58"W
L5	72.01	S22°46'46"W	L45	4.65	S39°24'38"W	L149	5.10	N52°54'52"W	L337	14.72	S73°41'37"E
L6	27.07	S29°20'08"E	L46	4.59	N43°28'22"W	L150	5.15	N40°38'09"E	L338	21.10	S45°41'17"E
L7	53.71	S10°01'14"W	L47	103.32	N75°14'48"E	L151	108.33	S17°19'25"E	L339	29.31	S83°31'31"E
L8	31.25	S27°14'09"W	L48	4.77	N42°42'49"E	L152	83.35	S37°19'39"E	L340	57.05	S43°29'28"E
L9	38.20	N89°50'08"W	L49	4.49	S38°08'53"E	L153	83.42	N37°19'58"W			
L10	26.27	N83°38'18"W	L50	6.12	S44°37'21"E	L154	124.43	N27°19'05"W			
L11	47.81	N38°35'14"W	L51	242.63	S02°44'40"W	L155	7.97	N46°27'47"W			
L12	35.46	N7°40'21"W	L52	242.63	N07°18'03"E	L156	97.85	N84°49'55"W			
L13	44.64	N10°08'06"E	L53	6.07	N44°46'06"E	L157	97.08	S88°43'24"W			
L14	23.88	N43°42'28"W	L54	36.14	S07°06'06"W	L158	84.27	S88°22'53"W			
L15	25.20	N40°11'04"W	L55	6.45	S41°14'23"E	L159	8.00	S50°13'06"W			
L16	27.93	N13°25'24"W	L56	279.40	N89°55'11"E	L160	81.68	S24°53'37"W			
L17	52.21	N47°42'49"W	L57	5.63	S47°00'24"E	L161	79.74	S10°08'38"W			
L18	27.78	N17°13'20"W	L58	5.66	S43°46'30"W	L162	79.76	N11°41'4"E			
L19	25.94	N61°42'51"W	L59	155.94	S89°37'07"W	L163	83.40	N23°38'35"E			
L20	37.00	N22°26'40"E	L60	131.20	S89°37'07"W	L164	15.18	N43°35'40"E			
L21	39.45	N37°59'02"W	L61	7.74	N40°44'11"W	L165	87.33	N89°17'14"E			
L22	17.23	N8°16'10"E	L62	44.27	N10°33'3"W	L166	96.67	N89°30'40"E			
L23	79.09	N81°20'31"E	L63	6.79	N42°58'49"E	L167	101.21	S86°31'04"E			
L24	30.99	S217°22"W	L64	6.50	S44°21'18"E	L168	13.96	S47°48'50"E			
L25	45.76	S31°50'10"E	L65	12.30	S42°55'15"E	L169	4.79	S48°42'38"E			
L26	30.06	S17°07'04"E	L66	82.65	S3°58'27"W	L170	136.41	S20°21'1"E			
L27	23.56	S82°08'11"E	L67	77.68	S2°04'18"E	L171	84.38	S2°39'02"E			
L28	22.15	S28°51'01"E	L68	77.62	N2°01'30"W	L172	84.39	N2°41'03"W			
L29	40.34	S02°40'40"E	L69	80.63	N31°17'31"E	L173	135.84	N2°31'24"W			
L30	22.09	S33°32'39"E	L70	5.35	N40°27'47"W	L174	5.10	N41°25'14"E			
L31	45.61	N55°11'23"E	L71	292.23	N89°48'13"W	L175	24.13	N31°26'18"E			
L32	24.98	N49°51'40"E	L72	7.54	S35°08'25"W	L176	40.57	N57°31'24"W			
L33	23.00	N89°57'28"E	L73	162.35	S09°19'10"W	L177	31.16	N21°14'18"E			
L34	23.31	S022°07"E	L74	163.16	N03°51'07"W	L178	21.25	N10°18'02"E			
L35	55.12	S39°49'08"W	L75	20.84	N47°01'27"E	L179	19.37	N84°05'14"E			
L36	30.09	S44°49'40"W	L76	294.51	S89°23'24"E	L180	30.10	N64°23'00"E			
L37	56.95	S79°11'48"W	L77	85.34	N88°53'00"E	L181	22.60	S11°15'52"E			
L38	4.28	S42°11'43"E	L78	96.21	N89°37'59"E	L182	21.66	S41°56'13"E			
L39	104.09	S02°51'18"E	L79	94.34	S87°54'13"E	L183	28.87	N56°37'29"E			
L40	4.56	S51°59'22"W	L80	5.39	S40°30'40"E	L184	17.84	N48°07'29"E			



SEE SHEET 1 OF 4 FOR:
SURVEYOR'S CERTIFICATE;
LEGAL DESCRIPTION; SURVEY
NOTES; VICINITY MAP; KEY
MAP; WETLAND AREA
CALCULATIONS.

MAP SHOWING SURVEY OF
A PART OF THE WEST 1/4 OF SECTION 13, TOWNSHIP 8 SOUTH,
RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, OF THE CURRENT
PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.



Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction	Line #	Length	Direction
L51	242.63	S02°44'0\"/>																																				

MAP SHOWING SURVEY OF

A PART OF THE WEST 1/4 OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, OF THE CURRENT PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.

SEE SHEET 1 OF 4 FOR: SURVEYOR'S CERTIFICATE; LEGAL DESCRIPTION; SURVEY NOTES; VICINITY MAP; KEY MAP, WETLAND AREA CALCULATIONS.



St. Johns River Water Management District

Michael A. Register, P.E., Executive Director

4049 Reid Street • P.O. Box 1429 • Palatka, FL 32178-1429 • 386-329-4500 • www.sjrwmd.com

December 13, 2022

Land Trust Service Corp. as Trustee of Trust No OWR
PO Box 186
Lake Wales, FL 33859-0186

Re: Notice of Issuance of Formal Wetland Determination(FWD) No. 185685-1

Dear Sir/Madam:

Enclosed is the FWD issued by the District. Please refer to the attached Notice of Rights to determine any legal rights you may have concerning the District's agency action.

The District will not publish a notice in the newspaper advising the public that it has issued your FWD. If you wish to have certainty that the period for filing a challenge to the District's agency action is closed, you may publish, at your own expense, a notice in a newspaper of general circulation. (Chapter 120, Florida Statutes). A FWD does not authorize construction on the subject property.

If you have any questions concerning this FWD, please contact Michelle Reiber at (321) 409-2129 or mreiber@sjrwmd.com.

Sincerely,

Michelle Reiber, Bureau Chief
Environmental Resource Regulation

Enclosures: Formal Wetland Determination
Stamped Approved Certified Survey
Notice of Rights

Agent: Travis Richardson
T Richardson Soils & Environmental
9158 NE 76th Ct
Gainesville, FL 32609-1434

GOVERNING BOARD

Rob Bradley, CHAIR
FLEMING ISLAND

Maryam H. Ghyabi-White, VICE CHAIR
ORMOND BEACH

J. Chris Peterson, SECRETARY
WINTER PARK

Ron Howse, TREASURER
COCOA

Ryan Atwood
MOUNT DORA

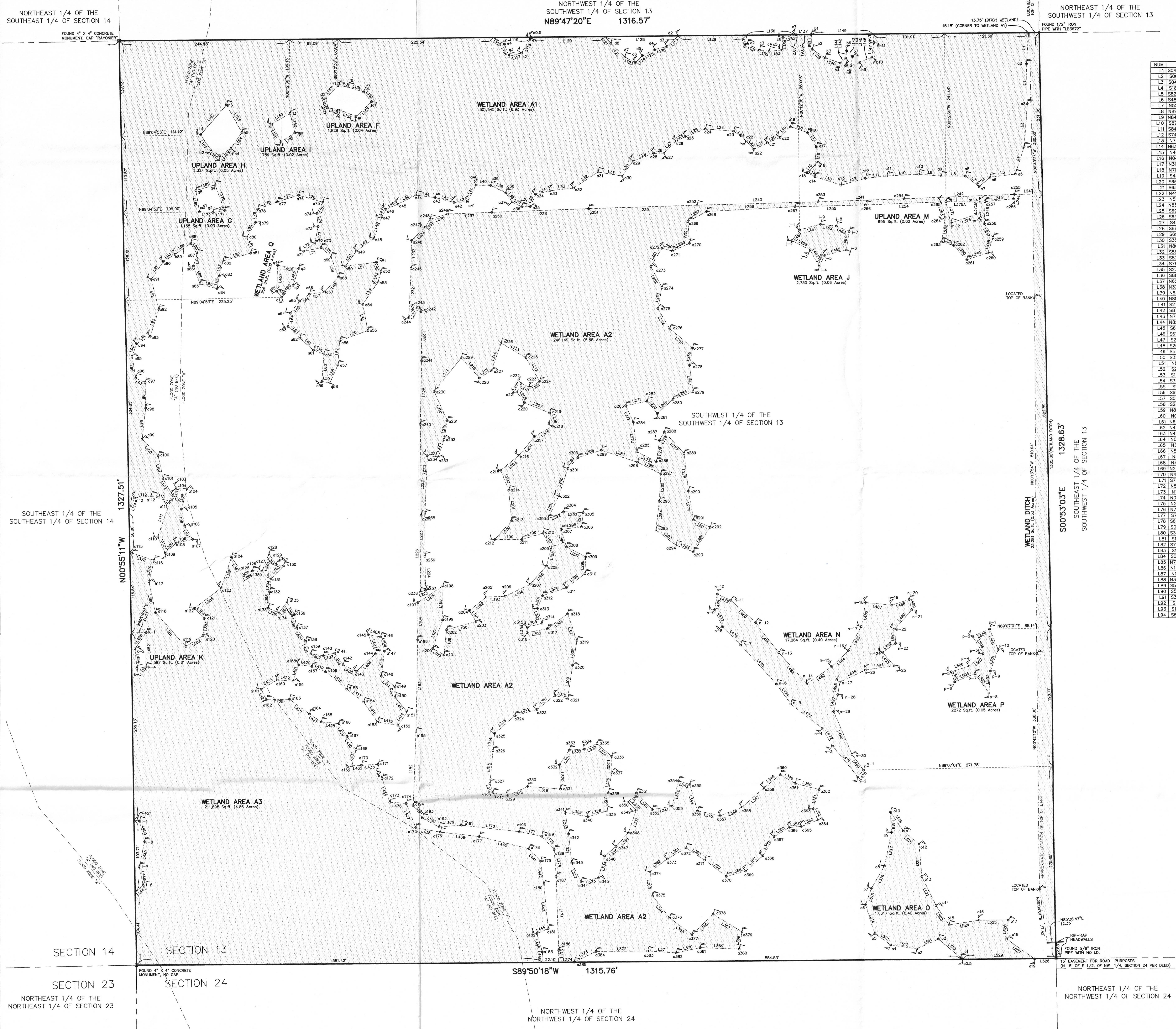
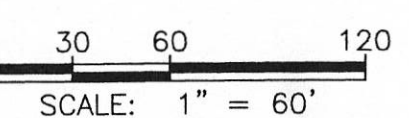
Doug Bourmique
VERO BEACH

Douglas Burnett
ST. AUGUSTINE

Cole Oliver
MERRITT ISLAND

Janet Price
FERNANDINA BEACH

MAP SHOWING SURVEY OF
THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, OF SECTION 13,
TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA.
TOGETHER WITH AN EASEMENT FOR ROAD PURPOSES ALONG THE NORTH
15 FEET OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 24,
TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA.



WETLAND AREA A1
301,945 Sq. Ft. (6.93 Acres)

NUM.	BEARING	DISTANCE
L1	S20°42'54"W	44.671
L2	S00°49'51"E	57.211
L3	S04°05'51"W	62.144
L4	S19°25'19"W	41.000
L5	S82°27'27"W	37.044
L6	S48°25'02"W	20.437
L7	N52°15'31"W	25.000
L8	N89°30'31"E	34.884
L9	N89°30'31"E	34.884
L10	S30°20'48"E	27.422
L11	N89°30'31"E	34.884
L12	N22°47'56"E	11.869
L13	S84°47'11"E	15.911
L14	S14°02'59"W	30.197
L15	S74°50'27"W	36.650
L16	N71°11'31"W	39.669
L17	N63°30'30"W	12.731
L18	N48°33'32"E	15.866
L19	N48°33'32"E	15.866
L20	N30°50'55"W	24.044
L21	N70°48'12"E	26.111
L22	S44°21'21"W	21.197
L23	S65°30'54"W	23.632
L24	N41°24'43"W	16.066
L25	N20°19'18"W	23.138
L26	N82°52'55"E	40.644
L27	S69°43'35"W	30.577
L28	S69°43'35"W	30.577
L29	S89°13'45"W	24.399
L30	S89°13'45"W	24.399
L31	S56°47'57"W	15.006
L32	S89°13'45"W	24.399
L33	S35°47'33"W	26.150
L34	N52°22'22"E	18.816
L35	S56°47'57"W	15.006
L36	S83°33'26"W	33.777
L37	N89°43'25"E	103.801
L38	S23°33'05"W	19.119
L39	S83°33'26"W	33.777
L40	N62°25'55"W	15.500
L41	N83°13'45"W	16.066
L42	N89°43'25"E	103.801
L43	N89°43'25"E	103.801
L44	N88°48'37"W	21.244
L45	N89°43'25"E	103.801
L46	N89°43'25"E	103.801
L47	N89°43'25"E	103.801
L48	N89°43'25"E	103.801
L49	N89°43'25"E	103.801
L50	N89°43'25"E	103.801
L51	N89°43'25"E	103.801
L52	N89°43'25"E	103.801
L53	N89°43'25"E	103.801
L54	N89°43'25"E	103.801
L55	N89°43'25"E	103.801
L56	N89°43'25"E	103.801
L57	N89°43'25"E	103.801
L58	N89°43'25"E	103.801
L59	N89°43'25"E	103.801
L60	N89°43'25"E	103.801
L61	N89°43'25"E	103.801
L62	N89°43'25"E	103.801
L63	N89°43'25"E	103.801
L64	N89°43'25"E	103.801
L65	N89°43'25"E	103.801
L66	N89°43'25"E	103.801
L67	N89°43'25"E	103.801
L68	N89°43'25"E	103.801
L69	N89°43'25"E	103.801
L70	N89°43'25"E	103.801
L71	N89°43'25"E	103.801
L72	N89°43'25"E	103.801
L73	N89°43'25"E	103.801
L74	N89°43'25"E	103.801
L75	N89°43'25"E	103.801
L76	N89°43'25"E	103.801
L77	N89°43'25"E	103.801
L78	N89°43'25"E	103.801
L79	N89°43'25"E	103.801
L80	N89°43'25"E	103.801
L81	N89°43'25"E	103.801
L82	N89°43'25"E	103.801
L83	N89°43'25"E	103.801
L84	N89°43'25"E	103.801
L85	N89°43'25"E	103.801
L86	N89°43'25"E	103.801
L87	N89°43'25"E	103.801
L88	N89°43'25"E	103.801
L89	N89°43'25"E	103.801
L90	N89°43'25"E	103.801
L91	N89°43'25"E	103.801
L92	N89°43'25"E	103.801
L93	N89°43'25"E	103.801
L94	N89°43'25"E	103.801

WETLAND AREA A2
245,149 Sq. Ft. (5.63 Acres)

NUM.	BEARING	DISTANCE
L97	S06°35'32"E	11.144
L98	N07°09'18"W	105.866
L99	N35°04'03"W	26.333
L100	N42°41'47"W	26.427
L101	N78°23'10"W	32.433
L102	N89°30'31"W	33.755
L103	S85°30'31"W	31.844
L104	S30°20'48"E	27.422
L105	N89°30'31"E	34.884
L106	N89°30'31"E	34.884
L107	N30°50'55"W	24.044
L108	N70°48'12"E	26.111
L109	N48°33'32"E	15.866
L110	N48°33'32"E	15.866
L111	N30°50'55"W	24.044
L112	N70°48'12"E	26.111
L113	N48°33'32"E	15.866
L114	N48°33'32"E	15.866
L115	N30°50'55"W	24.044
L116	N70°48'12"E	26.111
L117	N48°33'32"E	15.866
L118	N48°33'32"E	15.866
L119	N30°50'55"W	24.044
L120	N70°48'12"E	26.111
L121	N48°33'32"E	15.866
L122	N48°33'32"E	15.866
L123	N30°50'55"W	24.044
L124	N70°48'12"E	26.111
L125	N48°33'32"E	15.866
L126	N48°33'32"E	15.866
L127	N30°50'55"W	24.044
L128	N70°48'12"E	26.111
L129	N48°33'32"E	15.866
L130	N48°33'32"E	15.866
L131	N30°50'55"W	24.044
L132	N70°48'12"E	26.111
L133	N48°33'32"E	15.866
L134	N48°33'32"E	15.866
L135	N30°50'55"W	24.044
L136	N70°48'12"E	26.111
L137	N48°33'32"E	15.866
L138	N48°33'32"E	15.866
L139	N30°50'55"W	24.044
L140	N70°48'12"E	26.111
L141	N48°33'32"E	15.866
L142	N48°33'32"E	15.866
L143	N30°50'55"W	24.044
L144	N70°48'12"E	26.111
L145	N48°33'32"E	15.866
L146	N48°33'32"E	15.866
L147	N30°50'55"W	24.044
L148	N70°48'12"E	26.111
L149	N48°33'32"E	15.866
L150	N48°33'32"E	15.866
L151	N30°50'55"W	24.044
L152	N70°48'12"E	26.111
L153	N48°33'32"E	15.866
L154	N48°33'32"E	15.866
L155	N30°50'55"W	24.044
L156	N70°48'12"E	26.111
L157	N48°33'32"E	15.866
L158	N48°33'32"E	15.866
L159	N30°50'55"W	24.044
L160	N70°48'12"E	26.111
L161	N48°33'32"E	15.866
L162	N48°33'32"E	15.866
L163	N30°50'55"W	24.044
L164	N70°48'12"E	26.111
L165	N48°33'32"E	15.866
L166	N48°33'32"E	15.866
L167	N30°50'55"W	24.044
L168	N70°48'12"E	26.111
L169	N48°33'32"E	15.866
L170	N48°33'32"E	15.866
L171	N30°50'55"W	24.044
L172	N70°48'12"E	26.111
L173	N48°33'32"E	15.866
L174	N48°33'32"E	15.866
L175	N30°50'55"W	24.044
L176	N70°48'12"E	26.111
L177	N48°33'32"E	15.866
L178	N48°33'32"E	15.866
L179	N30°50'55"W	24.044
L180	N70°48'12"E	26.111
L181	N48°33'32"E	15.866
L182	N48°33'32"E	15.866
L183	N30°50'55"W	24.044
L184	N70°48'12"E	26.111
L185	N48°33'32"E	15.866
L186	N48°33'32"E	15.866
L187	N30°50'55"W	24.044
L188	N70°48'12"E	26.111
L189	N48°33'32"E	15.866
L190	N48°33'32"E	15.866
L191	N30°50'55"W	24.044
L192	N70°48'12"E	26.111
L193	N48°33'32"E	15.866
L194	N48°33'32"E	15.866
L195	N30°50'55"W	24.044
L196	N70°48'12"E	26.111
L197	N48°33'32"E	15.866
L198	N48°33'32"E	15.866
L199	N30°50'55"W	24.044
L200	N70°48'12"E	26.111
L201	N48°33'32"E	15.866
L202	N48°33'32"E	15.866
L203	N30°50'55"W	24.044
L204	N70°48'12"E	26.111
L205	N48°33'32"E	15.866
L206	N48°33'32"E	15.866
L207	N30°50'55"W	24.044
L208	N70°48'12"E	26.111
L209	N48°33'32"E	15.866
L210	N48°33'32"E	15.866
L211	N30°50'55"W	24.044
L212	N70°48'12"E	26.111
L213	N48°33'32"E	15.866
L214	N48°33'32"E	15.866
L215	N30°50'55"W	24.044
L216	N70°48'12"E	26.111
L217	N48°33'32"E	15.866
L218	N48°33'32"E	15.866
L219	N30°50'55"W	24.044
L220	N70°48'12"E	26.111
L221	N48°33'32"E	15.866
L222	N48°33'32"E	15.866
L223	N30°50'55"W	24.044
L224	N70°48'12"E	26.111
L225	N48°33'32"E	15.866
L226	N48°33'32"E	15.866
L227	N30°50'55"W	24.044
L228	N70°48'12"E	26.111
L229	N48°33'32"E	15.866
L230	N48°33'32"E	15.866
L231	N30°50'55"W	24.044
L232	N70°48'12"E	26.111
L233	N48°33'32"E	15.866
L234	N48°33'32"E	15.866
L235	N30°50'55"W	24.044
L236	N70°48'12"E	26.111
L237	N48°33'32"E	15.866
L238	N48°33'32"E	15.866
L239	N30°50'55"W	24.044
L240	N70°48'12"E	26.111
L241	N48°33'32"E	15.866
L242	N48°33'32"E	15.866
L243	N30°50'55"W	24.044
L244	N70°48'12"E	26.111
L245	N48°33'32"E	15.866
L246	N48°33'32"E	15.866
L247	N30°50'55"W	24.044
L248	N70°48'12"E	26.111
L249	N48°33'32"E	15.866
L250	N48°33'32"E	15.866
L251	N30°50'55"W	24.044
L252	N70°48'12"E	26.111
L253	N48°33'32"E	15.866
L254	N48°33'32"E	15.866
L255	N30°50'55"W	24.044
L256	N70°48'12"E	26.111
L257	N48°33'32"E	15.866
L258	N48°33'32"E	15.866
L259	N30°50'55"W	24.044
L260	N70°48'12"E	26.111
L261	N48°33'32"E	15.866
L262	N48°33'32"E	15.866
L263	N30°50'55"W	24.044
L264	N70°48'12"E	26.111
L265	N48°33'32"E	15.866
L266	N48°33'32"E	15.866
L267	N30°50'55"W	24.044
L268	N70°48'12"E	26.111
L269	N48°33'32"E	15.866
L270	N48°33'32"E	15.866
L271	N30°50'55"W	24.044
L272	N70°48'12"E	26.111
L273	N48°33'32"E	15.866
L274	N48°33'32"E	15.866
L275	N30°50'55"W	24.044
L276	N70°48'12"E	26.111
L277	N48°33'32"E	15.866
L278	N48°33'32"E	15.866
L279	N30°50'55"W	24.044
L280	N70°48'12"E	26.111

WETLAND AREA A3
211,895 Sq. Ft. (4.86 Acres)

NUM.	BEARING	DISTANCE
L281	N07°09'18"W	105.866
L282	N35°04'03"W	26.333
L283	N42°41'47"W	26.427
L284	N78°23'10"W	32.433
L285	N89°30'31"W	33.755
L286	S85°30'31"W	31.844
L287	S30°20'48"E	27.422
L288	N89°30'31"E	34.884
L289	N89°30'31"E	34.884
L290	N30°50'55"W	24.044
L291	N70°48'12"E	26.111
L292	N48°33'32"E	15.866
L293	N48°33'32"E	15.866
L294	N30°50'55"W	24.044
L295	N70°48'12"E	26.111
L296	N48°33'32"E	15.866
L297	N48°33'32"E	15.866
L298	N30°50'55"W	24.044
L299	N70°48'12"E	26.111
L300	N48°33'32"E	15.866
L301	N48°33'32"E	15.866
L302	N30°50'55"W	24.044
L303	N70°48'12"E	26.111
L304	N48°33'32"E	15.866
L305	N48°33'32"E	15.866
L306	N30°50'55"W	24.044
L307	N70°48'12"E	26.111
L308	N48°33'32"E	15.866
L309	N48°33'32"E	15.866
L310	N30°50'55"W	24.044
L311	N70°48'12"E	26.111
L31		



Photograph 1

Date: 1/4/2024

View: S

Description: Area Near SB1 (FLUCFCS 427). Canopy dominated by live oak with understory of gallberry, saw palmetto, cabbage palm, maidencane St. Augustinegrass



Photograph 2

Date: 5/24/2022

View: N

Description: Area Near SB1 (FLUCFCS 427). Canopy dominated by live oak with understory of gallberry, saw palmetto, cabbage palm, maidencane St. Augustinegrass



Photograph 3

Date: 1/4/2024

View: W

Description: Area Near SB1 (FLUCFCS 427). Canopy dominated by live oak with understory of gallberry, saw palmetto, cabbage palm, maidencane St. Augustinegrass



Photograph 4

Date: 5/24/2022

View: E

Description: Area Near SB1 (FLUCFCS 427). Canopy dominated by live oak with understory of gallberry, saw palmetto, cabbage palm, maidencane St. Augustinegrass



Photograph 5

Date: 1/4/2024

View: NW

Description: Area Near SB1 (FLUCFCS 427). Septic drainfields for single-family homes adjacent along western site boundary are approximately 3-ft mounds, consistent with observed on-site seasonal-high water tables 8-12".



Photograph 6

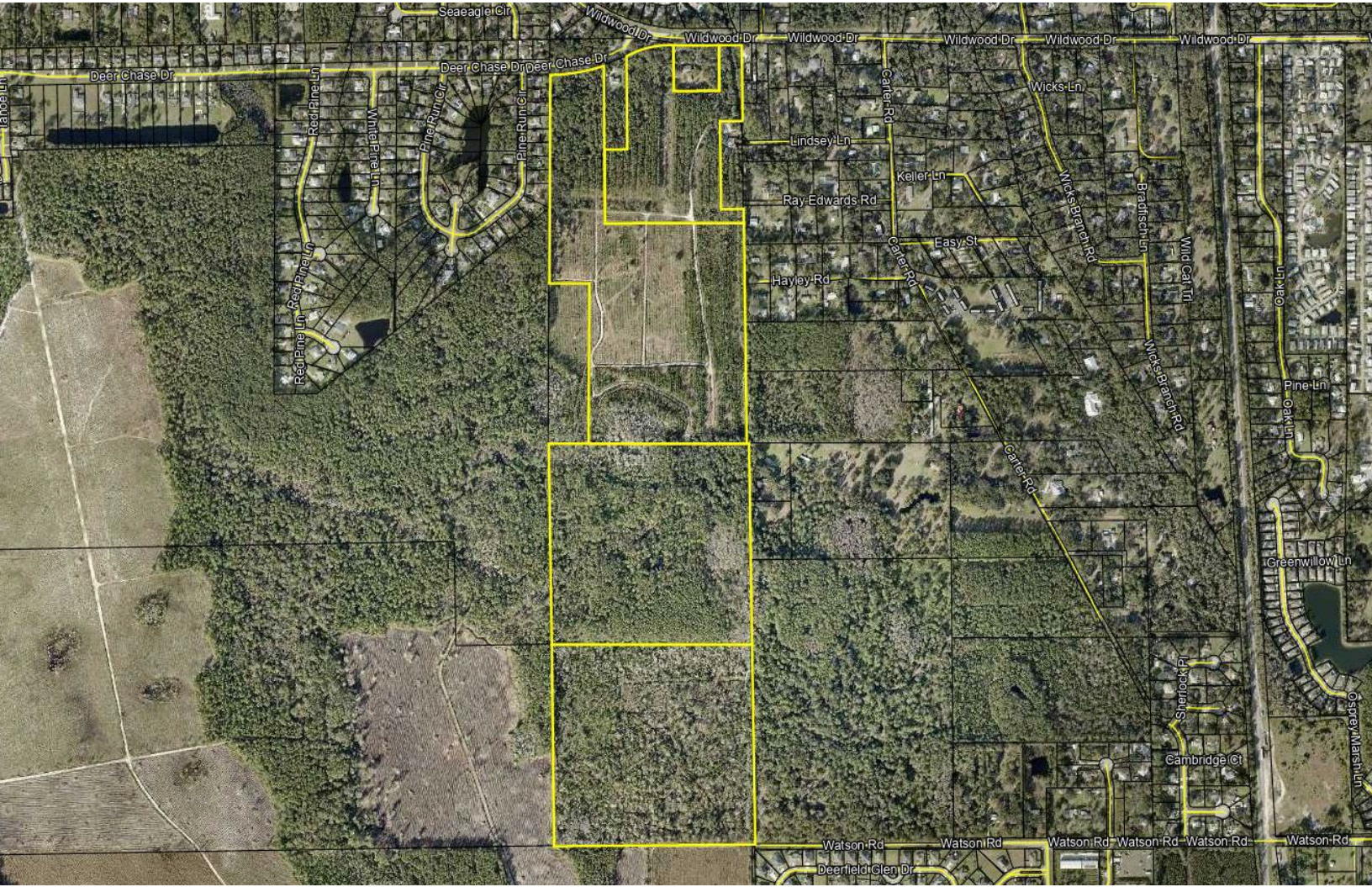
Date: 5/24/2022

View: N

Description: Area Near SB2 (FLUCFCS 414). Canopy dominated by slash pine with understory of saw palmetto and gallberry.

Osceola Lakes Workforce Housing Concurrency LDTA

St. Johns County, Florida



Prepared for:

Matovina & Co



Prepared by:



Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard, Suite 103
Jacksonville, FL 32216
904.619.3368

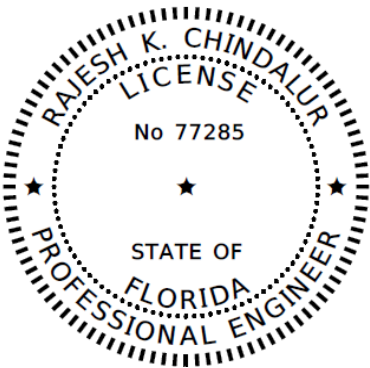
Project No.: 1023-230-034
Date: Updated 11/03/2023

PROFESSIONAL ENGINEER CERTIFICATE

I, Rajesh Ramn K. Chindalur, PE #77285, certify that I currently hold an active license in the state of Florida and am competent through education or experience to provide engineering services in the civil discipline contained in this plan, print, specification, or report.

PROJECT:	Osceola Lakes - LDTA
LOCATION:	St. Johns County, Florida
CLIENT:	Matovina & Co.

I further certify that this plan, print, specification, or report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. Moreover, if offered by a corporation, partnership, or through a fictitious name, I certify that the company offering the engineering services, Chindalur Traffic Solutions, Inc., 8833 Perimeter Park Boulevard, Suite 103, Jacksonville, Florida 32216, holds an active certificate of authorization #30806 to provide engineering service.



*THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY*

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.*

*CHINDALUR TRAFFIC SOLUTIONS, INC.
8833 PERIMETER PARK BOULEVARD, SUITE 103
JACKSONVILLE, FL 32216
CERTIFICATE OF AUTHORIZATION #30806
RAJESH RAMN K. CHINDALUR, P.E. NO. 77285*

*THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THIS DOCUMENT IN
ACCORDANCE WITH RULE 61G15-23.004, F.A.C.*

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Summary and Conclusions

This Land Development Traffic Assessment (LDТА) was prepared in support of the proposed residential development that is anticipated to include 640 dwelling units (180 single-family detached, 234 single-family attached and 226 multi-family/townhomes) in St. Johns County, FL. The proposed development seeking Workforce Housing designation (where a minimum of 30% of the units will meet the County’s workforce housing criteria) will be located between Wildwood Drive and Watson Road. The proposed development is anticipated to be built-out by the year 2028.

Access to the proposed development will be provided via a two-lane local collector connecting Wildwood Drive and Watson Road.

The proposed development is anticipated to generate **4,990 Daily Trips**, which includes **336 AM Peak** and **427 PM Peak** trips.

As per Article XI of the St. Johns County Land Development Code, since the proposed development is anticipated to generate 427 PM peak hour trips (greater than the 50 PM peak trips threshold), the LDТА should include all roadway links within a 4-mile radius of proposed development.

The existing conditions data for the study area roadway links was taken directly from the *St. Johns County Transportation Analysis Spreadsheet*, dated 06/01/2023.

The following projects are anticipated to be planned and programmed roadways in the 4-mile study radius:

- SR 312 Extension – Between South Holmes Blvd to SR 207/SR 312 Intersection
- US 1 Improvements (Re-surfacing, lighting, and traffic signal upgrades) – Old Moultrie Road to SR 206

The year 2030 background traffic volumes include the existing traffic and exempt development traffic, approved concurrency traffic (data obtained from the St. Johns County Transportation Analysis Spreadsheet dated 06/01/2023). The interim year 2030 model set of the Northeast Regional Planning Activity Based Model (NERPM_ABv3) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPO), which was prepared as part of the TPO’s 2045 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed residential development.

The proposed project build-out conditions traffic volumes on each of the study roadway segments include the background traffic and the traffic from the proposed residential development.

The roadway link analysis indicates that the following roadway segments are anticipated to be impacted (residential development contributes 1% or more of the maximum service volume of the adopted level of service standard) and adversely impacted (development contributes one percent or more of the maximum service volume of the adopted level of service standard and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100%

of the maximum service volume of the adopted level of service standard) due to the traffic generated by the proposed residential development.

- Link ID# 118: SR 5 (US 1) - Wildwood Dr. to CR 5A
- Link ID# 119: SR 5 (US 1) - CR 5A to Lewis Point Rd.
- Link ID# 121: SR 5 (US 1) - SR 312 to St. Aug. City Limits (S)
- Link ID# 150.1: Wildwood Dr. - SR 5 (US 1) to Deerchase Drive

However, it should be noted that the following adversely impacted roadway segments are currently deficient (existing peak hour traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under background (no-build) traffic conditions.

- Link ID# 118: SR 5 (US 1) - Wildwood Dr. to CR 5A
- Link ID# 119: SR 5 (US 1) - CR 5A to Lewis Point Rd.
- Link ID# 121: SR 5 (US 1) - SR 312 to St. Aug. City Limits (S)

The proposed residential development related project proportionate share is estimated at \$6,907,658.71.

The proposed Watson Road connector is anticipated to provide an alternative route for traffic entering and exiting Watson Road and further reduce traffic on US1 and Wildwood Drive. About 61.23% of traffic is anticipated to be background traffic (non-project related) on the proposed Watson Road Connector.

The applicant will further comply with concurrency requirements as mandated by Section 163.3180, Florida Statutes, including any provisions of the St. Johns County Land Development Code consistent therewith to mitigate the proposed single-family residential development related transportation adverse impacts.

Any required study intersection capacity analysis will be provided as an addendum (Concurrency LDTA Part 02 submittal).

Introduction

This Land Development Traffic Assessment (LDТА) was prepared in support of the proposed residential development that is anticipated to include 640 dwelling units (180 single-family detached, 234 single-family attached and 226 multi-family/townhomes) in St. Johns County, FL. The proposed development seeking Workforce Housing designation (where a minimum of 30% of the units will meet the County’s workforce housing criteria) will be located between Wildwood Drive and Watson Road. The proposed development is anticipated to be built-out by the year 2028.

Access to the proposed development will be provided via a two-lane local collector connecting Wildwood Drive and Watson Road. A site location map is included as **Figure 01**. A copy of the Generalized Site Plan (GSP) provided by Connelly and Wicker, Inc. is included as **Attachment A**. The location of the proposed local collector connection to Wildwood Drive and Watson Road is also shown in the site plan. **Figure 02** shows existing conditions on Wildwood Drive and on Watson Road at the proposed roadway connection locations.

The methodology used in this study is consistent with the methodology provided and discussed with St. Johns County Staff on 08/21/2023. A copy of the methodology document is included as **Attachment B**.

Trip Generation

Trip generation for the proposed project was estimated using the equation provided in the *Trip Generation Manual*, 11th Edition published by Institute of Transportation Engineers (ITE). The ITE Land Use Codes 210 (Single-family Detached), 215 (Single-family Attached), and 220 (Multi-family Townhouses) were used for estimating trips generated by the proposed development. **Table 01** summarizes the Daily, AM peak and PM peak hour trip generation for the proposed residential development. As shown in this table, the proposed development is anticipated to generate **4,990 Daily Trips**, which includes **336 AM Peak** and **427 PM Peak** trips.

Study Area

As per Article XI of the St. Johns County Land Development Code, since the proposed development is anticipated to generate 427 PM peak hour trips (greater than the 50 PM peak trips threshold), the LDТА should include all roadway links within a 4-mile radius of proposed development. All the roadway links within a four-mile radius of the proposed development are listed in **Table 02**. All the study area roadway links with its link IDs within a 4-mile radius of the proposed development are shown in **Figure 03**.

Existing Conditions

The existing conditions data for the study area roadway links was taken directly from the *St. Johns County Transportation Analysis Spreadsheet*, dated 06/01/2023, and included as **Attachment C**. *Link ID# 150.1: Wildwood Drive - SR 5 (US 1) to Deerchase Drive* will be the directly accessed link for the proposed residential development. Previously mentioned **Table 02** also shows the existing conditions for the study area roadway links. Previously stated **Figure 02** shows the existing conditions on Wildwood Drive and Watson Road at the proposed two-lane collector roadway connection locations.

Year 2030 Background Conditions Projections

The year 2030 background traffic volumes include the existing traffic and exempt development traffic, approved concurrency traffic (data obtained from the *St. Johns County Transportation Analysis Spreadsheet* dated 06/01/2023).

Planned and Programmed Improvements

The County Capital Improvement Plan (CIP), FDOT Planned and Programmed Improvements and NFTPО LRTP were reviewed to determine any planned and programmed roadways within and outside the 4-mile radius of the proposed development. **Attachment D** includes details of some of the planned and programmed improvements. The following projects are anticipated to be planned and programmed roadways:

- SR 312 Extension – Between South Holmes Blvd to SR 207/SR 312 Intersection
- US 1 Improvements (Re-surfacing, lighting, and traffic signal upgrades) – Old Moultrie Road to SR 206

Trip Distribution and Assignment

The interim year 2030 model set of the Northeast Regional Planning Activity Based Model (NERPM_ABv3) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPО), which was prepared as part of the TPO’s 2045 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed residential development.

A reasonableness check of *Area* and *Facility Type* coding in the model for study links within the project transportation impact area was performed and no adjustments to these variables were required. The model was also verified to ensure all the planned and programmed improvements within the transportation study area identified in the previous section of this report were included in the model. The model refinements further included the addition of the proposed single-family residential development and addition/modification of the following approved developments in the model:

- SR 312 Extension – Between South Holmes Blvd to SR 207/SR 312 Intersection
- Summer Point Single-family residential – 87 Units (verified and exists in the model)
- Grand Cay Single-family residential – 117 Units (verified and exists in the model)
- Shores Village (retail development) and the residential development on Santorini Court – 73 Units (Verified and added)
- Residential units on Deerfield Forest Drive – 148 Units (verified and added)
- Commercial/Industrial land uses on Crescent Technical Court – 71,321 SF/178 Employees (verified and added)
- Residential units on Devonshire Drive – 36 Units (verified and added)

The following Project related additions to the model were made:

- New Watson Road connector – Wildwood Drive to Watson Road (2 Lane Roadway)
- Proposed Osceola Lakes Residential Development (640 Units)

No additional transportation improvement projects or mitigation related to the above-mentioned developments were added.

Table 03 shows the project traffic distribution and the PM peak hour project traffic assignment on each roadway segment within a 4-mile radius of the project boundary. **Figure 04** shows the project traffic distribution percentages and the PM peak project traffic assignment within the 4-mile radius of the proposed residential development. **Attachment E** includes copies of the travel demand model plots.

Segment Analysis

The proposed project build-out conditions traffic volumes on each of the study roadway segments include *both* the background traffic and the traffic from the proposed development. **Table 04** summarizes the segment analysis of all the study area roadway segments within the 4-mile radius. As shown in this table the following roadway segments are anticipated to be impacted (residential development contributes 1% or more of the maximum service volume of the adopted level of service standard) due to the traffic generated by the proposed single-family residential development.

- Link ID# 118: SR 5 (US 1) - Wildwood Dr. to CR 5A
- Link ID# 119: SR 5 (US 1) - CR 5A to Lewis Point Rd.
- Link ID# 121: SR 5 (US 1) - SR 312 to St. Aug. City Limits (S)
- Link ID# 150.1: Wildwood Dr. - SR 5 (US 1) to Deerchase Drive

Also, as shown in this table, the above stated roadway segments are anticipated to be adversely impacted (development contributes one percent or more of the maximum service volume of the adopted level of service standard and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under the build-out conditions of the proposed residential development.

However, it should be noted that the following adversely impacted roadway segments are currently deficient (existing peak hour traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under background (no-build) traffic conditions.

- Link ID# 118: SR 5 (US 1) - Wildwood Dr. to CR 5A
- Link ID# 119: SR 5 (US 1) - CR 5A to Lewis Point Rd.
- Link ID# 121: SR 5 (US 1) - SR 312 to St. Aug. City Limits (S)

Project Related Proportionate Share

Project related proportionate share was estimated for the study area roadway segments that are anticipated to be adversely impacted by the traffic from the proposed development. As shown in **Table 05**, the proposed residential development related project proportionate share is estimated at \$6,907,658.71. The most recent construction cost per mile models were used in estimating the project related proportionate share. A copy of the FDOT construction cost per mile models is included as **Attachment F**.

The applicant will further comply with concurrency requirements as mandated by Section 163.3180, Florida Statutes, including any provisions of the St. Johns County Land Development Code consistent therewith to mitigate the proposed single-family residential development related transportation adverse impacts.

Traffic Reduction Due to Watson Road Connector

The proposed Watson Road connector is anticipated to provide an alternative route for traffic entering and exiting Watson Road and further reduce traffic on US1 and Wildwood Drive.

Table 06 summarizes the year 2030 background (total volumes – project related traffic) and total traffic AADTs on US1 and Wildwood Drive under the no-build and build conditions of the proposed Watson Road connector. **Attachment G** includes travel demand model plots showing year 2030 total traffic volumes (includes traffic from the proposed development) and year 2030 background traffic volumes (excludes traffic from the proposed development). **Figure 05** summarizes the year 2030 background traffic volumes (non-project related) on Watson Road and Watson Road Extension (with and without the proposed connector) under the build-out conditions of the proposed development.

As shown in this table, the proposed Watson Road connection not only provides an alternative route for traffic entering and exiting Watson Road and further reduces traffic on US1 and Wildwood Drive.

Traffic Volumes on Watson Road Connector

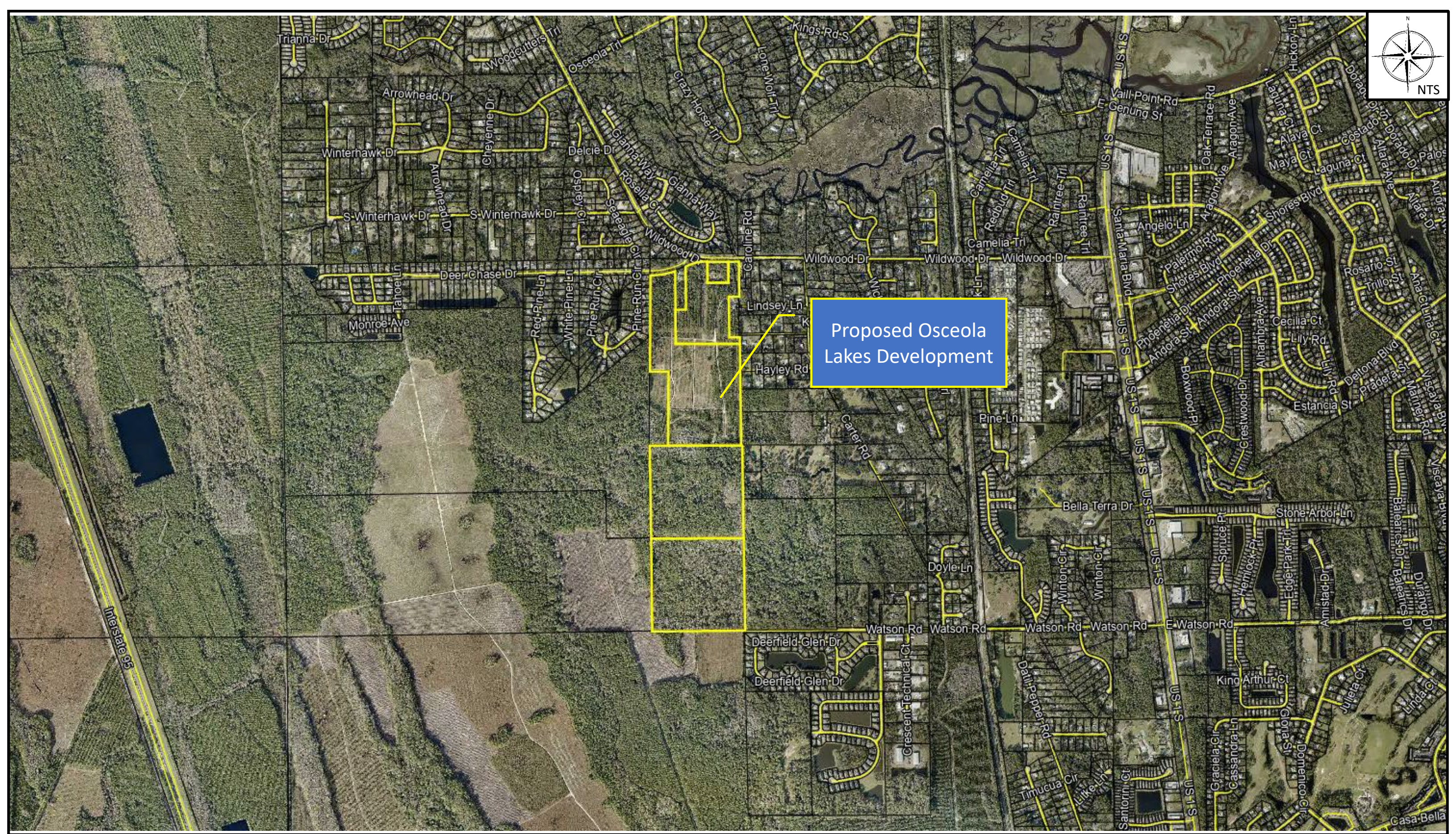
The proposed Watson Road Connector provides access to project-related traffic, an alternative route for traffic entering and exiting Watson Road, and other traffic in the region. As shown in the model plots (included in previously stated Attachment G and Table 06), about 61.23% of traffic is anticipated to be background traffic (non-project related) on the proposed Watson Road Connector.

Intersection Capacity Analysis

Any required study intersection capacity analysis will be provided as an addendum (Concurrency LDТА Part 02 submittal).

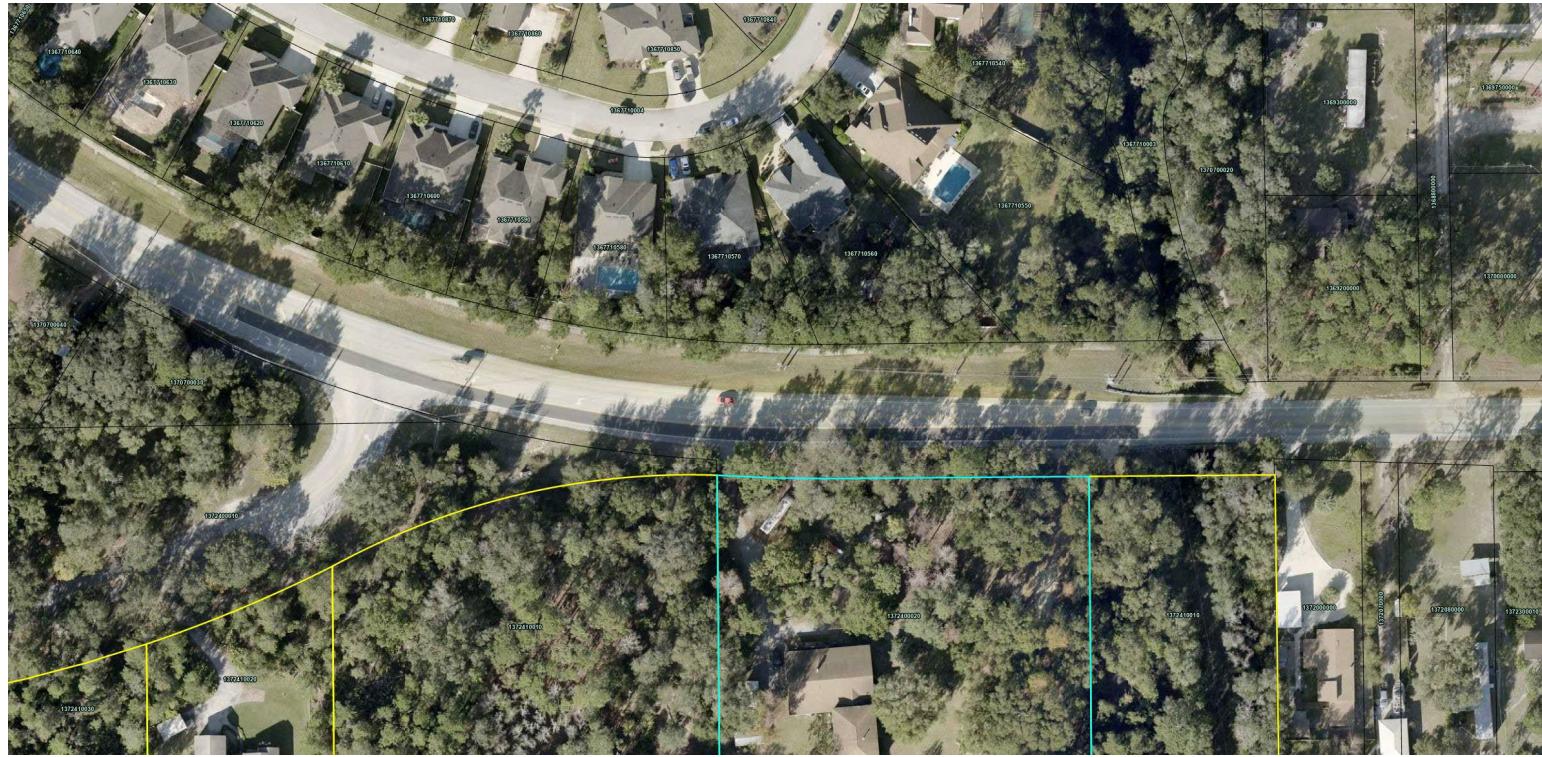
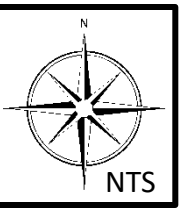


Proposed Osceola
Lakes Development



Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
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Phone: (904) 619-3368
www.ctrfficsolutions.com

Figure 01 – Location Map
Osceola Lakes PUD
Concurrency LDTA
St. Johns County, Florida



Wildwood Drive at Proposed Local Collector Connection



Watson Road at Proposed Local Collector Connection



Figure 02 – Existing Conditions at Collector Road Connection Locations

Osceola Lakes PUD
Concurrency LDTA
St. Johns County, Florida



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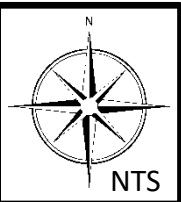
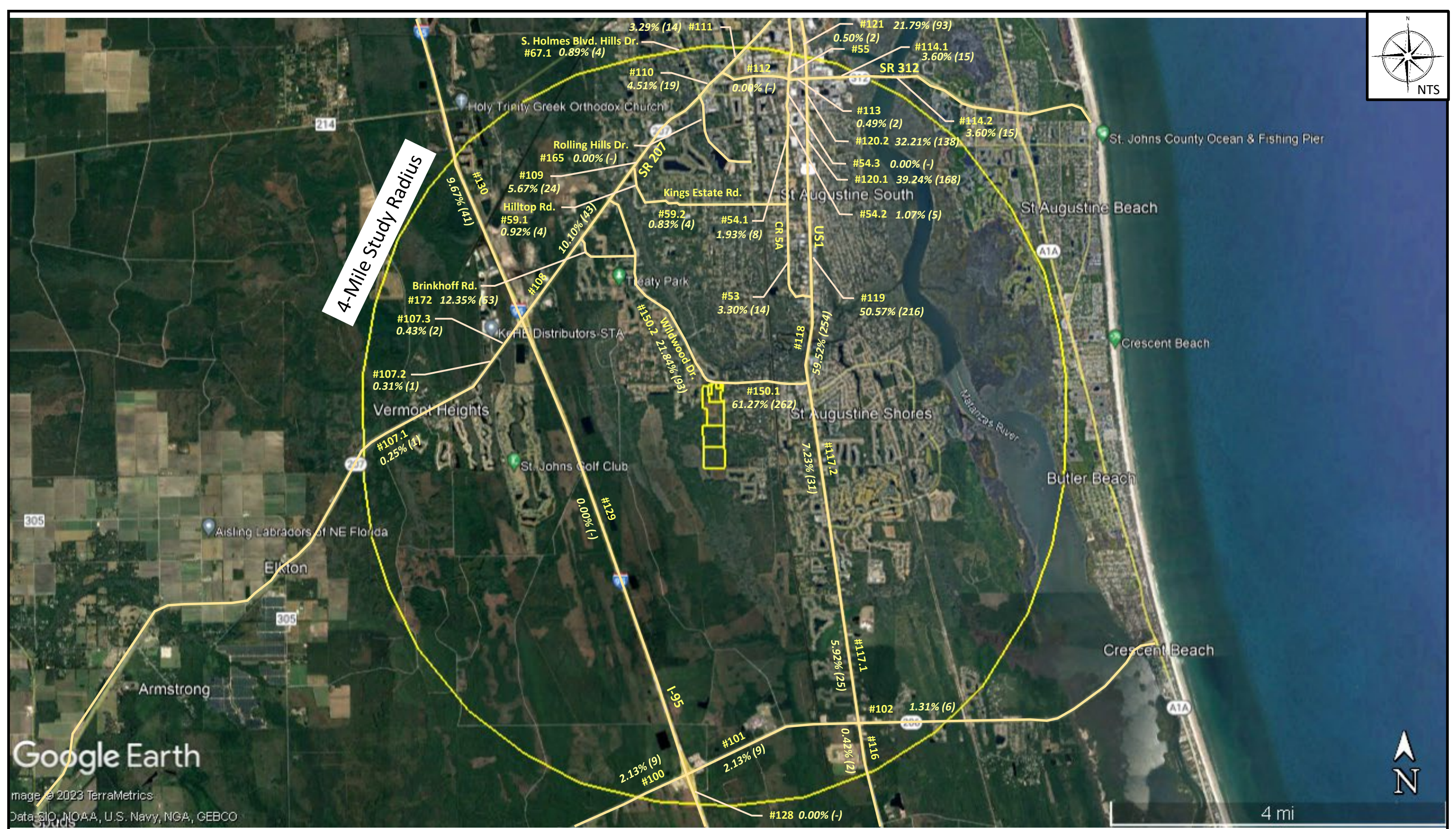
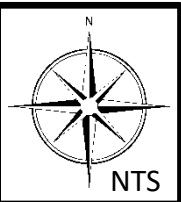


Figure 03 – 4 Mile Study Area Roadway Map

#123 - Link ID



4-Mile Study Radius

Figure 04 – Roadway Segments Project Traffic Distribution and Assignment

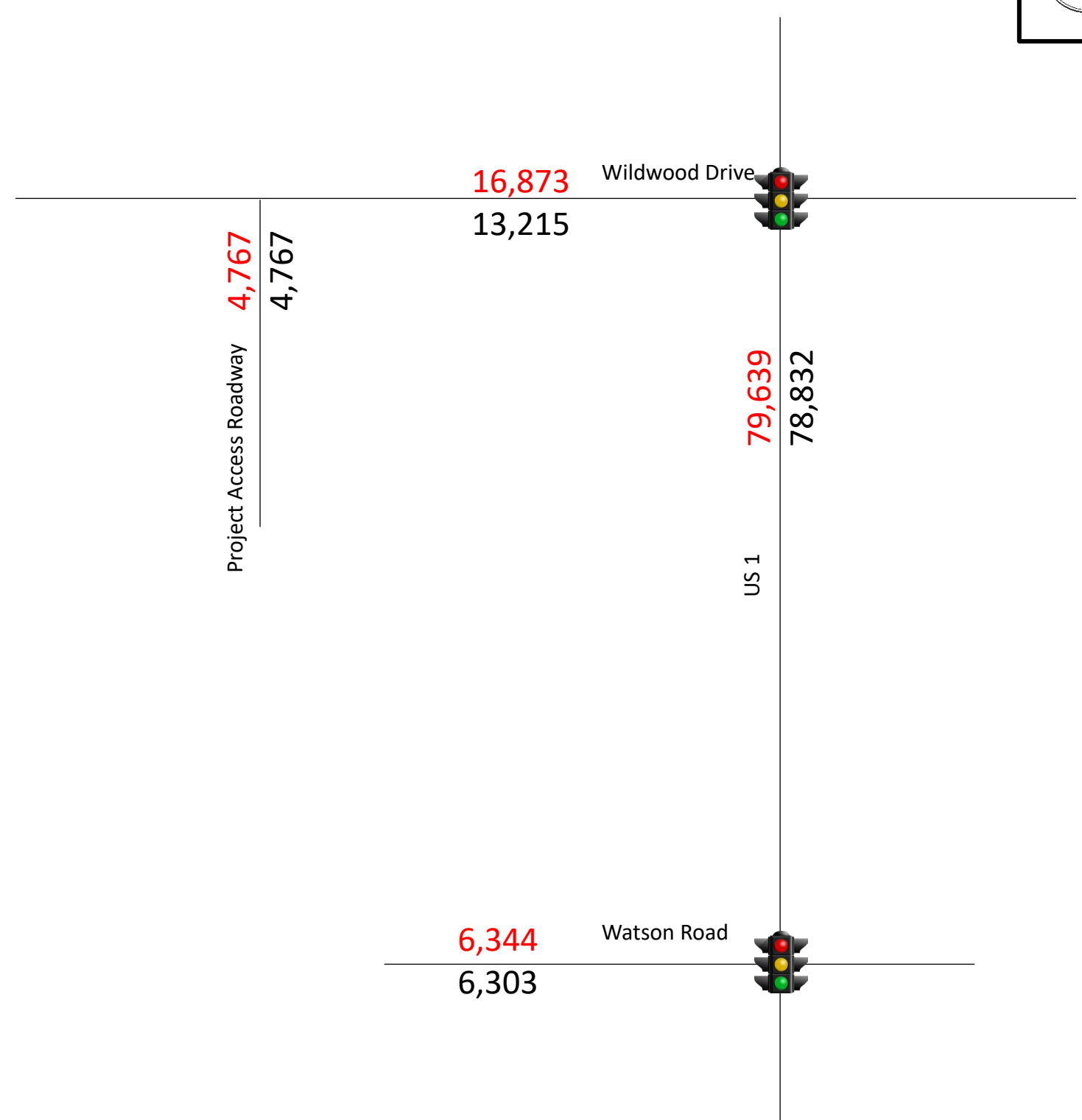
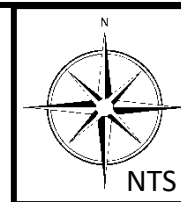
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 www.ctransolutions.com

#123 - Link ID
 0.11% - Project Traffic Distribution
 (123) - Project Traffic Assignment

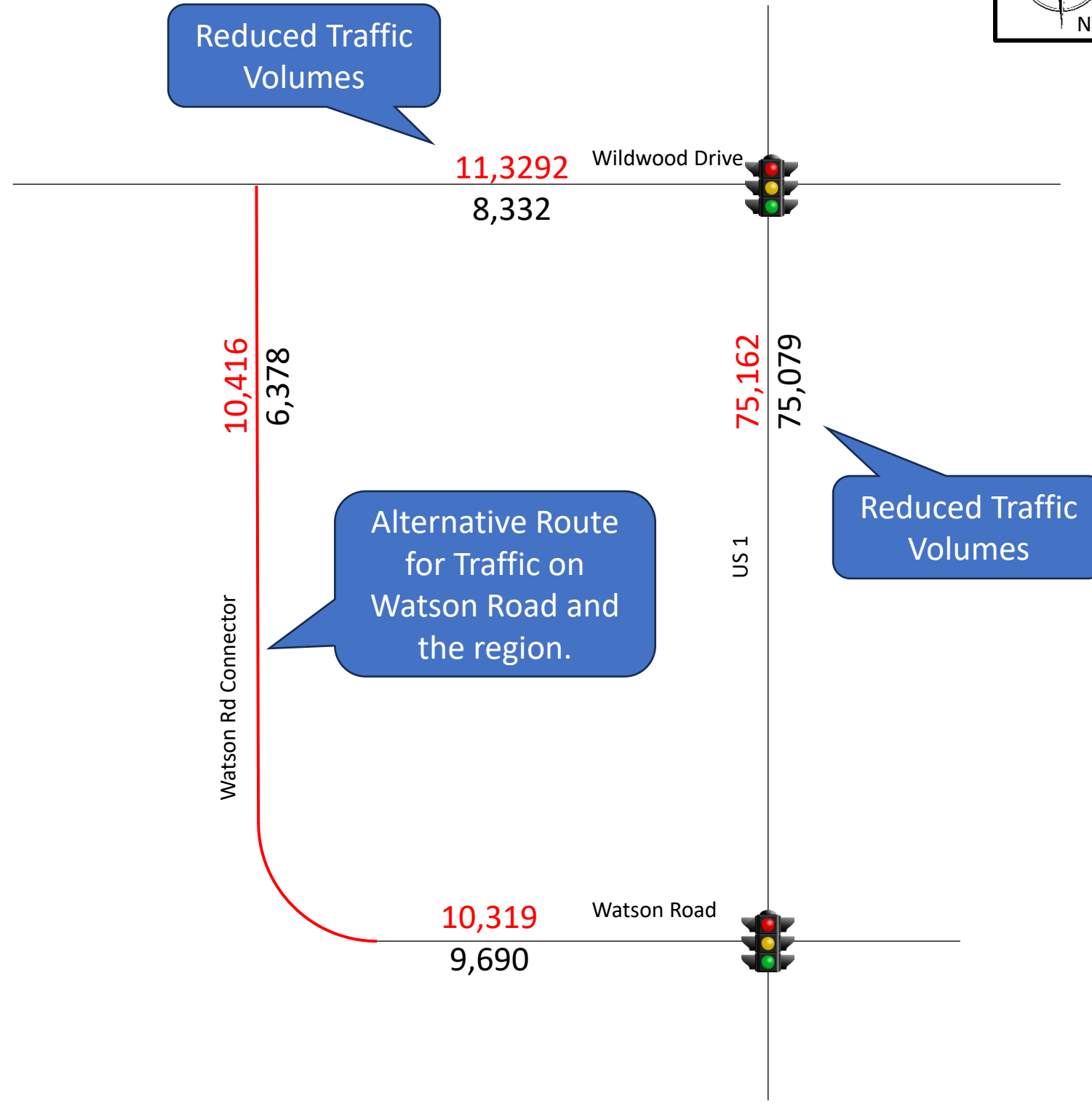
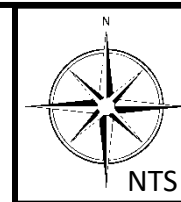
Osceola Lakes PUD
 Concurrency LDTA
 St. Johns County, Florida



Without the Proposed Watson Road Connector



With the Proposed Watson Road Connector



XXXX – Year 2030 Total Traffic Volumes (Includes Background Traffic and Project Related Traffic)
 XXXX – Year 2030 Background Traffic Volumes (Excludes Project Related Traffic)

Figure 05 – Background Traffic Volumes on the Proposed Watson Road Connector



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Osceola Lakes PUD
 Concurrency LDTA
 St. Johns County, Florida

Table 01
Trip Generation
Osceola Lakes LDTA, St. Johns County, FL

ITE Code	Land Use	Quantity	Units	Equation	Directional Splits		Trips		
					Enter %	Exit %	Total	Enter	Exit
Daily									
210	Single Family Home Detached	180	DUs	$\ln(T) = 0.92 \ln(X) + 2.68$	50%	50%	1,733	867	866
215	Single Family Home Attached	234	DUs	$T = 7.62(X) - 50.48$	50%	50%	1,733	866	867
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220)	226	DUs	$T = 6.41(X) + 75.31$	50%	50%	1,524	762	762
		640					4,990	2,495	2,495
AM Peak									
210	Single Family Home Detached	180	DUs	$\ln(T) = 0.91 \ln(X) + 0.12$	26%	74%	127	33	94
215	Single Family Home Attached	234	DUs	$T = 0.52(X) - 5.70$	25%	75%	116	29	87
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220)	226	DUs	$T = 0.31(X) + 22.85$	24%	76%	93	22	71
		640					336	84	252
PM Peak									
210	Single Family Home Detached	180	DUs	$\ln(T) = 0.94 \ln(X) + 0.27$	63%	37%	173	109	64
215	Single Family Home Attached	234	DUs	$T = 0.60(X) - 3.93$	59%	41%	136	80	56
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220)	226	DUs	$T = 0.43(X) + 20.55$	63%	37%	118	74	44
		640					427	263	164

Source: Trip Generation Manual, 11th Edition, ITE

Table 02
Study Roadway Segments
Osceola Lakes LDTA, St. Johns County, FL

MRN Link ID	FDOT Count STN.	Roadway	From/To	Area Type	Approved Road Type	LOS Standard	Segment Length (Mi.)	Date Of Count	Traffic Count AADT	Annual Growth Factor	Link K Factor	2023 PK. HR. Traffic	Exempt Devel. Traffic	Approved Conc. Traffic	Total Committed PK. HR. Traffic	Percent Service Volume Utilized	Link Status	Traffic Study Service Volume	Approved PK. HR. Service Volume
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	UZ	2UC	D	1.31	ADT22	8,469	1.0283	0.090	784	22	175	981	68.1%	OK		1,440
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	UZ	2UC	D	0.37	ADT22	14,897	1.0238	0.100	1528	36	137	1,701	118.1%	DEFICIENT		1,440
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	UZ	2UC	D	0.77	ADT22	14,562	1.0200	0.090	1342	27	166	1,535	106.6%	DEFICIENT		1,440
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	UZ	2UC	D	0.37	ADT22	17,974	1.0200	0.090	1650	33	290	1,973	137.0%	DEFICIENT		1,440
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	UZ	2UC	D	0.95	ADT22	10,430	1.0200	0.100	1069	21	79	1,169	81.2%	OK		1,440
59.1		Kings Estate Rd.	CR 5A to Dobbs Rd	UZ	2UC	D	0.42	ADT22	13,801	1.0427	0.099	1418	61	96	1,575	109.4%	DEFICIENT		1,440
59.2		Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	UZ	2UC	D	1.68	ADT22	5,841	1.0200	0.103	616	12	106	734	63.8%	OK		1,150
67.1		Holmes Blvd.	SR 207 to CR 214	UZ	2UC	D	1.75	ADT22	19,921	1.0389	0.090	1863	72	426	2,361	104.9%	DEFICIENT	2,250	2,250
100		SR 206	CR 305 to SR 9 (I-95)	TR	2MA	D	5.05	ADT22	4,979	1.0312	0.104	536	17		553	41.6%	OK		1,330
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	TR	2MA	D	2.16	ADT22	9,200	1.0596	0.090	877	52		929	69.8%	OK		1,330
102	22	SR 206	SR 5 (US 1) to SR A1A	UZ	2MA	D	3.87	ADT22	13,000	1.0596	0.095	1309	78	9	1,396	105.0%	DEFICIENT		1,330
107.1	108	SR 207	CR 305 to Vermont Blvd.	TR	4MA	C	2.48	ADT22	18,600	1.0254	0.095	1812	46	172	2,030	46.7%	OK		4,350
107.2		SR 207	Vermont Blvd. to Cypress Links Blvd.	TR	4MA	C	1.07	ADT22	21,416	1.3070	0.090	2519	773	233	3,525	81.0%	OK		4,350
107.3		SR 207	Cypress Links Blvd. to SR 9 (I-95)	TR	4MA	C	0.59	ADT22	26,492	1.0265	0.090	2447	65	1,039	3,551	81.6%	OK		4,350
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	TR	4MA	C	1.77	ADT22	35,000	1.0409	0.095	3461	142	992	4,595	105.6%	DEFICIENT		4,350
109		SR 207	Wildwood Dr. to Holmes Blvd.	UZ	4MA	D	1.63	ADT22	32,453	1.0449	0.090	3052	137	1,257	4,446	132.3%	DEFICIENT		3,360
110	5052	SR 207	Holmes Blvd. to SR 312	UZ	4MA	D	0.39	ADT22	38,000	1.0313	0.090	3527	110	1,335	4,972	151.1%	DEFICIENT		3,290
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	UZ	4MA	D	1.14	ADT22	14,507	1.0467	0.090	1367	64	533	1,964	59.7%	OK		3,290
112	298	SR 312	SR 207 to CR 5A	UZ	4MA	D	0.80	ADT22	27,500	1.0621	0.090	2629	163	642	3,434	104.4%	DEFICIENT		3,290
113	299	SR 312	CR 5A to SR 5 (US 1)	UZ	4MA	D	0.20	ADT22	25,500	1.0621	0.090	2438	151	368	2,957	89.9%	OK		3,290
114.1		SR 312	SR 5 (US 1) to Sgt. Tutten Dr.	UZ	4MA	D	0.27	ADT22	35,160	1.0256	0.090	3245	83	157	3,485	105.9%	DEFICIENT		3,290
114.2	272	SR 312	Sgt. Tutten Dr. to SR A1A	UZ	4MA	D	2.33	ADT22	38,000	1.0256	0.090	3508	90	129	3,727	113.3%	DEFICIENT		3,290
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	RU	4PA	C	6.69	ADT22	15,100	1.0200	0.095	1463	29	1,193	2,685	61.7%	OK		4,350
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	UZ	4PA	D	2.32	ADT22	27,500	1.0273	0.090	2543	69	40	2,652	78.9%	OK		3,360
117.2		SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	UZ	4PA	D	1.70	ADT22	35,343	1.0222	0.090	3251	72	72	3,395	103.2%	DEFICIENT		3,290
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	UZ	4PA	E	1.02	ADT22	35,500	1.0200	0.090	3259	65	119	3,443	104.7%	DEFICIENT		3,290
119		SR 5 (US 1)	CR 5A to Lewis Point Rd.	UZ	4PA	E	1.49	ADT22	38,492	1.0200	0.090	3534	71	126	3,731	113.4%	DEFICIENT		3,290
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	UZ	6PA	E	0.67	ADT22	38,372	1.0202	0.090	3523	71	136	3,730	76.6%	OK		4,870
120.2		SR 5 (US 1)	Shore Dr. to SR 312	UZ	6PA	E	0.42	ADT22	38,943	1.0202	0.090	3576	72	242	3,890	79.9%	OK		4,870
121	12	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	UZ	4PA	E	0.83	ADT22	37,582	1.0200	0.090	3450	69	184	3,703	112.6%	DEFICIENT		3,290
128	256	SR 9 (I-95)	SR 5 (US 1) to SR 206	RU	6IF	C	7.22	ADT22	70,000	1.0200	0.105	7497	150	333	7,980	94.0%	CRITICAL		8,490
129	261	SR 9 (I-95)	SR 206 to SR 207	TR	6IF	C	5.74	ADT22	74,500	1.0200	0.105	7979	160	201	8,340	98.2%	CRITICAL		8,490
130	257	SR 9 (I-95)	SR 207 to SR 16	TR	6IF	C	6.68	ADT22	90,000	1.0200	0.105	9639	193	487	10,319	121.5%	DEFICIENT		8,490
150.1		Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	UZ	2UC	D	1.13	ADT22	13,034	1.0285	0.091	1214	35	167	1,416	85.8%	OK	1,650	1,650
150.2		Wildwood Dr.	Deerchase Drive to SR 207	UZ	2UC	D	2.64	ADT22	9,150	1.0201	0.093	869	17	143	1,029	71.5%	OK		1,440
165		Rolling Hills Dr.	Dobbs Rd to SR 207	UZ	2UC	D	1.13	ADT22	5,647	1.0342	0.095	555	19	43	617	42.8%	OK		1,440
172		Brinkhoff Road	Wildwood Dr to SR 207	TR	2MaC	D	0.48	ADT22	5,436	1.0500	0.102	584	29		613	46.8%	OK		1,310

Source: Transportation Analysis Spreadsheet (TAS) Dated 06012023 (Attachment C)

Table 03
Project Traffic Distribution and Assignment
Osceola Lakes LDTA, St. Johns County, FL

MRN Link ID	FDOT Count STN.	Roadway	From/To	Project Traffic Distribution	Project Traffic Assignment
					427
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	3.30%	14
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	1.93%	8
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	1.07%	5
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	0.00%	-
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	0.50%	2
59.1		Kings Estate Rd.	CR 5A to Dobbs Rd	0.92%	4
59.2		Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	0.83%	4
67.1		Holmes Blvd.	SR 207 to CR 214	0.89%	4
100		SR 206	CR 305 to SR 9 (I-95)	2.13%	9
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	2.13%	9
102	22	SR 206	SR 5 (US 1) to SR A1A	1.31%	6
107.1	108	SR 207	CR 305 to Vermont Blvd.	0.25%	1
107.2		SR 207	Vermont Blvd. to Cypress Links Blvd.	0.31%	1
107.3		SR 207	Cypress Links Blvd. to SR 9 (I-95)	0.43%	2
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	10.10%	43
109		SR 207	Wildwood Dr. to Holmes Blvd.	5.67%	24
110	5052	SR 207	Holmes Blvd. to SR 312	4.51%	19
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	3.29%	14
112	298	SR 312	SR 207 to CR 5A	0.00%	-
113	299	SR 312	CR 5A to SR 5 (US 1)	0.49%	2
114.1		SR 312	SR 5 (US 1) to Sgt. Tutten Dr.	3.60%	15
114.2	272	SR 312	Sgt. Tutten Dr. to SR A1A	3.60%	15
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	0.42%	2
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	5.92%	25
117.2		SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	7.23%	31
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	59.52%	254
119		SR 5 (US 1)	CR 5A to Lewis Point Rd.	50.57%	216
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	39.24%	168
120.2		SR 5 (US 1)	Shore Dr. to SR 312	32.21%	138
121	12	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	21.79%	93
128	256	SR 9 (I-95)	SR 5 (US 1) to SR 206	0.00%	-
129	261	SR 9 (I-95)	SR 206 to SR 207	0.00%	-
130	257	SR 9 (I-95)	SR 207 to SR 16	9.67%	41
150.1		Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	61.27%	262
150.2		Wildwood Dr.	Deerchase Drive to SR 207	21.84%	93
165		Rolling Hills Dr.	Dobbs Rd to SR 207	0.00%	-
172		Brinkhoff Road	Wildwood Dr to SR 207	12.35%	53

Source: Attachment E

Table 04
Roadway Segment Analysis
Osceola Lakes LDTA, St. Johns County, FL

MRN Link ID	FDOT Count STN.	Roadway	From/To	2023 PK. HR. Traffic	Exempt Devel. Traffic	Approved Conc. Traffic	Total Committed PK. HR. Traffic	Traffic Study Service Volume	Approved PK. HR. Service Volume	Project Traffic Assignment	Project Traffic % of MSV	Roadway Segment Impacted	Total Build-Out PK. HR. Traffic	Total Build-Out Traffic % of MSV	Roadway Segment Adversely Impacted	Project Traffic for Prop Share
				A	B	C	D	E	F	G	H = G/F	I = Yes if H>1.0%	J = D + G	K = J/F	L = Yes if I = Yes & K > 100%	
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	784	22	175	981		1,440	14	0.97%	No	995	69.10%	No	-
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	1,528	36	137	1,701		1,440	8	0.56%	No	1,709	118.68%	No	-
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	1,342	27	166	1,535		1,440	5	0.35%	No	1,540	106.94%	No	-
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	1,650	33	290	1,973		1,440	-	0.00%	No	1,973	137.01%	No	-
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	1,069	21	79	1,169		1,440	2	0.14%	No	1,171	81.32%	No	-
59.1		Kings Estate Rd.	CR 5A to Dobbs Rd	1,418	61	96	1,575		1,440	4	0.28%	No	1,579	109.65%	No	-
59.2		Kings Estate Rd./Hilltop Rd	Dobbs Rd to SR 207	616	12	106	734		1,150	4	0.35%	No	738	64.17%	No	-
67.1		Holmes Blvd.	SR 207 to CR 214	1,863	72	426	2,361	2,250	2,250	4	0.18%	No	2,365	105.11%	No	-
100		SR 206	CR 305 to SR 9 (I-95)	536	17	-	553		1,330	9	0.68%	No	562	42.26%	No	-
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	877	52	-	929		1,330	9	0.68%	No	938	70.53%	No	-
102	22	SR 206	SR 5 (US 1) to SR A1A	1,309	78	9	1,396		1,330	6	0.45%	No	1,402	105.41%	No	-
107.1	108	SR 207	CR 305 to Vermont Blvd.	1,812	46	172	2,030		4,350	1	0.02%	No	2,031	46.69%	No	-
107.2		SR 207	Vermont Blvd. to Cypress Links Blvd.	2,519	773	233	3,525		4,350	1	0.02%	No	3,526	81.06%	No	-
107.3		SR 207	Cypress Links Blvd. to SR 9 (I-95)	2,447	65	1,039	3,551		4,350	2	0.05%	No	3,553	81.68%	No	-
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	3,461	142	992	4,595		4,350	43	0.99%	No	4,638	106.62%	No	-
109		SR 207	Wildwood Dr. to Holmes Blvd.	3,052	137	1,257	4,446		3,360	24	0.71%	No	4,470	133.04%	No	-
110	5,052	SR 207	Holmes Blvd. to SR 312	3,527	110	1,335	4,972		3,290	19	0.58%	No	4,991	151.70%	No	-
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	1,367	64	533	1,964		3,290	14	0.43%	No	1,978	60.12%	No	-
112	298	SR 312	SR 207 to CR 5A	2,629	163	642	3,434		3,290	-	0.00%	No	3,434	104.38%	No	-
113	299	SR 312	CR 5A to SR 5 (US 1)	2,438	151	368	2,957		3,290	2	0.06%	No	2,959	89.94%	No	-
114.1		SR 312	SR 5 (US 1) to Sgt. Tutten Dr.	3,245	83	157	3,485		3,290	15	0.46%	No	3,500	106.38%	No	-
114.2	272	SR 312	Sgt. Tutten Dr. to SR A1A	3,508	90	129	3,727		3,290	15	0.46%	No	3,742	113.74%	No	-
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	1,463	29	1,193	2,685		4,350	2	0.05%	No	2,687	61.77%	No	-
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	2,543	69	40	2,652		3,360	25	0.74%	No	2,677	79.67%	No	-
117.2		SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	3,251	72	72	3,395		3,290	31	0.94%	No	3,426	104.13%	No	-
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	3,259	65	119	3,443		3,290	254	7.72%	Yes	3,697	112.37%	Yes	254
119		SR 5 (US 1)	CR 5A to Lewis Point Rd.	3,534	71	126	3,731		3,290	216	6.57%	Yes	3,947	119.97%	Yes	216
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	3,523	71	136	3,730		4,870	168	3.45%	Yes	3,898	80.04%	No	-
120.2		SR 5 (US 1)	Shore Dr. to SR 312	3,576	72	242	3,890		4,870	138	2.83%	Yes	4,028	82.71%	No	-
121	12	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	3,450	69	184	3,703		3,290	93	2.83%	Yes	3,796	115.38%	Yes	93
128	256	SR 9 (I-95)	SR 5 (US 1) to SR 206	7,497	150	333	7,980		8,490	-	0.00%	No	7,980	93.99%	No	-
129	261	SR 9 (I-95)	SR 206 to SR 207	7,979	160	201	8,340		8,490	-	0.00%	No	8,340	98.23%	No	-
130	257	SR 9 (I-95)	SR 207 to SR 16	9,639	193	487	10,319		8,490	41	0.48%	No	10,360	122.03%	No	-
150.1		Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	1,214	35	167	1,416	1,650	1,650	262	15.88%	Yes	1,678	101.70%	Yes	28
150.2		Wildwood Dr.	Deerchase Drive to SR 207	869	17	143	1,029		1,440	93	6.46%	Yes	1,122	77.92%	No	-
165		Rolling Hills Dr.	Dobbs Rd to SR 207	555	19	43	617		1,440	-	0.00%	No	617	42.85%	No	-
172		Brinkhoff Road	Wildwood Dr to SR 207	584	29	-	613		1,310	53	4.05%	Yes	666	50.84%	No	-

Table 05
Proportionate Fair Share Calculations
Osceola Lakes LDTA, St. Johns County, FL

MRN Link ID	Roadway	From/To	Approved Road Type	Segment Length (Miles)	Project Traffic for Prop Share	Adopted LOS Standard Table Service Volume	Improvement Required	Improved LOS MSV	Increase MSV	Project Traffic % of Increase in MSV	Cost of Improvement Per Mile	Cost of Construction This Segment	Cost of ROW (19% of Const.)	Number of Signals for Modification	Cost of Signal ** Modification	Cost of Design and CEI (46% of ROW + Const)	Total Cost of Improvement This Segment	Project Proportionate Share	
				A	B (Table 4)	C			D	E = D - C	F = B/E	G	H = G * A	I = 19% * H	J	K = J * \$600,000	L = 46% * (H + I + K)	M = H + I + K + L	N = F * M
118	SR 5 (US 1)	Wildwood Dr. to CR 5A	4PA	1.02	254	3,290	Widen from 4 to 6 Lanes	4,870	1,580	16.08%	\$ 6,551,618.80	\$ 6,682,651.00	\$ 1,269,704.00	2.00	\$ 1,200,000.00	\$ 7,223,828.00	\$ 16,376,183.00	\$ 2,632,626.89	
119	SR 5 (US 1)	CR 5A to Lewis Point Rd.	4PA	1.49	216	3,290	Widen from 4 to 6 Lanes	4,870	1,580	13.67%	\$ 6,551,618.80	\$ 9,761,912.00	\$ 1,854,763.00	3.00	\$ 1,800,000.00	\$ 9,185,415.00	\$ 22,602,090.00	\$ 3,089,905.97	
121	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	4PA	0.83	93	3,290	Widen from 4 to 6 Lanes	4,870	1,580	5.89%	\$ 6,551,618.80	\$ 5,437,844.00	\$ 1,033,190.00	3.00	\$ 1,800,000.00	\$ 6,818,420.00	\$ 15,089,454.00	\$ 888,176.72	
150.1	Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	2UC	1.13	28	1,440	Widen from 2 to 4 Lanes	3,220	1,780	1.57%	\$ 7,790,111.01	\$ 8,802,825.00	\$ 1,672,537.00		\$ -	\$ 8,402,118.00	\$ 18,877,480.00	\$ 296,949.12	
																		\$ 6,907,658.71	

Source:
C, D & G (Attachment F)

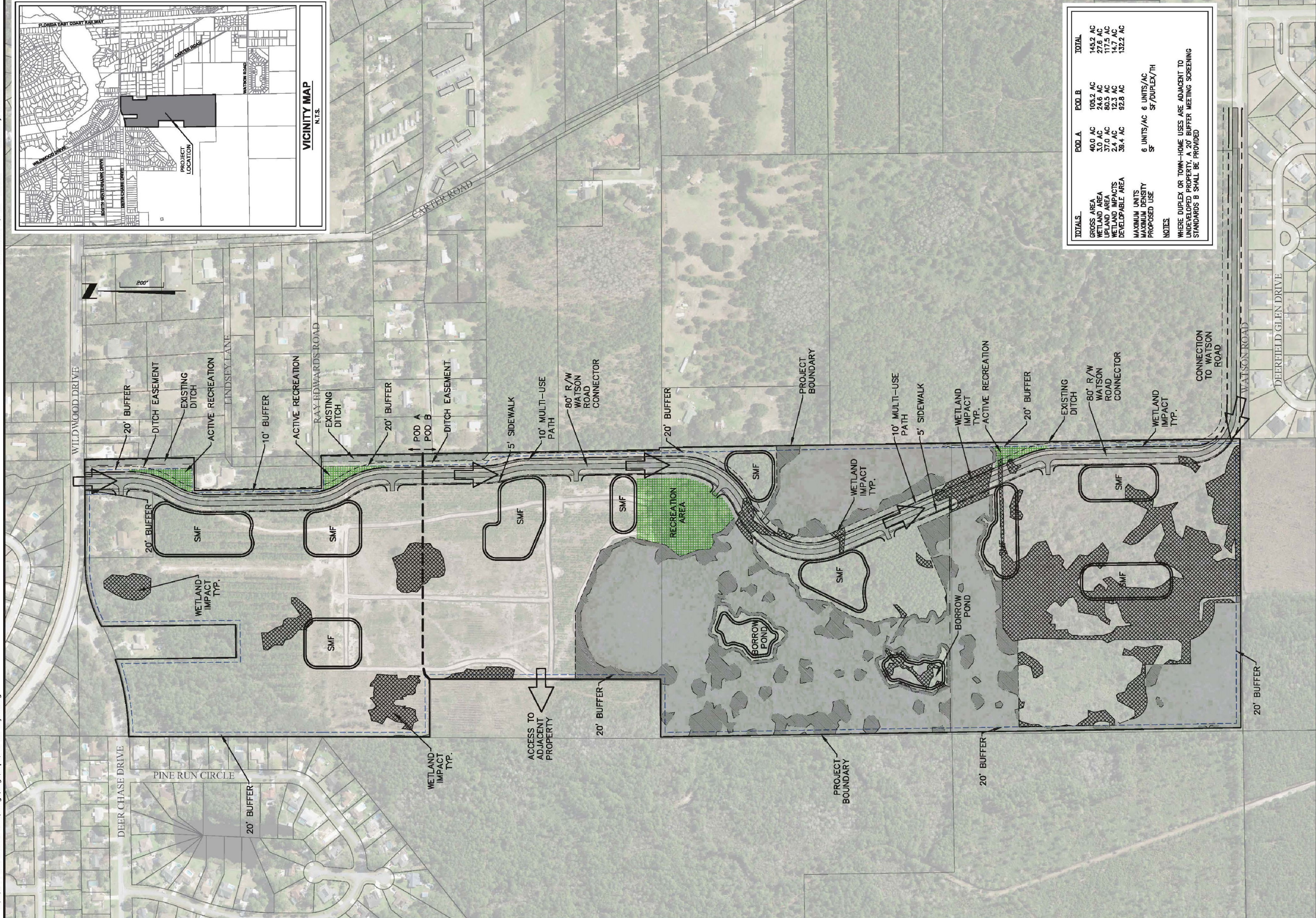
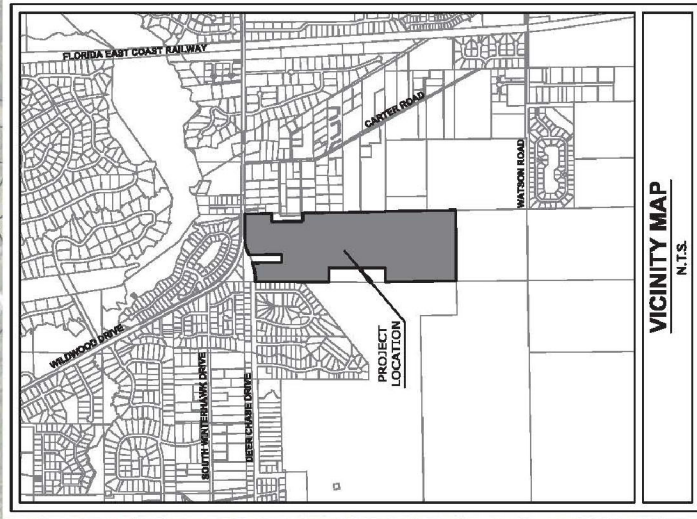
Table 06
Reduction in Traffic due to Watson Road Connector
Osceola Lakes LDTA, St. Johns County, FL

Roadway	Termini	Without Watson Road Connector		With Watson Road Connector		Decrease in Traffic Volumes	
		Year 2030 Total Traffic Volumes	Background Traffic Volumes	Year 2030 Total Traffic Volumes	Background Traffic Volumes	Year 2030 Total Traffic Volumes	Background Traffic Volumes
US 01	Watson Road to Wildwood Drive	79,638.94	78,832.44	75,162.44	75,078.74	4,476.50	3,753.70
Wildwood Drive	Watson Road Connector to US 01	16,873.12	13,215.06	11,329.05	8,332.31	5,544.07	4,882.75
Watson Road Connector	Wildwood Drive to Watson Road	4,767.36	-	10,415.63	6,377.58		
				100%	61.23%		

Source: Attachment G

Attachment A

Conceptual Site Plan
(Source: Connelly and Wicker, Inc.)



TOTALS	POD A	POD B	TOTAL
GROSS AREA	40.0 AC	105.2 AC	145.2 AC
WETLAND AREA	3.0 AC	24.6 AC	27.6 AC
WETLAND IMPACTS	37.0 AC	80.5 AC	117.5 AC
DEVELOPABLE AREA	2.4 AC	12.3 AC	14.7 AC
MAXIMUM UNITS	38.4 AC	92.8 AC	132.2 AC
MAXIMUM DENSITY PROPOSED USE	6 UNITS/AC		6 UNITS/AC
	SF		SF/DUPLEX/TH

NOTES
WHERE DUPLEX OR TOWN-HOME USES ARE ADJACENT TO UNDEVELOPED PROPERTY, A 20' BUFFER MEETING SCREENING STANDARDS B SHALL BE PROVIDED

<p>OSCEOLA LAKES ST. JOHNS COUNTY PREPARED FOR OSCEOLA LAKES LLC</p>		<p>PRELIMINARY SITE PLAN</p>	
<p>RICHARD C. WELCH P.E. NUMBER: 40279 Reg. Engineer</p>		<p>OSCEOLA LAKES LLC</p>	
<p>Project No.: 23-01-0038 Designed: JEW Checked: JEW Date: MAY, 2023 Scale: 1" = 20'</p>		<p>By: [] No. [] Date: [] Revision: []</p>	
<p>Sheet 1 OF 1</p>		<p>OSCEOLA LAKES ST. JOHNS COUNTY PREPARED FOR OSCEOLA LAKES LLC</p>	

Connelly & Wicker Inc.
 Planning · Engineering · Landscape Architecture
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 Florida Registry 3650 L.A. Number: LC26000311

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Attachment B

Study Methodology Document

St. Johns County Board of County Commissioners

Dick D'Souza

Assistant Director- Transportation

ddsouza@sjcfl.us

St. Johns County Board of County Commissioners

Ms. Jan Trantham

Senior Transportation Planner

jtrantham@sjcfl.us

Introduction

A residential development that is anticipated to include 640 dwelling units is proposed for development between Wildwood Drive and Watson Road in St. Johns County, FL. The proposed development will be seeking Workforce Housing designation (where a minimum of 30% of the units will meet the County's workforce housing criteria)

Access to the proposed development will be provided via a two-lane local collector connecting Wildwood Drive and Watson Road. A site location map is included as **Figure 01**. The location of the proposed local collector connection to Wildwood Drive and Watson Road is included in **Figure 02**. Following is a summary of the study scope and methodology.

Trip Generation

Table 01 summarizes the trip generation from the proposed residential development. Trip generation for the proposed development was estimated using the rates and equations included in the Trip Generation Manual, 11th Edition published by the Institute of Transportation Engineers (ITE). The proposed development is anticipated to generate 4,990 daily trips that include 336 AM peak and 427 PM peak trips.

Study Area

Since the proposed development is anticipated to generate a total of 427 PM peak trips (greater than the 50 PM peak trips threshold), the study area will include all the roadway segments within a four-mile radius of the proposed development. The details of the study area roadway segments were obtained from most recent St. Johns County's Transportation Analysis Spreadsheet (dated 06/01/2023). **Figure 03** also shows the study area roadway segments within a four-mile radius of the proposed development.

Planned and Programmed Improvements

The County Capital Improvement Plan (CIP), FDOT Planned and Programmed Improvements and NFTP O LRTP will be reviewed to determine any planned and programmed roadways within the 4-mile radius of the proposed development will be assumed in the roadway segment analysis. The following projects are anticipated to be planned and programmed roadways:

- SR 312 Extension – Between South Holmes Blvd to SR 207/SR 312 Intersection

Project Traffic Distribution & Assignment:

Project traffic distribution percentages on the study roadway segments using the interim year 2030 NERPM_ABv3 travel demand model run.

Roadway Segment Analysis

The segment analysis of the study area roadway segments will be performed to determine any impacts and adverse impacts due to the additional trips from the proposed development. The roadway segment will be considered impacted if the project traffic assignment (new trips) is equal to or greater than 1% of

its adopted LOS maximum service volume (MSV). A study area roadway segment will be considered adversely impacted if that roadway segment is impacted (project new trips 1% of its adopted LOS MSV) and the total traffic (Existing trips + Reserved Trips + New Project Traffic) exceed 100% of the roadway segments adopted LOS MSV.

Intersection Capacity Analysis:

The intersections with in the study area that meet the LDТА guidelines and criteria will be submitted as a Part 02 study/addendum.

LDТА Report:

A report summarizing the above tasks and the outcome of the analysis will be prepared for submittal to St. Johns County for review and approvals.

If you have any questions or comments, please give me a call at (904) 422 6923.

Sincerely,
Chindalur Traffic Solutions, Inc.



Rajesh Chindalur, PE, PTOE
Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard, Suite 103, Jacksonville, FL 32216
chindalur@ctrfficsolutions.com

CC: Mr. Greg Matovina <gmatovina@matovina.com>

Attachment C

SJC "Transportation Analysis
Spreadsheet" Dated 06/01/2023



St. Johns County Transportation Analysis Spreadsheet

Updated with 2022 FDOT and
St. Johns County Traffic Counts
Published: 06/01/2023

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (Mi.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2023 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
1			SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.68	ADT22	950	1.0200	0.101	98	2		100	21.1%	OK		475
2		16th Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.78	ADT22	1,785	1.0214	0.090	163	3		166	34.9%	OK		475
3		A Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.57	ADT22	3,221	1.0317	0.091	301	10		311	65.5%	OK		475
4		A. Nease Rd./Vermont Blvd.	SR 207 to Co. Landfill Entrance	TR	2MiC	D	2.45	ADT22	1,782	1.0346	0.121	223	8		231	22.0%	OK		1,050
5		Allen Nease Rd.	Co. Landfill Entrance to CR 214	TR	2MiC	D	1.23	ADT22	1,656	1.0381	0.130	224	9		233	22.2%	OK		1,050
7		Canal Blvd.	CR 210A (Roscoe Blvd) to CR 210 (Palm Vly Rd)	UZ	2UC	D	0.76	ADT22	2,998	1.0200	0.157	481	10		491	51.1%	OK		960
8		Cowpen Branch Rd.	CR 13 to SR 206	RU	2MiC	C	3.99	ADT22	584	1.0571	0.233	144	8		152	18.5%	OK		820
10		CR 13	CR 204 to Cowpen Branch Rd.	RU	2MaC	C	4.92	ADT22	3,840	1.0343	0.095	377	13		390	47.6%	OK		820
11		CR 13	Cowpen Branch Rd. to George Miller Rd.	RU	2MaC	C	2.47	ADT22	3,651	1.0369	0.096	365	13		378	46.1%	OK		820
12		CR 13	George Miller Rd. to SR 207 (W)	RD	2MaC	C	2.27	ADT22	3,462	1.0200	0.096	339	7		346	31.5%	OK		1,100
13		CR 13	SR 207 (W) to SR 207 (E)	RD	2MaC	C	1.59	ADT21	810	1.0200	0.099	83	2		85	7.7%	OK		1,100
14		CR 13	SR 207 to CR 13A	RU	2MaC	C	2.71	ADT22	2,059	1.0200	0.095	200	4	43	247	30.1%	OK		820
15		CR 13	CR 13A to CR 214	RU	2MaC	C	7.39	ADT22	745	1.0200	0.095	72	1		73	8.9%	OK		820
16		CR 13	CR 214 to CR 208	RU	2MaC	C	6.36	ADT22	603	1.0200	0.153	94	2		96	11.7%	OK		820
17.1		CR 13	CR 208 to Joe Ashton Rd.	TR	2MaC	D	4.10	ADT22	2,440	1.0204	0.093	233	5	50	288	13.6%	OK		2,110
17.2		CR 13	Joe Ashton Rd. to SR 16	UZ	2UC	D	1.27	ADT22	10,641	1.0204	0.092	1000	20	66	1,086	75.4%	OK		1,440
18		CR 13A	CR 13 to CR 305	RU	2MaC	C	0.97	ADT22	1,614	1.0200	0.112	184	4	54	242	29.5%	OK		820
19		CR 13A	CR 305 to CR 214	RU	2MaC	C	4.48	ADT22	1,894	1.0200	0.099	192	4	71	267	32.6%	OK		820
20		CR 13A	CR 214 to CR 208	TR	2MaC	D	3.76	ADT22	3,292	1.0260	0.111	373	10	51	434	20.6%	OK		2,110
21.1		CR 13A	CR 208 to Samara Lakes Parkway	TR	2MaC	D	2.85	ADT22	5,018	1.0487	0.102	537	26	119	682	52.1%	OK		1,310
21.2		CR 13A	Samara Lakes Parkway to SR 16	UZ	4UC	D	1.50	ADT22	17,770	1.0781	0.095	1816	142	189	2,147	66.7%	OK		3,220
22		CR 13B (Fruit Cove Rd)	SR 13 to SR 13	UZ	2UC	D	2.38	ADT22	1,014	1.0200	0.158	163	3		166	14.4%	OK		1,150
23.1		CR 16A	SR 13 to CR 210	UZ	2UC	D	0.57	ADT22	13,461	1.0380	0.092	1287	49	631	1,967	136.6%	DEFICIENT		1,440
23.2		CR 16A	CR 210 to Shearwater Pkwy	TR	2MaC	D	1.65	ADT22	4,677	1.0595	0.094	466	28	1,590	2,084	159.1%	DEFICIENT		1,310
24		CR 16A	Shearwater Pkwy to SR 16	TR	2MaC	D	5.10	ADT22	7,484	1.0677	0.095	760	51	1,175	1,986	151.6%	DEFICIENT		1,310
25.1		CR 16A (Lewis Spdwy)	SR 16 to Varella Ave.	UZ	2UC	D	0.98	ADT22	6,699	1.0200	0.127	869	17	14	900	62.5%	OK		1,440
25.2		CR 16A (Lewis Spdwy)	Varella Ave. to Woodlawn Rd.	UZ	2UC	D	0.35	ADT22	6,653	1.0204	0.113	767	16	87	870	60.4%	OK		1,440
26		CR 16A (Lewis Spdwy)	Woodlawn Rd. to SR 5 (US 1)	UZ	2UC	D	1.07	ADT22	8,636	1.0311	0.126	1126	35	187	1,348	93.6%	CRITICAL		1,440
27		CR 203 (Ponte Vedra Blvd)	SR A1A to CR 210 (Corona Rd)	UZ	2UC	D	4.27	ADT22	3,994	1.0200	0.096	392	8	55	455	39.6%	OK		1,150
28.1		CR 203 (Ponte Vedra Blvd)	CR 210 (Corona Rd) to CR 210A (Solana Rd)	UZ	2UC	D	0.65	ADT22	1,963	1.0200	0.120	241	5	6	252	21.9%	OK		1,150
28.2		CR 203 (Ponte Vedra Blvd)	CR 210A (Solana Rd) to Duval Co. Line	UZ	2UC	D	1.77	ADT22	2,553	1.0200	0.110	286	6		292	25.4%	OK		1,150
29		CR 204	CR 13 to SR 5 (US 1)	RU	2MaC	C	5.55	ADT22	3,864	1.0238	0.102	405	10	111	526	64.1%	OK		820
30		CR 208	CR 13 to Joe Ashton Rd.	TR	2MaC	D	4.03	ADT22	543	1.0200	0.096	53	1		54	2.6%	OK		2,110
31		CR 208	Joe Ashton Rd. to CR 13A	TR	2MaC	D	2.37	ADT22	3,433	1.0200	0.122	428	9		437	20.7%	OK		2,110
32		CR 208	CR 13A to SR 16	TR	2MaC	D	4.91	ADT22	5,949	1.0200	0.101	612	12	235	859	40.7%	OK		2,110
33		CR 210	CR 16A to Greenbriar Rd.	TR	2MaC	D	3.00	ADT22	11,262	1.0312	0.090	1045	33	897	1,975	150.8%	DEFICIENT		1,310
34.1		CR 210	Greenbriar Rd. to Cimarrone Blvd.	UZ	2UC	D	2.26	ADT22	26,496	1.0407	0.090	2482	101	1,720	4,303	298.8%	DEFICIENT		1,440
34.2		CR 210	Cimarrone Blvd. to CR 2209	UZ	4UC	D	0.71	ADT22	34,446	1.0441	0.090	3237	143	1,580	4,960	138.5%	DEFICIENT		3,580
34.3		CR 210	CR 2209 to Leo Maguire Parkway	UZ	4UC	D	1.22	ADT22	25,731	1.0317	0.090	2389	76	2,836	5,301	129.6%	DEFICIENT	4,090	4,090
35		CR 210	Leo Maguire Parkway to SR 9 (I-95)	UZ	6UC	D	0.81	ADT22	34,337	1.0379	0.090	3207	122	3,604	6,933	128.6%	DEFICIENT		5,390
36.1		CR 210	SR 9 (I-95) to Beachwalk Blvd	TR	4MaC	D	1.19	ADT22	37,039	1.0517	0.090	3506	181	2,379	6,066	172.3%	DEFICIENT	3,520	3,520



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36.2		CR 210	Beachwalk Blvd to Alternate CR 210	TR	6MaC	D	1.13	ADT22	22,757	1.0543	0.093	2231	121	2,245	4,597	95.4%	CRITICAL		4,820
36.3		Alternate CR 210	CR 210 W. to SR 5 (US 1) N	TR	2MaC	D	0.95	ADT22	7,822	1.0200	0.096	767	15	1,410	2,192	167.3%	DEFICIENT		1,310
36.4		CR 210	Alternate CR 210 to Valley Ridge Blvd	TR	2MaC	D	0.93	ADT22	13,726	1.0532	0.092	1335	71	1,175	2,581	176.8%	DEFICIENT		1,460
37		Palm Valley Rd (Old CR 210)	Valley Ridge Blvd. to Preservation Trail	TR	2MaC	D	1.86	ADT22	6,264	1.0567	0.103	685	39	286	1,010	77.1%	OK		1,310
38		CR 210 (Palm Valley Rd) E/W	CR 210A (Roscoe Blvd) to Mickler Rd.	UZ	2UC	D	1.36	ADT22	22,920	1.0386	0.097	2306	89	502	2,897	150.9%	DEFICIENT	1,920	1,920
39		CR 210 (Palm Valley Rd) N/S	Mickler Rd. to Canal Blvd.	UZ	2UC	D	1.98	ADT22	14,728	1.0202	0.095	1420	29	124	1,573	94.8%	CRITICAL	1,660	1,660
40		CR 210 (Palm Valley Rd) N/S	Canal Blvd. to SR A1A	UZ	2UC	D	1.43	ADT22	15,333	1.0200	0.090	1408	28	105	1,541	107.0%	DEFICIENT		1,440
41		CR 210 (Corona Rd) E/W	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.59	ADT22	6,341	1.0200	0.102	661	13	49	723	62.9%	OK		1,150
42		CR 210A (Roscoe Blvd)	Palm Valley Rd to Canal Blvd.	UZ	2UC	D	3.26	ADT22	5,671	1.0233	0.111	647	15	86	748	65.0%	OK		1,150
43.1		CR 210A (Roscoe Blvd)	Canal Blvd. to PGA Tour Blvd.	UZ	2UC	D	3.09	ADT22	6,115	1.0226	0.115	720	16	29	765	66.5%	OK		1,150
43.2		CR 210A (Solana Rd)	PGA Tour Blvd. to SR A1A	UZ	2UC	D	1.41	ADT22	11,784	1.0200	0.095	1138	23		1,161	68.7%	OK	1,690	1,690
43.3		CR 210A (Solana Rd)	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.65	ADT22	5,053	1.0200	0.137	706	14		720	75.0%	OK		960
44		CR 214	CR 13 to CR 13A	RU	2MaC	C	3.68	ADT22	981	1.0200	0.114	114	2		116	14.1%	OK		820
45		CR 214	CR 13A to Allen Nease Rd.	TR	2MaC	D	5.21	ADT22	2,347	1.0200	0.118	282	6	76	364	17.3%	OK		2,110
46		CR 214	Allen Nease Rd. to Holmes Blvd.	TR	2MaC	D	4.28	ADT22	5,978	1.0200	0.100	608	12	149	769	58.7%	OK		1,310
47		CR 214 (W. King St)	Holmes Blvd. to Volusia St.	UZ	2UC	E	0.64	ADT22	4,187	1.0200	0.100	428	9	82	519	36.0%	OK		1,440
48		CR 214 (W. King St)	Volusia St. to Palmer St.	UZ	2UC	E	0.94	ADT22	11,033	1.0200	0.090	1013	20	97	1,130	78.5%	OK		1,440
49		CR 214 (W. King St)	Palmer St. to SR 5 (US 1)	UZ	2UC	E	0.26	ADT22	12,457	1.0200	0.090	1144	23		1,167	91.9%	CRITICAL		1,270
51		CR 305	SR 206 to SR 207	TR	2MaC	D	3.96	ADT22	656	1.0200	0.116	78	2		80	3.8%	OK		2,110
52		CR 305	CR 13 to SR 207	RU	2MaC	C	4.98	ADT22	596	1.0200	0.101	61	1	13	75	9.1%	OK		820
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	UZ	2UC	D	1.31	ADT22	8,469	1.0283	0.090	784	22	175	981	68.1%	OK		1,440
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	UZ	2UC	D	0.37	ADT22	14,897	1.0238	0.100	1528	36	137	1,701	118.1%	DEFICIENT		1,440
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	UZ	2UC	D	0.77	ADT22	14,562	1.0200	0.090	1342	27	166	1,535	106.6%	DEFICIENT		1,440
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	UZ	2UC	D	0.37	ADT22	17,974	1.0200	0.090	1650	33	290	1,973	137.0%	DEFICIENT		1,440
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	UZ	2UC	D	0.95	ADT22	10,430	1.0200	0.100	1069	21	79	1,169	81.2%	OK		1,440
56		A1A Beach Blvd.	SR A1A (S) to 11th Street	UZ	2UC	D	1.87	ADT22	6,764	1.0200	0.090	621	12		633	44.0%	OK		1,440
57		A1A Beach Blvd.	11th Street to SR 312	UZ	2UC	D	1.26	ADT22	9,958	1.0200	0.090	914	18		932	64.7%	OK		1,440
58		Cracker Swamp Rd.	Putnam Co. Line to CR 13	RU	2MiC	C	4.19	ADT22	896	1.0357	0.090	83	3		86	10.5%	OK		820
59.1		Kings Estate Rd.	CR 5A to Dobbs Rd	UZ	2UC	D	0.42	ADT22	13,801	1.0427	0.099	1418	61	96	1,575	109.4%	DEFICIENT		1,440
59.2		Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	UZ	2UC	D	1.68	ADT22	5,841	1.0200	0.103	616	12	106	734	63.8%	OK		1,150
60		Faver Dykes Rd.	SR 5 (US 1) to State Park Entr.	RU	2MiC	C	1.57	ADT22	319	1.0200	0.113	37	1	375	413	50.4%	OK		820
61		Federal Point Rd.	Putnam Co. Line to Hastings City Limits (W)	RU	2MiC	C	1.13	ADT22	482	1.0200	0.116	57	1		58	7.1%	OK		820
62.1		Four Mile Rd./Volusia St.	CR 214 to Holmes Blvd.	UZ	2UC	D	0.95	ADT22	8,434	1.0287	0.090	781	22	22	825	57.3%	OK		1,440
62.2		Four Mile Rd.	Holmes Blvd. to SR 16	UZ	2UC	D	0.85	ADT22	16,174	1.0444	0.090	1520	68	235	1,823	158.5%	DEFICIENT		1,150
63		George Miller Rd.	CR 13 to CR 13	RU	2MiC	C	2.73	ADT22	2,416	1.0317	0.121	301	10		311	37.9%	OK		820
64		Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	3.09	ADT22	5,293	1.0399	0.125	690	28	431	1,149	79.8%	OK		1,440
65		Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	UZ	2UC	D	2.25	ADT22	10,873	1.0470	0.091	1039	49	775	1,863	129.4%	DEFICIENT		1,440
66		Hastings Blvd.	Cracker Swamp Rd. to CR 13	RU	2MiC	C	2.53	ADT22	703	1.0200	0.120	86	2		88	10.7%	OK		820
67.1		Holmes Blvd.	SR 207 to CR 214	UZ	2UC	D	1.75	ADT22	19,921	1.0389	0.090	1863	72	426	2,361	104.9%	DEFICIENT	2,250	2,250
67.2		Holmes Blvd.	CR 214 to Four Mile Rd.	UZ	2UC	D	1.61	ADT22	16,930	1.0408	0.090	1586	65	429	2,080	98.6%	CRITICAL	2,110	2,110
67.3		Kenton Morrison Rd.	Four Mile Rd. to SR 16	UZ	2UC	D	0.47	ADT22	9,117	1.0460	0.097	920	42	139	1,101	76.5%	OK		1,440



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68		Joe Ashton Rd.	CR 208 to CR 13	TR	2MiC	D	3.20	ADT22	2,299	1.0268	0.113	267	7		274	20.9%	OK		1,310
69		Leo Maguire Parkway	CR 16A to CR 210	UZ	2UC	D	5.11	ADT22	7,214	1.0552	0.103	781	43	252	1,076	74.7%	OK		1,440
71		Masters Dr./Palmer St.	CR 214 to SR 16	UZ	2UC	D	1.75	ADT22	7,113	1.0200	0.097	706	14	81	801	69.7%	OK		1,150
72		Mickler Rd.	CR 210 to SR A1A	UZ	2UC	D	1.38	ADT22	11,014	1.0538	0.100	1155	62	383	1,600	111.1%	DEFICIENT		1,440
73.1		International Golf Pkwy.	SR 16 to Royal Pines Parkway	UZ	4UC	D	1.50	ADT22	26,050	1.0607	0.092	2554	155	2,588	5,297	148.0%	DEFICIENT		3,580
73.2		International Golf Pkwy.	Royal Pines Parkway to SR 9 (I-95)	UZ	4UC	D	0.90	ADT22	24,307	1.0469	0.095	2420	114	3,217	5,751	160.6%	DEFICIENT		3,580
74.1		International Golf Pkwy.	SR 9 (I-95) to N. Francis Road	TR	4MaC	D	0.70	ADT22	20,846	1.0605	0.104	2303	139	1,458	3,900	121.9%	DEFICIENT		3,200
74.2		International Golf Pkwy.	N. Francis Road to St. Marks Pond Blvd.	TR	2MaC	D	3.23	ADT22	11,606	1.0471	0.105	1277	60	633	1,970	134.9%	DEFICIENT		1,460
74.3		International Golf Pkwy.	St. Marks Pond Blvd. To SR 5 (US 1)	TR	2MaC	D	0.81	ADT22	12,590	1.0512	0.097	1287	66	609	1,962	134.4%	DEFICIENT		1,460
75		Pope Rd.	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.86	ADT22	2,620	1.0200	0.104	277	6		283	24.6%	OK		1,150
76		Race Track Rd.	SR 13 to Bishop Estates Rd.	UZ	4UC	D	3.07	ADT22	25,304	1.0200	0.090	2323	46	420	2,789	74.0%	OK	3,770	3,770
77.1		Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	UZ	4UC	D	1.02	ADT22	29,833	1.0466	0.097	3039	142	613	3,794	106.0%	DEFICIENT		3,580
77.2		Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	UZ	4UC	D	1.23	ADT22	30,130	1.0532	0.095	3016	160	1,000	4,176	116.6%	DEFICIENT		3,580
77.3		Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	UZ	4UC	D	1.05	ADT22	27,910	1.0653	0.091	2719	178	1,127	4,024	112.4%	DEFICIENT		3,580
77.4		Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	UZ	4UC	D	0.39	ADT22	22,482	1.0300	0.095	2204	66	1,130	3,400	95.0%	CRITICAL		3,580
78.11		Race Track Rd.	Bartram Park Blvd to East Peyton Pkwy	UZ	4UC	D	0.66	ADT22	21,806	1.0502	0.098	2244	113	1,063	3,420	95.5%	CRITICAL		3,580
78.12		Race Track Rd.	East Peyton Pkwy to Bartram Springs Pkwy	UZ	4UC	D	0.83	ADT22	21,806	1.0502	0.098	2244	113	1,110	3,467	96.8%	CRITICAL		3,580
78.2		Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	UZ	4UC	D	0.97	ADT22	19,851	1.0456	0.094	1951	89	1,192	3,232	90.3%	CRITICAL		3,580
79		Roberts Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	2.69	ADT22	14,549	1.0223	0.092	1368	31	711	2,110	146.5%	DEFICIENT		1,440
80		Russell Sampson Rd.	CR 210 to St. Johns Pkwy	UZ	2UC	D	2.37	ADT22	6,666	1.0665	0.155	1101	73	417	1,591	110.5%	DEFICIENT		1,440
81	262	SR 13/SR 16	SR 16 (East) to SR 16 (West)	TR	2MA	D	4.07	ADT22	11,000	1.0200	0.090	1010	20	644	1,674	125.9%	DEFICIENT		1,330
82	105	SR 13	SR 16 (West) to CR 16A	UZ	2MA	D	1.34	ADT22	13,500	1.0358	0.090	1258	45	765	2,068	155.5%	DEFICIENT		1,330
83	4	SR 13	CR 16A to Greenbriar Rd.	TR	2MA	D	6.17	ADT22	4,500	1.1000	0.090	446	45	538	1,029	50.9%	OK		2,020
84	290	SR 13	Greenbriar Rd. to Roberts Rd.	UZ	2MA	D	2.79	ADT22	9,800	1.0425	0.090	919	39	497	1,455	72.0%	OK		2,020
85	360	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	UZ	4MA	D	0.86	ADT22	27,113	1.0200	0.090	2489	50	865	3,404	101.3%	DEFICIENT		3,360
86	24	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	UZ	4MA	D	1.17	ADT22	27,500	1.0200	0.090	2525	50	839	3,414	103.8%	DEFICIENT		3,290
88	3584 (Duval)	SR 13	Race Track Rd. to Duval Co. Line	UZ	4MA	D	0.71	ADT22	45,142	1.0200	0.091	4198	84	167	4,449	135.2%	DEFICIENT		3,290
89	0015 (Clay)	SR 16	Clay Co. Line to SR 13	UZ	2MA	D	1.85	ADT22	21,051	1.0235	0.091	1969	46	848	2,863	215.3%	DEFICIENT		1,330
90	235	SR 16	SR 13 to CR 16A	UZ	2MA	D	1.66	ADT22	17,218	1.0200	0.090	1581	32	669	2,282	113.0%	DEFICIENT		2,020
91.1	5050	SR 16	CR 16A to International Golf Pkwy.	UZ	4MA	D	1.49	ADT22	24,731	1.0200	0.091	2297	46	2,607	4,950	147.3%	DEFICIENT		3,360
91.2		SR 16	International Golf Pkwy to CR 2209	UZ	2MA	D	0.76	ADT22	18,735	1.0414	0.090	1756	73	1,147	2,976	152.6%	DEFICIENT		1,950
92.11	43	SR 16	CR 2209 to S. Francis Rd	TR	2MA	D	0.96	ADT22	19,355	1.0388	0.095	1910	74	1,055	3,039	228.5%	DEFICIENT		1,330
92.12		SR 16	S. Francis Rd to West Mall Entrance	TR	2MA	D	3.39	ADT22	20,708	1.0541	0.090	1965	106	1,225	3,296	247.8%	DEFICIENT		1,330
92.2	42	SR 16	West Mall Entrance to I-95	TR	4MA	D	0.82	ADT22	24,000	1.0421	0.095	2376	100	1,386	3,862	117.4%	DEFICIENT		3,290
93.1		SR 16	SR 9 (I-95) to Inman Rd.	TR	4MA	D	0.34	ADT22	40,568	1.0330	0.090	3772	124	2,321	6,217	189.0%	DEFICIENT		3,290
93.2	6	SR 16	Inman Rd. to Four Mile Rd.	TR	4MA	D	2.00	ADT22	37,500	1.0283	0.095	3663	104	1,962	5,729	174.1%	DEFICIENT		3,290
94	5051	SR 16	Four Mile Rd. to Woodlawn Rd.	UZ	4MA	D	0.77	ADT22	24,500	1.0358	0.090	2284	82	1,094	3,460	105.2%	DEFICIENT		3,290
95	104	SR 16	Woodlawn Rd. to Masters Dr.	UZ	4MA	D	1.61	ADT22	25,500	1.0200	0.090	2341	47	968	3,356	102.0%	DEFICIENT		3,290
96		SR 16	Masters Dr. to Lewis Spdwy. (CR 16A)	UZ	4MA	D	0.19	ADT22	22,435	1.0200	0.090	2060	41	661	2,762	85.0%	OK		3,250
97	187	SR 16	Lewis Spdwy. (CR 16A) to St. Aug. Limits (W)	UZ	4MA	D	0.10	ADT22	23,000	1.0200	0.090	2111	42	592	2,745	84.5%	OK		3,250
99	75	SR 206	SR 207 to CR 305	RD	2MA	C	3.50	ADT22	5,100	1.0200	0.095	494	10		504	64.6%	OK		780



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100		SR 206	CR 305 to SR 9 (I-95)	TR	2MA	D	5.05	ADT22	4,979	1.0312	0.104	536	17		553	41.6%	OK		1,330
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	TR	2MA	D	2.16	ADT22	9,200	1.0596	0.090	877	52		929	69.8%	OK		1,330
102	22	SR 206	SR 5 (US 1) to SR A1A	UZ	2MA	D	3.87	ADT22	13,000	1.0596	0.095	1309	78	9	1,396	105.0%	DEFICIENT		1,330
103	178	SR 207	Putnam Co. Line to Hastings City Limits (W)	RU	4MA	B	0.53	ADT22	18,100	1.0200	0.095	1754	35		1,789	58.8%	OK		3,040
104	279	SR 207	Hastings City Limits (E) to SR 206	RD	4MA	B	1.31	ADT22	22,000	1.0200	0.095	2132	43		2,175	71.5%	OK		3,040
105	231	SR 207	SR 206 to CR 13	RD	4MA	B	1.29	ADT22	18,100	1.0207	0.095	1755	36	43	1,834	60.3%	OK		3,040
106	58	SR 207	CR 13 to CR 305	RU	4MA	B	4.49	ADT22	16,100	1.0200	0.095	1560	31		1,591	52.3%	OK		3,040
107.1	108	SR 207	CR 305 to Vermont Blvd.	TR	4MA	C	2.48	ADT22	18,600	1.0254	0.095	1812	46	172	2,030	46.7%	OK		4,350
107.2		SR 207	Vermont Blvd. to Cypress Links Blvd.	TR	4MA	C	1.07	ADT22	21,416	1.3070	0.090	2519	773	233	3,525	81.0%	OK		4,350
107.3		SR 207	Cypress Links Blvd. to SR 9 (I-95)	TR	4MA	C	0.59	ADT22	26,492	1.0265	0.090	2447	65	1,039	3,551	81.6%	OK		4,350
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	TR	4MA	C	1.77	ADT22	35,000	1.0409	0.095	3461	142	992	4,595	105.6%	DEFICIENT		4,350
109		SR 207	Wildwood Dr. to Holmes Blvd.	UZ	4MA	D	1.63	ADT22	32,453	1.0449	0.090	3052	137	1,257	4,446	132.3%	DEFICIENT		3,360
110	5052	SR 207	Holmes Blvd. to SR 312	UZ	4MA	D	0.39	ADT22	38,000	1.0313	0.090	3527	110	1,335	4,972	151.1%	DEFICIENT		3,290
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	UZ	4MA	D	1.14	ADT22	14,507	1.0467	0.090	1367	64	533	1,964	59.7%	OK		3,290
112	298	SR 312	SR 207 to CR 5A	UZ	4MA	D	0.80	ADT22	27,500	1.0621	0.090	2629	163	642	3,434	104.4%	DEFICIENT		3,290
113	299	SR 312	CR 5A to SR 5 (US 1)	UZ	4MA	D	0.20	ADT22	25,500	1.0621	0.090	2438	151	368	2,957	89.9%	OK		3,290
114.1		SR 312	SR 5 (US 1) to Sgt. Tutten Dr.	UZ	4MA	D	0.27	ADT22	35,160	1.0256	0.090	3245	83	157	3,485	105.9%	DEFICIENT		3,290
114.2	272	SR 312	Sgt. Tutten Dr. to SR A1A	UZ	4MA	D	2.33	ADT22	38,000	1.0256	0.090	3508	90	129	3,727	113.3%	DEFICIENT		3,290
115	21	SR 5 (US 1)	Flagler Co. Line to SR 9 (I-95)	RU	4PA	C	0.75	ADT22	14,200	1.0200	0.095	1376	28	319	1,723	39.6%	OK		4,350
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	RU	4PA	C	6.69	ADT22	15,100	1.0200	0.095	1463	29	1,193	2,685	61.7%	OK		4,350
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	UZ	4PA	D	2.32	ADT22	27,500	1.0273	0.090	2543	69	40	2,652	78.9%	OK		3,360
117.2		SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	UZ	4PA	D	1.70	ADT22	35,343	1.0222	0.090	3251	72	72	3,395	103.2%	DEFICIENT		3,290
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	UZ	4PA	E	1.02	ADT22	35,500	1.0200	0.090	3259	65	119	3,443	104.7%	DEFICIENT		3,290
119		SR 5 (US 1)	CR 5A to Lewis Point Rd.	UZ	4PA	E	1.49	ADT22	38,492	1.0200	0.090	3534	71	126	3,731	113.4%	DEFICIENT		3,290
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	UZ	6PA	E	0.67	ADT22	38,372	1.0202	0.090	3523	71	136	3,730	76.6%	OK		4,870
120.2		SR 5 (US 1)	Shore Dr. to SR 312	UZ	6PA	E	0.42	ADT22	38,943	1.0202	0.090	3576	72	242	3,890	79.9%	OK		4,870
121	12	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	UZ	4PA	E	0.83	ADT22	37,582	1.0200	0.090	3450	69	184	3,703	112.6%	DEFICIENT		3,290
122	102	SR 5 (US 1)	St. Aug. Limits (N) to CR 16A (Lewis Spdwy)	UZ	4PA	D	0.80	ADT22	21,000	1.0312	0.090	1949	61	555	2,565	78.0%	OK		3,290
123		SR 5 (US 1)	CR 16A (Lewis Spdwy) to Gun Club Rd.	UZ	4PA	D	2.43	ADT22	22,169	1.0200	0.103	2326	47	1,052	3,425	104.1%	DEFICIENT		3,290
124		SR 5 (US 1)	Gun Club Rd. to International Golf Pkwy.	UZ	4PA	D	3.69	ADT22	23,111	1.0205	0.096	2257	46	1,646	3,949	120.0%	DEFICIENT		3,290
125.1	48	SR 5 (US 1)	International Golf Pkwy. to Alternate CR 210	TR	4PA	D	5.39	ADT22	27,272	1.0465	0.095	2711	126	1,381	4,218	125.5%	DEFICIENT		3,360
125.2		SR 5 (US 1)	Alternate CR 210 to Valley Ridge Blvd.	TR	4PA	D	0.60	ADT22	25,581	1.0200	0.095	2479	50	678	3,207	95.4%	CRITICAL		3,360
126	47	SR 5 (US 1)	Valley Ridge Blvd. to Duval Co. Line	TR	4PA	D	2.25	ADT22	26,043	1.0200	0.095	2524	50	1,276	3,850	114.6%	DEFICIENT		3,360
127	0251 (Flagler)	SR 9 (I-95)	Flagler Co. Line to SR 5 (US 1)	RU	6IF	C	0.94	ADT22	77,000	1.0200	0.090	7069	141	239	7,449	87.7%	OK		8,490
128	256	SR 9 (I-95)	SR 5 (US 1) to SR 206	RU	6IF	C	7.22	ADT22	70,000	1.0200	0.105	7497	150	333	7,980	94.0%	CRITICAL		8,490
129	261	SR 9 (I-95)	SR 206 to SR 207	TR	6IF	C	5.74	ADT22	74,500	1.0200	0.105	7979	160	201	8,340	98.2%	CRITICAL		8,490
130	257	SR 9 (I-95)	SR 207 to SR 16	TR	6IF	C	6.68	ADT22	90,000	1.0200	0.105	9639	193	487	10,319	121.5%	DEFICIENT		8,490
131	258	SR 9 (I-95)	SR 16 to International Golf Pkwy.	TR	6IF	D	5.65	ADT22	96,500	1.0200	0.105	10335	207	898	11,440	112.2%	DEFICIENT		10,200
132	55	SR 9 (I-95)	International Golf Pkwy. to CR 210	TR	10IF	D	5.96	ADT22	101,500	1.0227	0.105	10899	247	1,719	12,865	76.8%	OK		16,760
133	259	SR 9 (I-95)	CR 210 to Duval Co. Line	TR	10IF	D	2.82	ADT22	118,000	1.0215	0.105	12656	272	3,117	16,045	95.7%	CRITICAL		16,760
134	20	SR A1A	Flagler Co. Line to Ft. Matanzas Mon. Entr.	UZ	2MA	D	3.45	ADT22	7,000	1.0200	0.090	643	13		656	49.3%	OK		1,330



St. Johns County Transportation Analysis Spreadsheet

Updated with 2022 FDOT and
St. Johns County Traffic Counts
Published: 06/01/2023

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (Mi.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2023 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
135	276	SR A1A	Ft. Matanzas Monument Entr. to SR 206	UZ	2MA	D	3.95	ADT22	13,000	1.0200	0.090	1193	24		1,217	60.2%	OK		2,020
136	275	SR A1A	SR 206 to Owens Ave.	UZ	2MA	D	2.43	ADT22	16,500	1.0250	0.091	1533	38	23	1,594	78.9%	OK		2,020
137	110	SR A1A	Owens Ave. to A1A Beach Blvd.(S)	UZ	4MA	D	1.53	ADT22	28,000	1.0207	0.090	2574	53		2,627	79.8%	OK		3,290
138	329	SR A1A	A1A Beach Blvd.(S) to Pope Rd.	UZ	4MA	D	2.83	ADT22	26,523	1.0207	0.091	2459	51	14	2,524	75.1%	OK		3,360
139		SR A1A	Pope Rd. to SR 312	UZ	4MA	D	0.10	ADT22	23,937	1.0200	0.090	2199	44	23	2,266	68.9%	OK		3,290
140	240	SR A1A	SR 312 to St. Aug. City Limits (S)	UZ	4MA	D	0.90	ADT22	22,500	1.0212	0.090	2069	44	10	2,123	64.5%	OK		3,290
141	9	SR A1A	St. Aug. Limits (N) to SR A1A (Cstl. Hwy.)	UZ	2MA	D	1.03	ADT22	16,400	1.0200	0.090	1506	30	180	1,716	108.6%	DEFICIENT		1,580
142		SR A1A	SR A1A (Vilano Rd.) to 3rd St.	UZ	2MA	D	2.87	ADT22	11,823	1.0255	0.090	1092	28	35	1,155	57.2%	OK		2,020
143.1		SR A1A	3rd St. to Guana River Park Dam Use Entr.	TR	2MA	D	4.79	ADT22	5,411	1.0212	0.096	531	11	74	616	30.5%	OK		2,020
143.2	78	SR A1A	Guana River Park Dam Use Entr. to Mickler Rd.	TR	2MA	D	9.81	ADT22	5,700	1.0200	0.090	524	10	37	571	42.9%	OK		1,330
144.1		SR A1A	Mickler Rd. to Sawgrass Dr. W (2-lane)	UZ	2MA	D	2.28	ADT22	17,057	1.0405	0.094	1669	68	212	1,949	96.5%	CRITICAL		2,020
144.2	274	SR A1A	Sawgrass Dr. W to Palm Valley Rd. (4-lane)	UZ	4MA	D	0.48	ADT22	22,000	1.0405	0.090	2061	83	212	2,356	70.1%	OK		3,360
145.1	81	SR A1A	Palm Valley Rd to PGA Tour Blvd.	UZ	4MA	D	0.54	ADT22	35,732	1.0200	0.090	3280	66	271	3,617	109.9%	DEFICIENT		3,290
145.2		SR A1A	PGA Tour Blvd. to Corona Rd	UZ	4MA	D	0.97	ADT22	41,427	1.0200	0.090	3803	76	122	4,001	119.1%	DEFICIENT		3,360
146	266	SR A1A	Corona Rd to CR 210A (Solana Rd)	UZ	4MA	D	0.79	ADT22	41,258	1.0200	0.090	3787	76	89	3,952	117.6%	DEFICIENT		3,360
147.1	80	SR A1A	CR 210A (Solana Rd) to Marlin Ave.	UZ	4MA	D	1.20	ADT22	50,056	1.0200	0.090	4595	92		4,687	139.5%	DEFICIENT		3,360
147.2		SR A1A	Marlin Ave. to Duval Co. Line	UZ	4MA	D	0.56	ADT22	53,766	1.0200	0.090	4936	99		5,035	149.9%	DEFICIENT		3,360
148		St. Ambrose Church Rd.	CR 13A to SR 207	RU	2MiC	C	3.59	ADT22	439	1.0200	0.100	45	1		46	5.6%	OK		820
149		Varella Ave.	SR 16 to Lewis Speedway (CR 16A)	UZ	2UC	D	0.77	ADT22	3,175	1.0200	0.217	702	14	63	779	67.7%	OK		1,150
150.1		Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	UZ	2UC	D	1.13	ADT22	13,034	1.0285	0.091	1214	35	167	1,416	85.8%	OK	1,650	1,650
150.2		Wildwood Dr.	Deerchase Drive to SR 207	UZ	2UC	D	2.64	ADT22	9,150	1.0201	0.093	869	17	143	1,029	71.5%	OK		1,440
151.1		Woodlawn Rd.	SR 16 to Heritage Park Drive (N)	UZ	2UC	D	1.47	ADT22	9,866	1.0451	0.116	1,200	54	98	1,352	117.6%	DEFICIENT		1,150
151.2		Woodlawn Rd.	Heritage Park Dr. (N) to Lewis Speedway (CR 16A)	UZ	2UC	D	0.90	ADT22	7,602	1.0623	0.120	969	60	102	1,131	78.5%	OK		1,440
152.2		Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4UC	D	1.75	ADT22	10,661	1.0754	0.132	1,518	114	995	2,627	81.6%	OK		3,220
153.1		Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	TR	4MaC	D	3.03	ADT22	7,250	1.1161	0.101	817	95	1,331	2,243	77.9%	OK		2,880
153.2		Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	UZ	4UC	D	0.36	ADT22	15,419	1.0997	0.100	1,702	170	1,399	3,271	101.6%	DEFICIENT		3,220
154		Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	UZ	4UC	D	4.08	ADT22	12,505	1.1556	0.104	1,502	234	992	2,728	84.7%	OK		3,220
155		Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	UZ	4UC	D	0.63	ADT22	13,954	1.1200	0.113	1,761	211	1,440	3,412	106.0%	DEFICIENT		3,220
156		Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	UZ	4UC	D	1.63	ADT22	20,268	1.1501	0.106	2,480	372	1,450	4,302	133.6%	DEFICIENT		3,220
157		St. Johns Pkwy	CR 210 to SR 9B	UZ	4MA	D	0.95	ADT22	39,356	1.1953	0.091	4,274	835	1,052	6,161	172.1%	DEFICIENT		3,580
158		St. Johns Pkwy	SR 9B to Longleaf Pine Pkwy	UZ	4MA	D	0.79	ADT22	22,809	1.1396	0.106	2,758	385	1,519	4,662	130.2%	DEFICIENT		3,580
159		St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4MA	D	1.40	ADT22	11,734	1.0653	0.103	1,283	84	741	2,108	58.9%	OK		3,580
160.1		Valley Ridge Blvd	US 1 to CR 210 W.	TR	4MA	D	0.64	ADT22	10,289	1.0200	0.111	1167	23	910	2,100	65.6%	OK		3,200
160.2		Valley Ridge Blvd	CR 210 W. to Nocatee Pkwy	TR	4MA	D	1.45	ADT22	13,583	1.0267	0.092	1290	34	907	2,231	69.7%	OK		3,200
161.1		Nocatee Pkwy	US 1 to Duval County Line	TR	4E	D	1.80	ADT22	28,885	1.1635	0.091	3048	498	2,229	5,775	83.8%	OK		6,890
161.2		Nocatee Pkwy	Duval County Line to Crosswater Pkwy	TR	6E	D	0.46	ADT22	28,651	1.0864	0.093	2907	251	2,094	5,252	51.5%	OK		10,200
162		Nocatee Pkwy	Crosswater Pkwy to Palm Valley Rd/Davis Park Rd	TR	4MA	D	1.26	ADT22	27,577	1.0783	0.092	2722	213	814	3,749	117.2%	DEFICIENT		3,200
163		CR 210 (Palm Valley Rd)	Palm Valley Rd to CR 210A (Roscoe Blvd)	TR	4MA	D	0.67	ADT22	25,896	1.0666	0.101	2790	186	738	3,714	116.1%	DEFICIENT		3,200
164		Crosswater Pkwy	Preservation Trail to Nocatee Pkwy	TR	4MA	D	0.65	ADT22	24,067	1.0500	0.095	2401	120		2,521	78.8%	OK		3,200
165		Rolling Hills Dr.	Dobbs Rd to SR 207	UZ	2UC	D	1.13	ADT22	5,647	1.0342	0.095	555	19	43	617	42.8%	OK		1,440







St. Johns County Transportation Analysis Spreadsheet

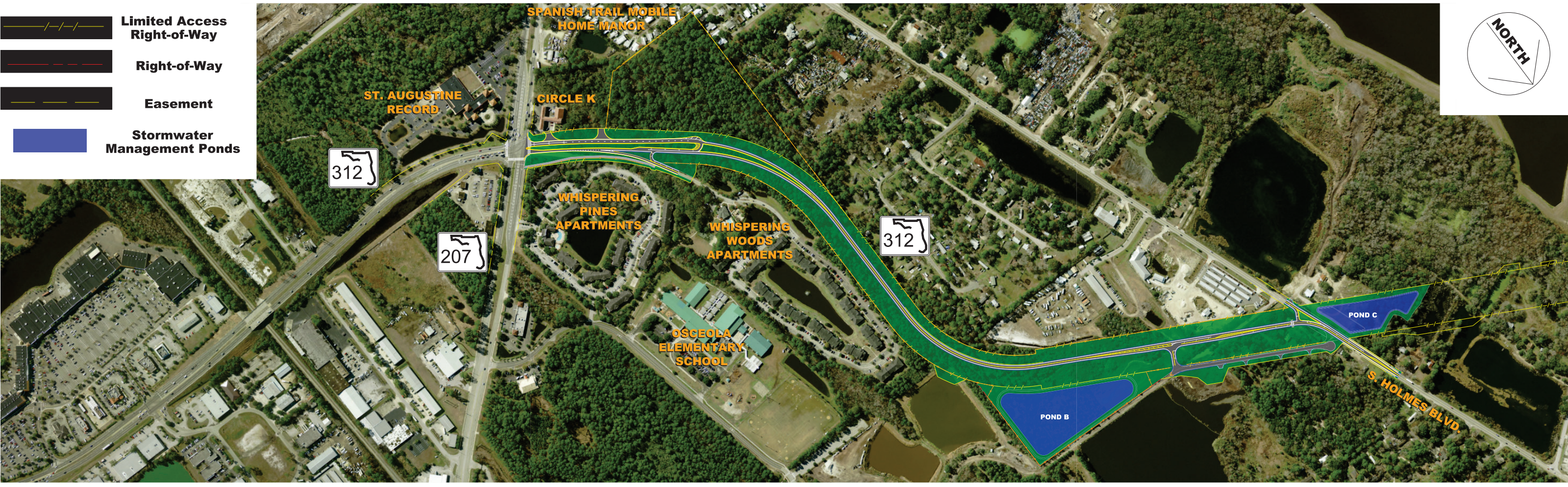
Updated with 2022 FDOT and
St. Johns County Traffic Counts
Published: 06/01/2023

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (Mi.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2023 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
166		SR 9B	St. Johns Pkwy to W. Peyton Pkwy	UZ	4IF	D	1.13	ADT22	31,041	1.0500	0.134	4372	219	830	5,421	73.3%	OK		7,400
167		SR 9B	W. Peyton Pkwy to Duval County Line	UZ	4IF	D	0.94	ADT22	58,757	1.0500	0.025	1562	78	881	2,521	34.1%	OK		7,400
168		West Peyton Pkwy	SR 9B to Race Track Rd	UZ	4MA	D	0.62	ADT22	28,601	1.0500	0.101	3045	152	33	3,230	90.2%	CRITICAL		3,580
170		Silverleaf Pkwy	SR 16/CR 16A to St. Johns Pkwy (CR 2209)	TR	4MA	D	2.03	ADT22	11,172	1.0500	0.091	1067	53	2,859	3,979	124.3%	DEFICIENT		3,200
171.2		St. Johns Pkwy (CR 2209)	Silverleaf Pkwy to First Coast Expressway	TR	4MA	D	1.60	ADT22	21,678	1.0500	0.094	2150	108	2,542	4,800	150.0%	DEFICIENT		3,200
171.3		St. Johns Pkwy (CR 2209)	First Coast Expressway to CR 210	UZ	4MA	D	2.52	ADT22	21,678	1.0500	0.094	2140	107	3,378	5,625	157.1%	DEFICIENT		3,580
172		Brinkhoff Road	Wildwood Dr to SR 207	TR	2MaC	D	0.48	ADT22	5,436	1.0500	0.102	584	29		613	46.8%	OK		1,310

Attachment D

Planned and Programmed Projects
Details

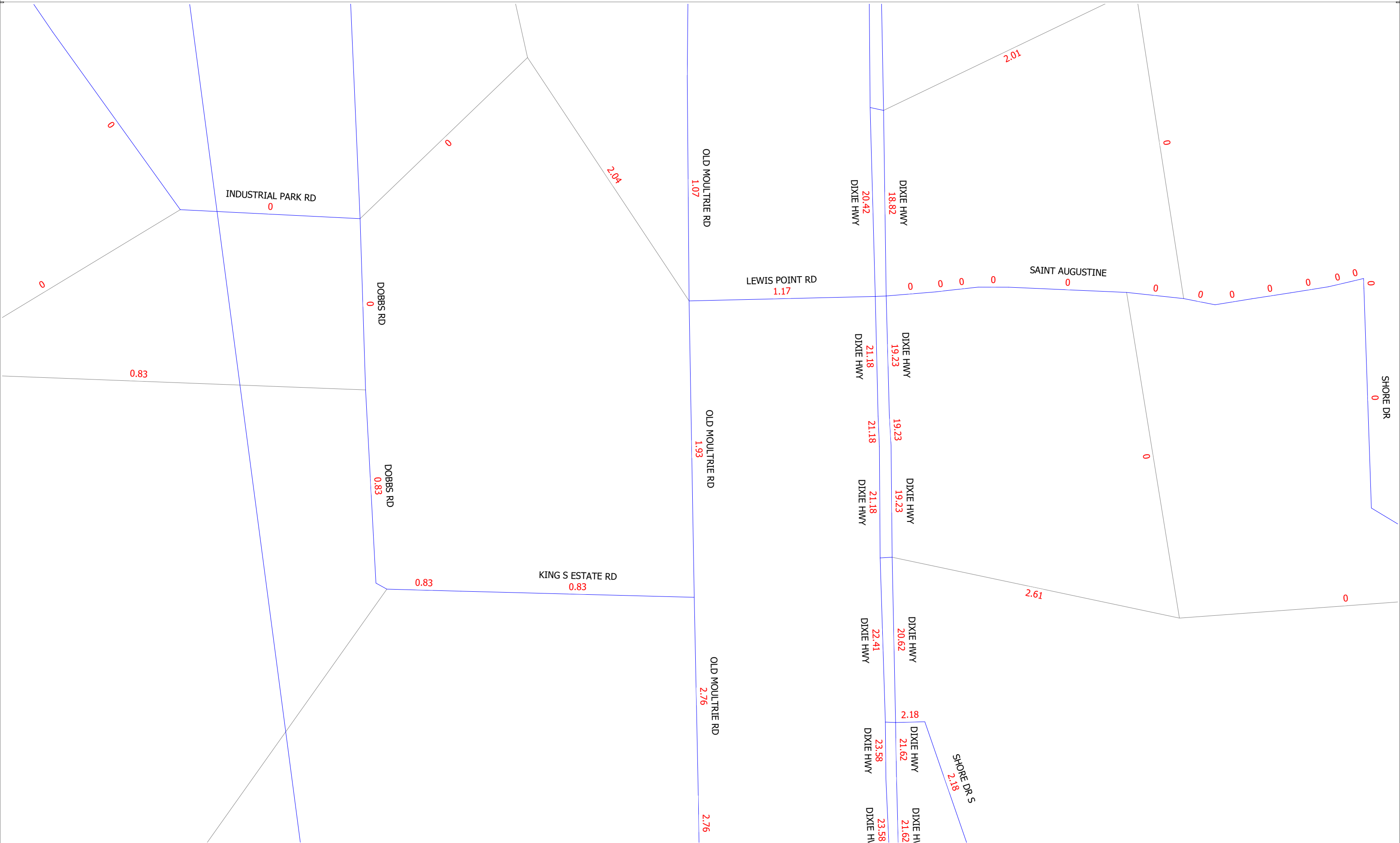
-  Limited Access Right-of-Way
-  Right-of-Way
-  Easement
-  Stormwater Management Ponds

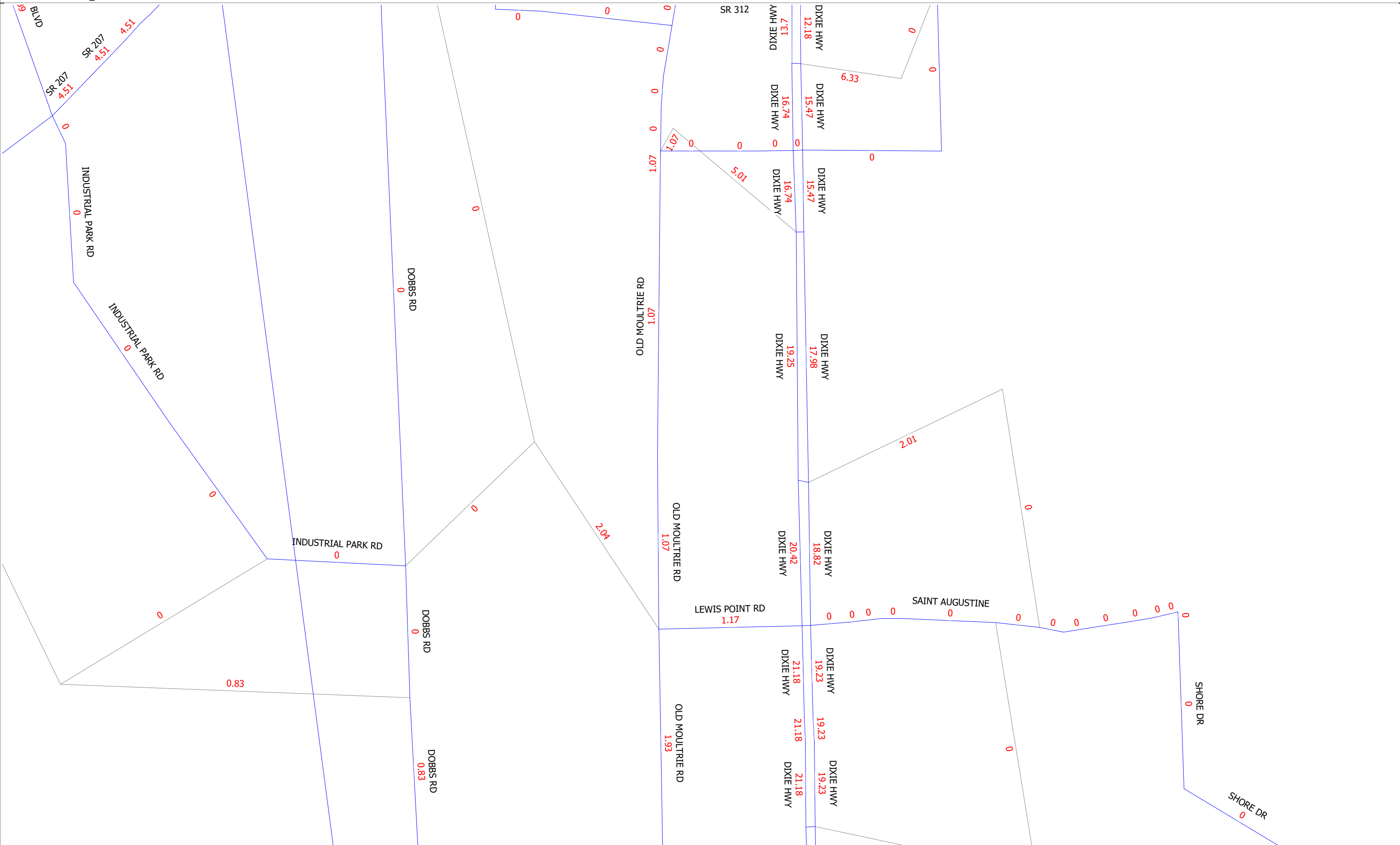


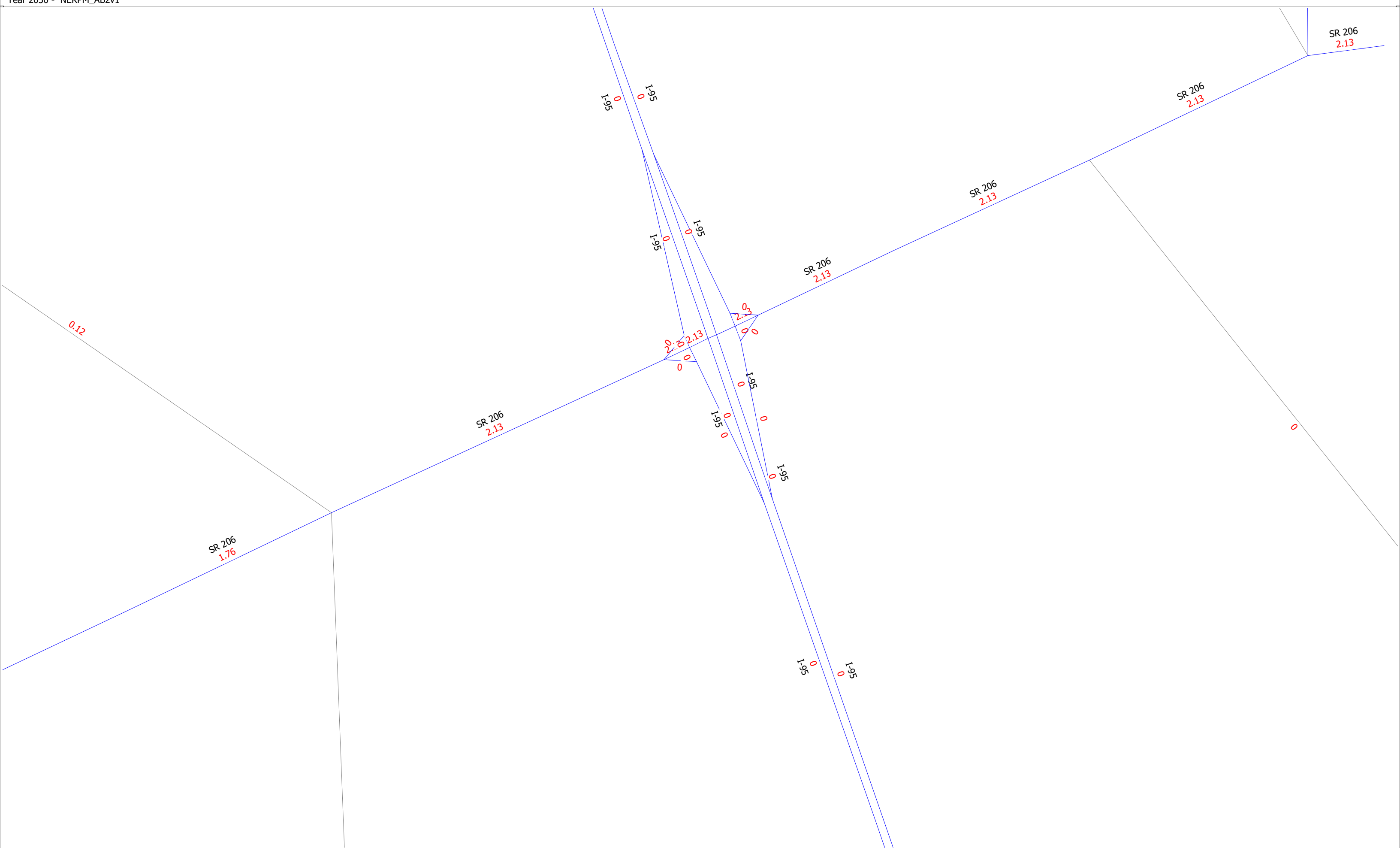
SR 312 (FROM SR 207 TO S. HOLMES BLVD.)

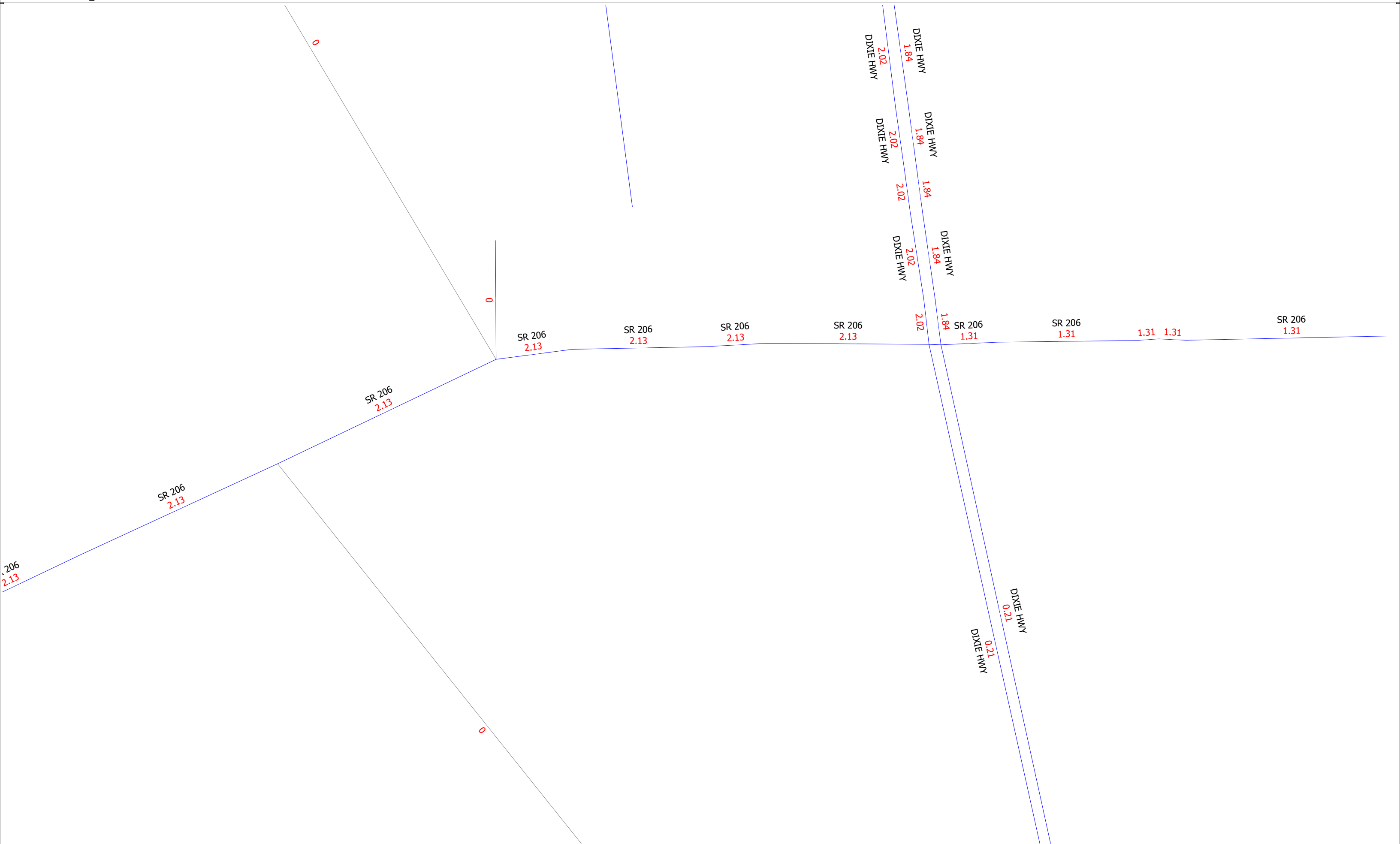
Attachment E

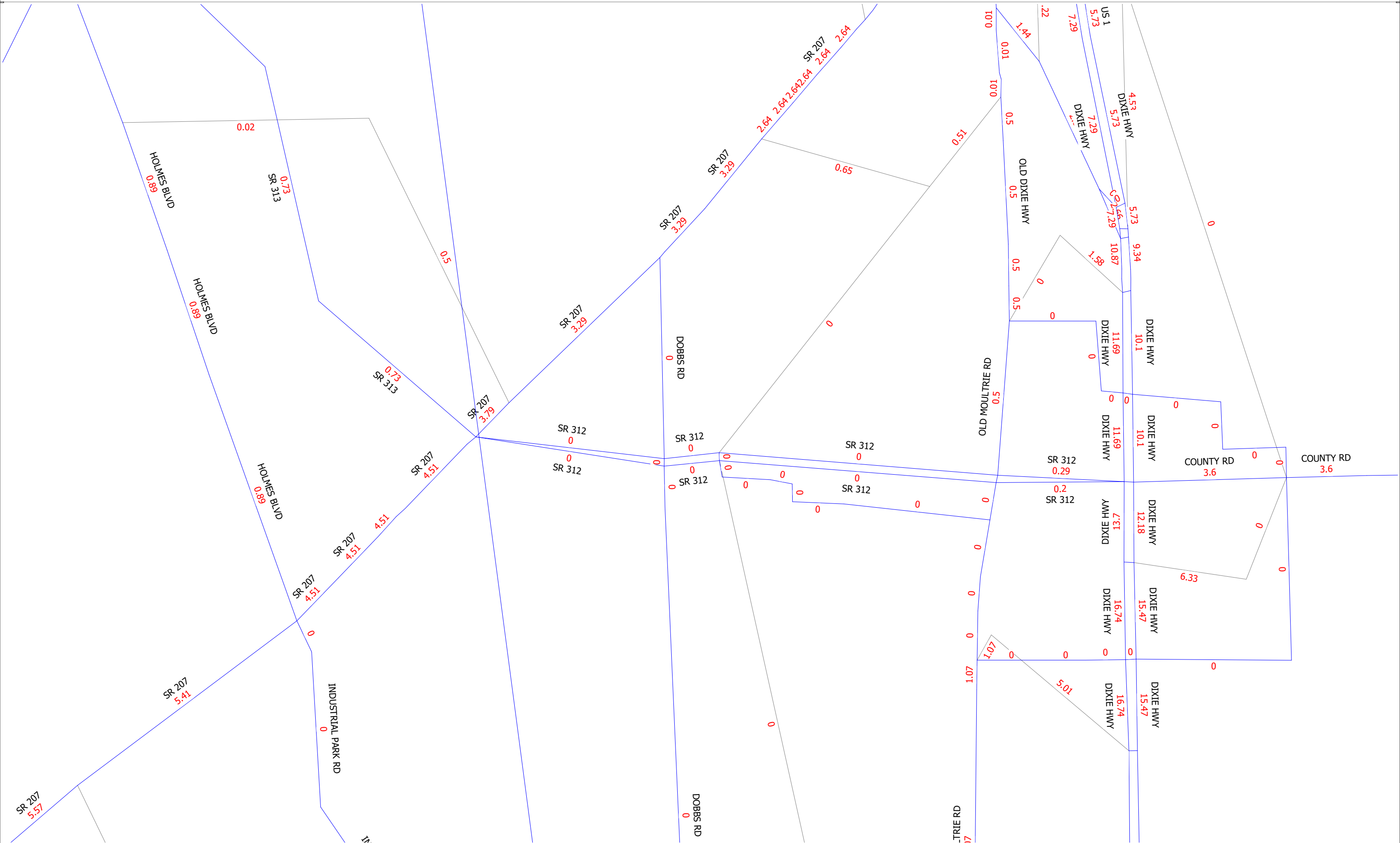
Travel Demand Model Plots
(NERPM_ABv3)

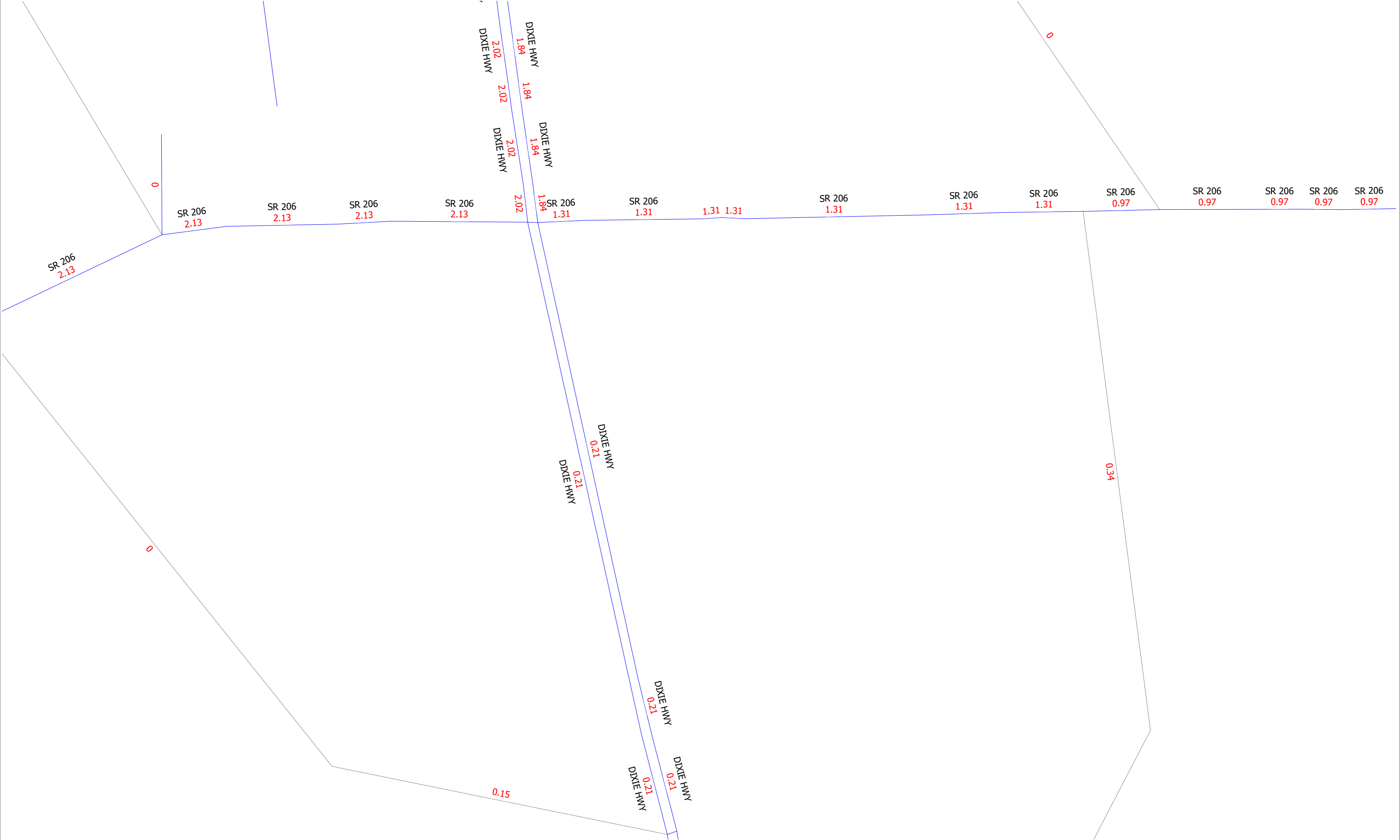


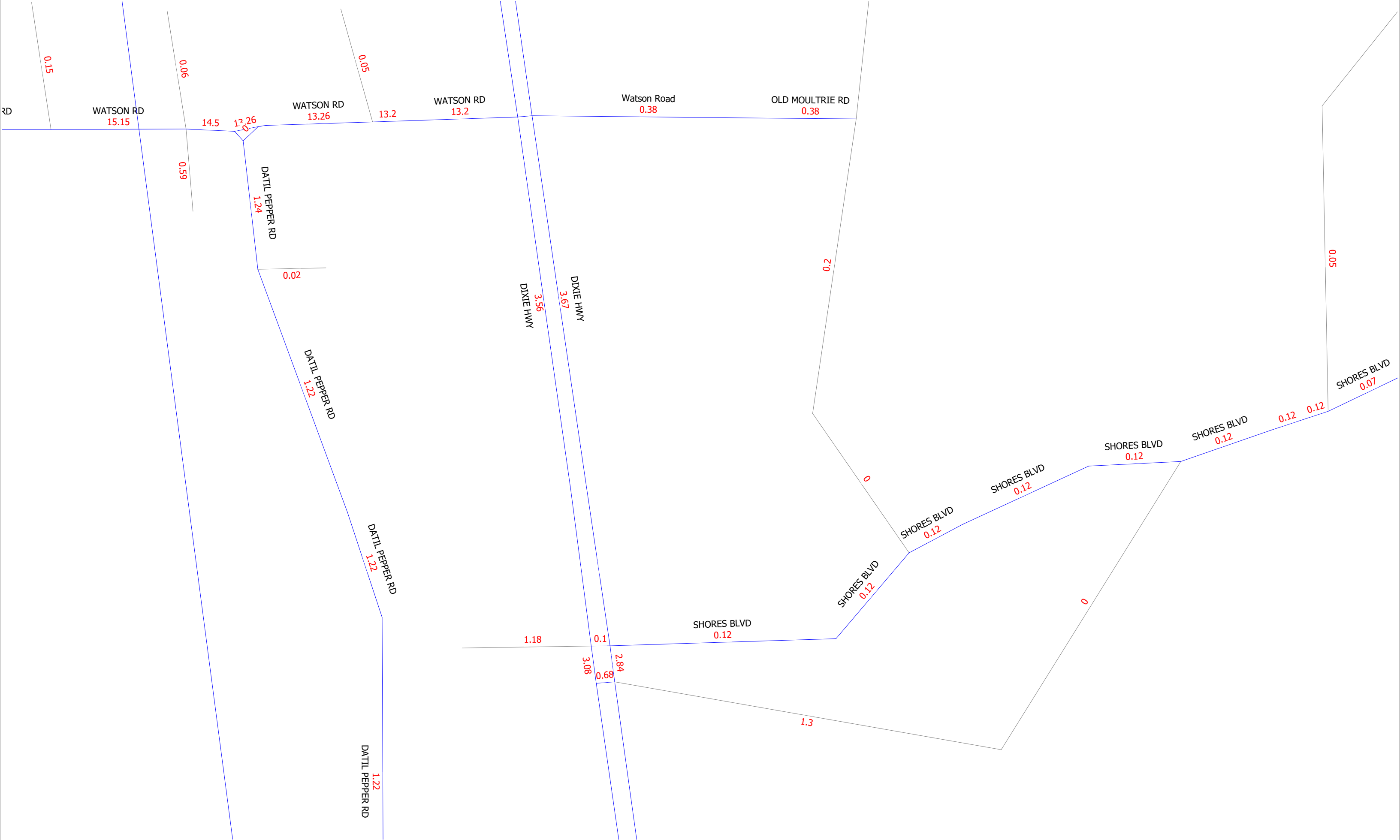


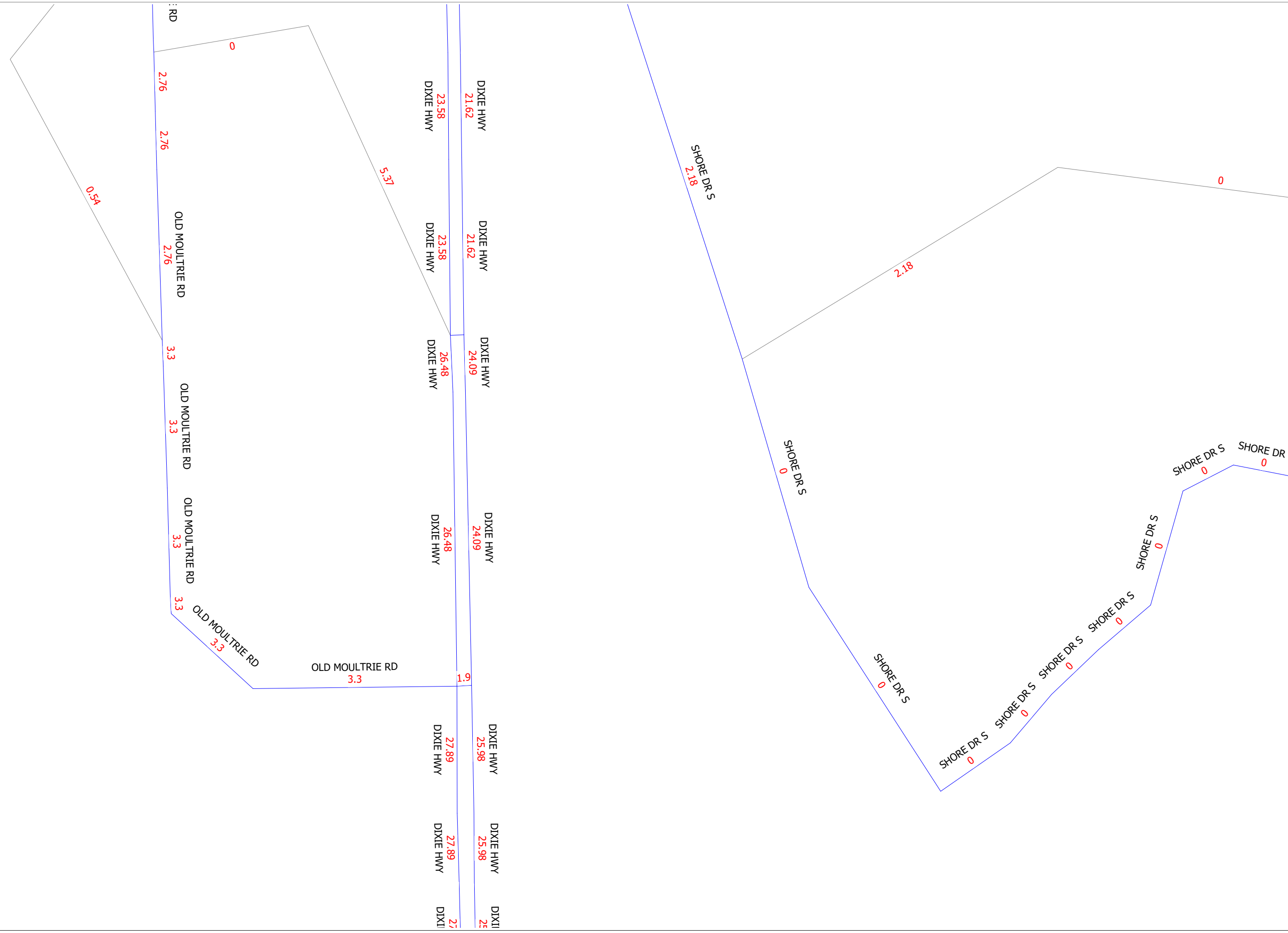


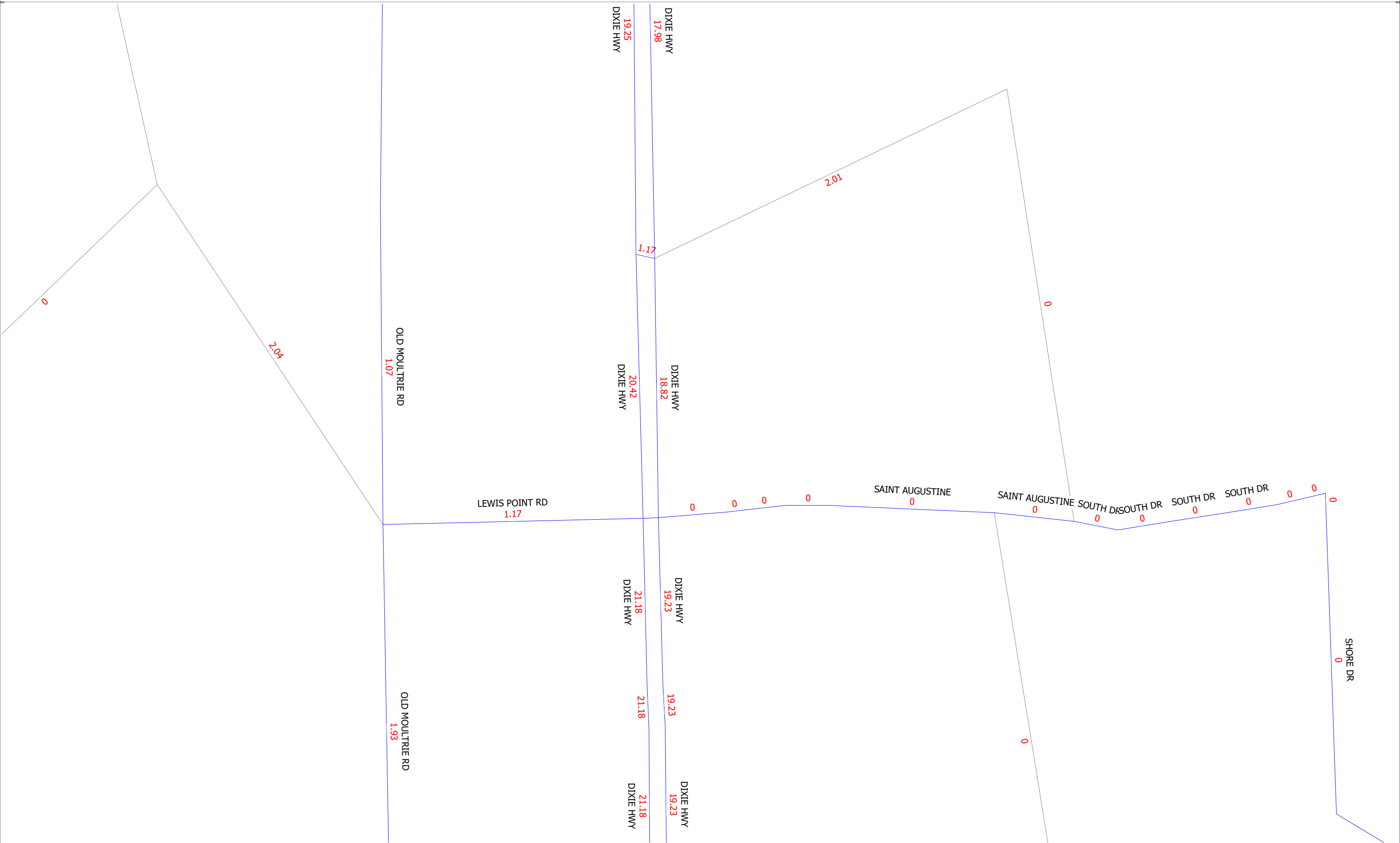


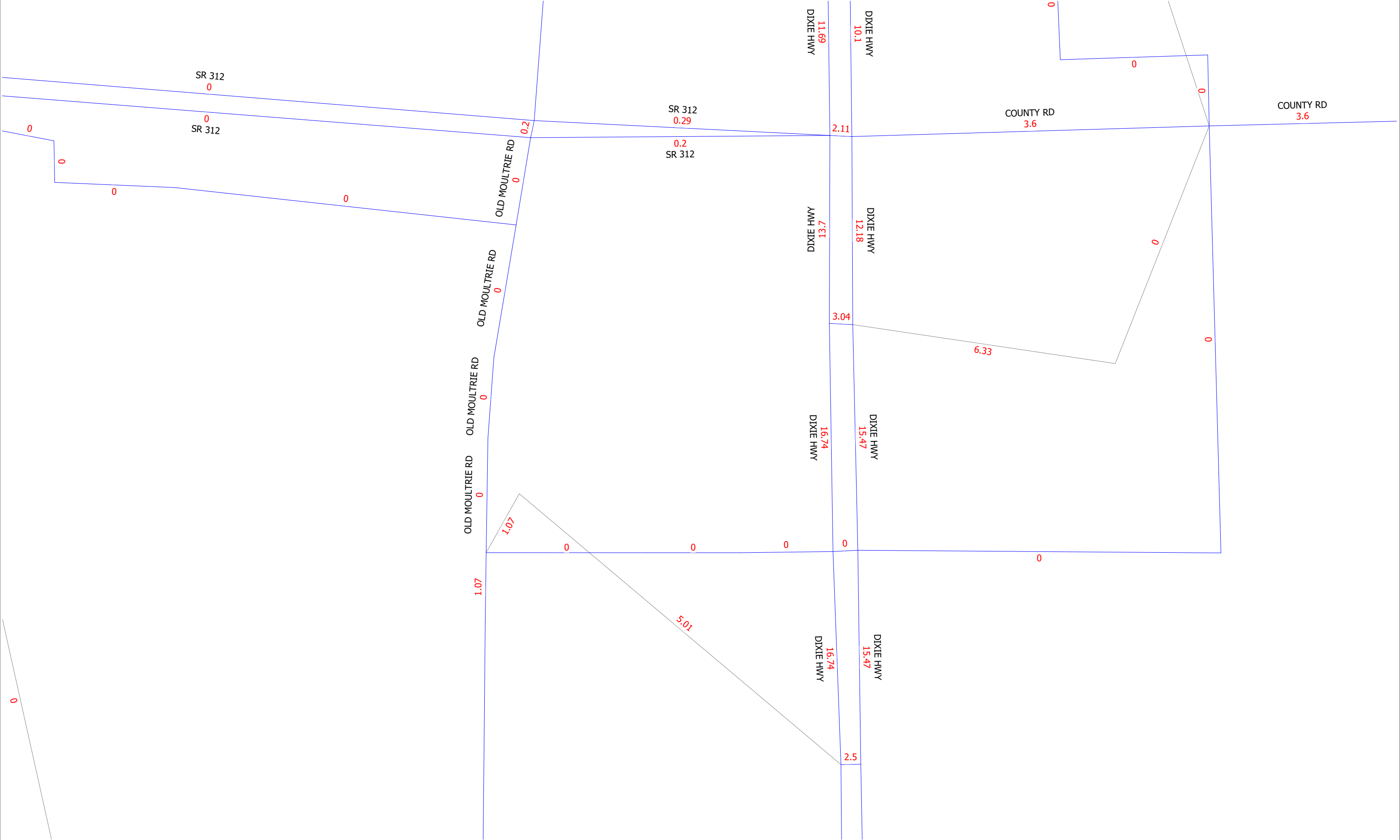


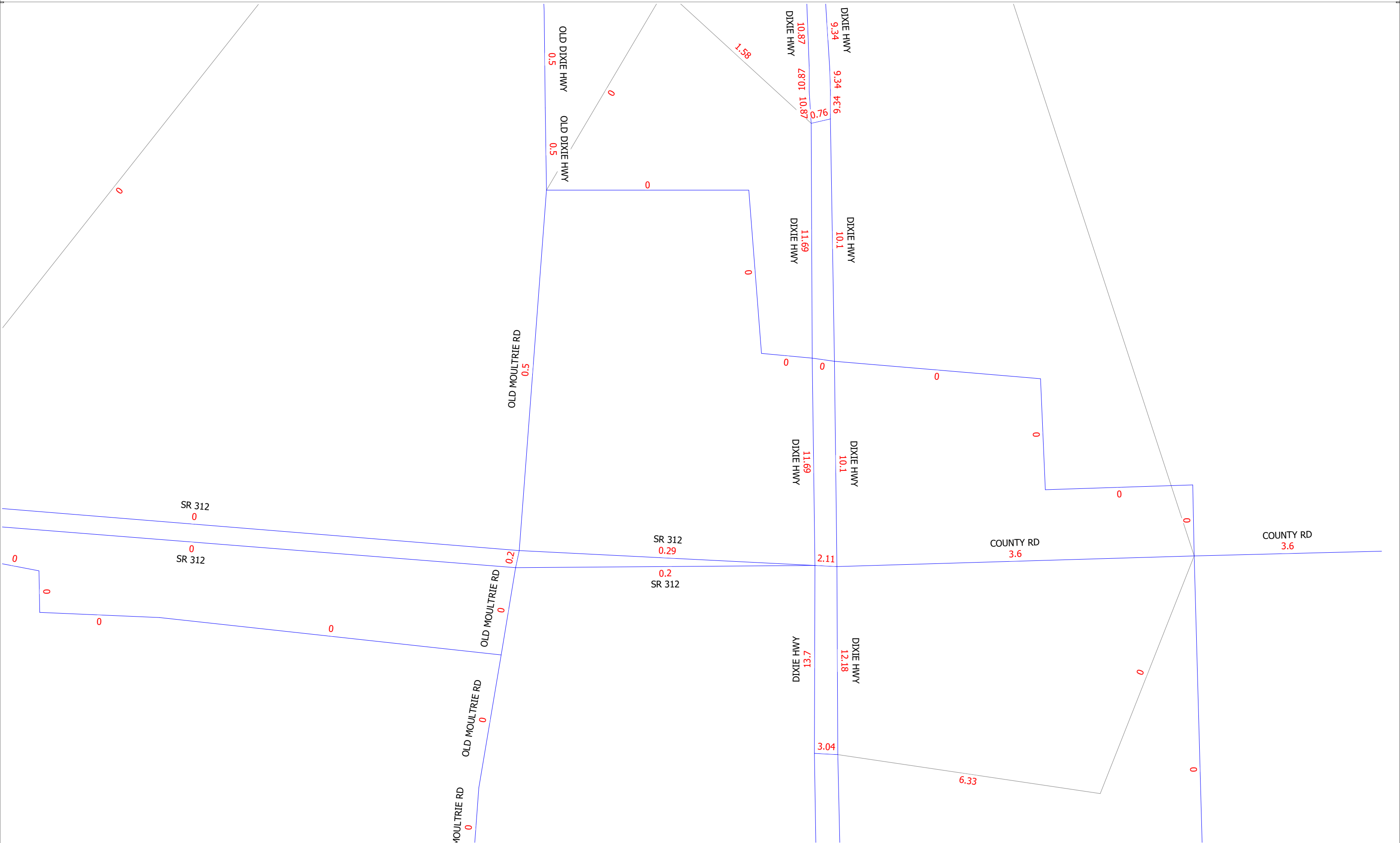


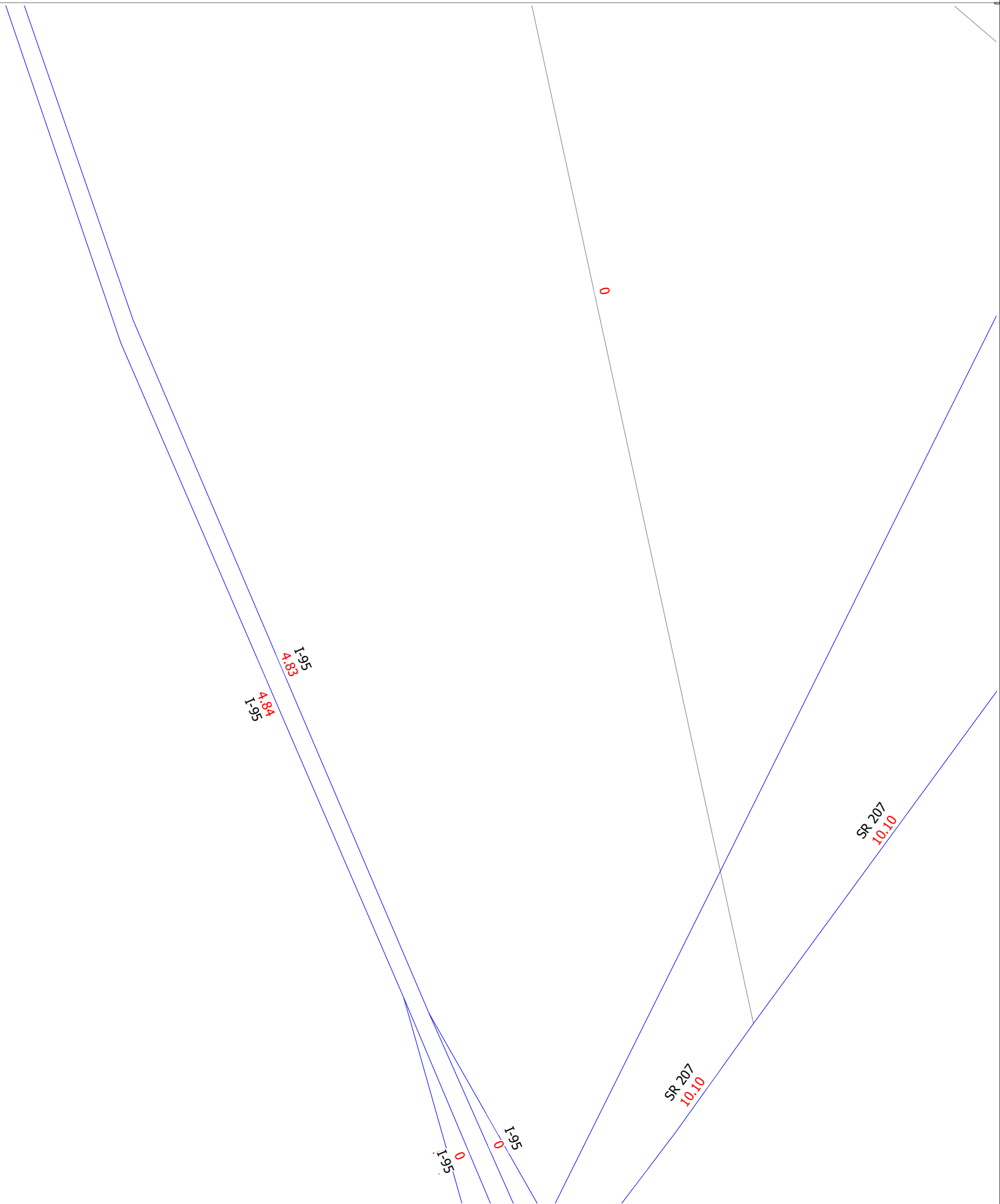


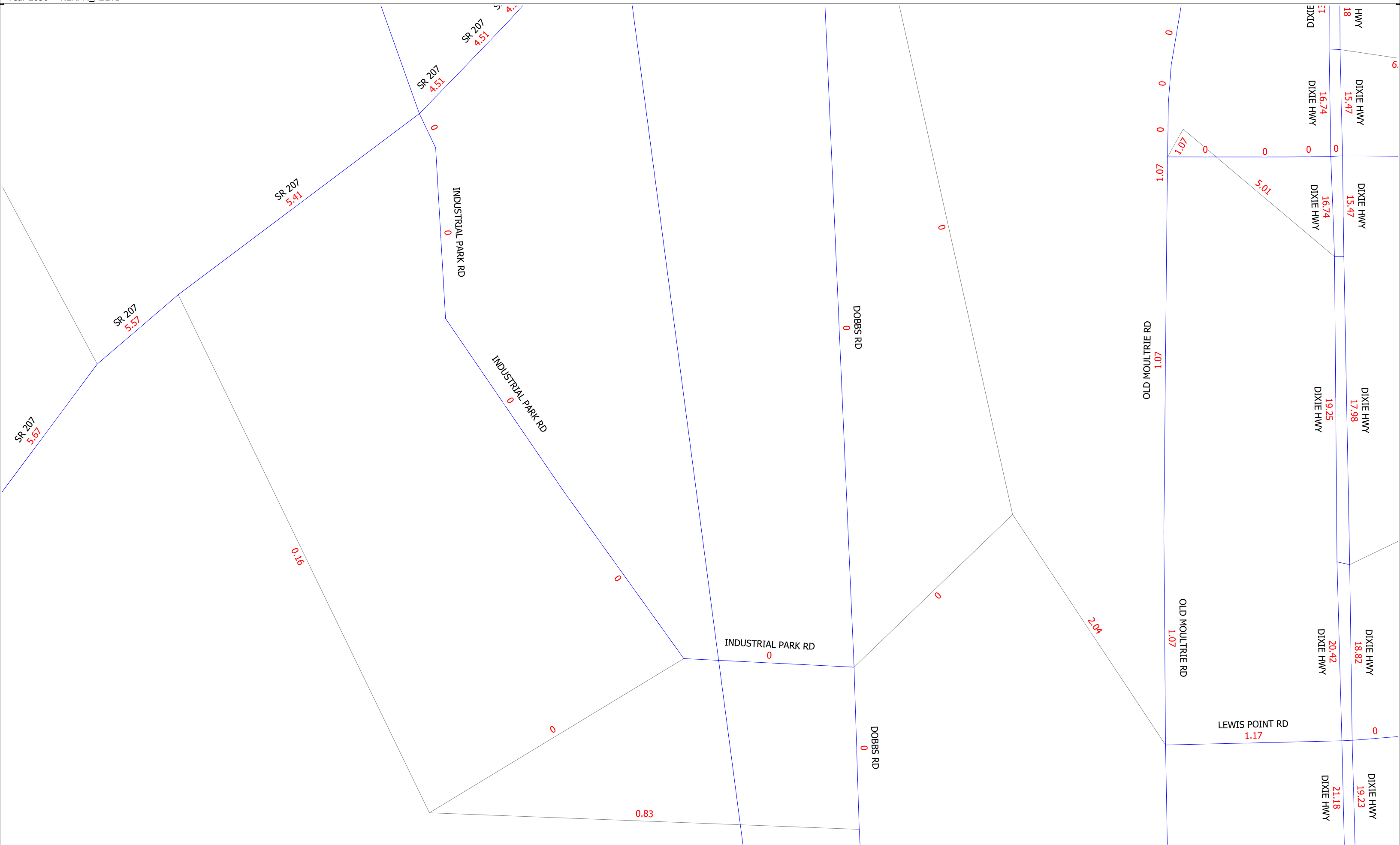


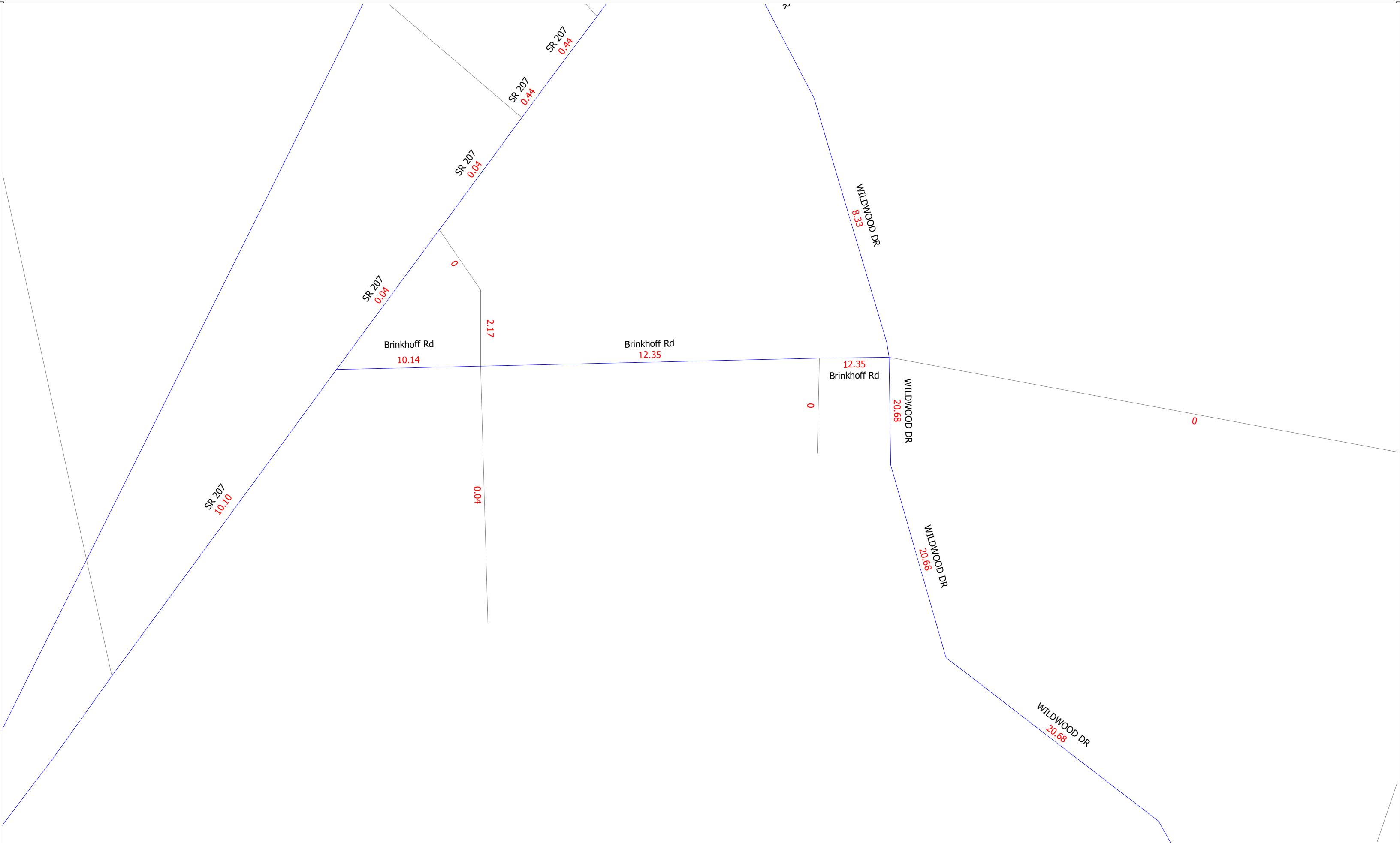












Attachment F

FDOT Construction Cost Per Mile
Models and QLOS Standard Tables



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Cost Per Mile Models Reports

Disclaimer: These models are generic in nature, and not based on actual construction projects. They are for reference purposes only and are not intended to predict or support future estimates.

Information: For guidance on estimating bridge costs, see Vol. 1 Chapter 9 of the [Structures Manual](#).

Model	Cost Per Mile	Report
Rural		
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	\$3,310,989.03	Report
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	\$3,945,018.77	Report
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03	\$4,613,865.89	Report
New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	\$6,440,530.46	Report
New Construction Divided 4 Lane Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R05	\$8,203,749.42	Report
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R06	\$5,435,790.49	Report
New Construction Divided 6 Lane Rural Road with 5' Paved Shoulders Inside and Out: R07	\$7,716,756.72	Report
New Construction Divided 6 Lane Rural Interstate with 10' Paved Shoulders Inside and Out: R08	\$9,424,086.70	Report
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	\$707,741.01	Report
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate: R10	\$820,880.64	Report
Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	\$569,266.27	Report
Mill and Resurface 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	\$794,888.01	Report
Mill and Resurface 4 Lane Rural Road with 5' Paved Shoulders: R13	\$1,224,228.47	Report
Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	\$1,283,799.85	Report
Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	\$1,488,665.39	Report
Mill and Resurface 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	\$1,475,936.30	Report
Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	\$1,834,536.19	Report
Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	\$2,124,343.73	Report
Mill and Resurface 1 Additional Lane Rural Interstate: R19	\$331,498.20	Report
Mill and Resurface 1 Additional Lane Rural Arterial: R20	\$281,480.46	Report
Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders: R21	\$3,259,629.45	Report
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	\$4,122,294.78	Report
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	\$3,710,209.29	Report
Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R24	\$5,570,714.57	Report
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10': R25	\$5,117,316.92	Report
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out: R26	\$4,092,116.75	Report
Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R27	\$6,132,736.36	Report
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300': R28	\$210,603.13	Report
Widen Divided Rural 4-Lane for Right Turn Lane, 300': R29	\$205,980.08	Report
Urban		
New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	\$5,823,349.52	Report
New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	\$6,577,134.75	Report
New Construction Undivided Urban Arterial with 4' Bike Lanes: U03	\$7,095,139.33	Report
New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	\$11,162,530.09	Report
New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out: U06	\$16,716,157.42	Report

Model	Cost Per Mile	Report
Rural		
New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	\$8,107,183.30	Report
New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	\$12,158,070.21	Report
New Construction 6 Lane Divided Urban Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out: U09	\$17,777,746.79	Report
New Construction Extra Cost for Additional Lane on Urban Arterial: U10	\$2,368,684.62	Report
New Construction Extra Cost for Additional Lane on Urban Interstate: U11	\$878,194.51	Report
Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	\$676,746.10	Report
Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	\$886,268.07	Report
Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	\$1,202,222.06	Report
Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	\$1,414,051.34	Report
Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	\$1,410,486.05	Report
Mill and Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	\$2,014,804.72	Report
Mill and Resurface 1 Additional Lane Urban Arterial: U18	\$334,543.55	Report
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19	\$6,681,483.49	Report
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20	\$7,790,111.01	Report
Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and 4' Bike Lanes: U21	\$6,905,395.43	Report
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22	\$6,551,618.80	Report
Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside: U23	\$11,634,052.47	Report
Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: U24	\$7,943,693.36	Report
Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside: U25	\$12,418,655.33	Report
Suburban		
New Construction Suburban 4 Lane with Paved Shoulders Outside and Curb Median: S01	\$6,549,630.01	Report
Widen Existing Rural Facility to the Inside with Addition of Closed Drainage System and Median Barrier Wall: S02	\$4,484,978.93	Report
Widen 4 Lane Suburban Roadway with 6.5' Paved Shoulder and Convert to Curb and Gutter Out; Stripe for Bike Lane: S03	\$3,649,151.27	Report
Add 2 Lanes with Curb and Gutter Out to Existing 4 Lane Urban or Suburban Roadway with Curb and Gutter Out: S04	\$3,766,394.74	Report
Other		
Two Directional, 12' Shared Use Path: O01	\$410,482.63	Report
Rails to Trails project (12' width): O02	\$393,119.18	Report
Sidewalk construction; 5' one side, 4-inch depth: O03	\$226,152.04	Report
Mid-Block Crossing: O05	\$209,606.07	Report

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OUR NEWSROOM

Providing timely responses to inquiries from the press, government officials, and the public is a crucial function of the Florida Department of Transportation. You can find recent press releases, public notices, media contacts, links to our social media pages and newsroom.

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,510	1,600	**	4	4,050	5,640	6,800	7,420	
4	Divided	*	3,420	3,580	**	6	5,960	8,310	10,220	11,150	
6	Divided	*	5,250	5,390	**	8	7,840	10,960	13,620	14,850	
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580	
						12	11,600	16,350	20,930	23,200	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800 Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	1,050	1,620	2,180	2,930
2	Undivided	No	No	-20%		4	Divided	3,270	4,730	5,960	6,780
Multi	Undivided	Yes	No	-5%		6	Divided	4,910	7,090	8,950	10,180
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Multi	Undivided	Yes	-5%		
Paved						Multi	Undivided	No	-25%		
Shoulder/Bicycle						PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Lane Coverage	B	C	D	E		Sidewalk Coverage	B	C	D	E	
0-49%	*	260	680	1,770		0-49%	*	*	250	850	
50-84%	190	600	1,770	>1,770		50-84%	*	150	780	1,420	
85-100%	830	1,700	>1,770	**		85-100%	340	960	1,560	>1,770	
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)						Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
Sidewalk Coverage	B	C	D	E		¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
0-84%	> 5	≥ 4	≥ 3	≥ 2		² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
85-100%	> 4	≥ 3	≥ 2	≥ 1		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities						
	Freeways	Core Freeways	Highways	State Arterials				Class I		
				Class I	Class II	Bicycle	Pedestrian			
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus		
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.		
		%ffs	Density						ats	ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6		
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4		
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3		
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2		

% ffs = Percent free flow speed ats = Average travel speed

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's
 Transitioning Areas and
 Areas Over 5,000 Not In Urbanized Areas¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	4,420	5,780	6,890	7,110		
2	Undivided	*	1,300	1,460	**	6	6,400	8,490	10,200	10,670		
4	Divided	*	3,060	3,200	**	8	8,420	11,220	13,530	14,240		
6	Divided	*	4,690	4,820	**	10	9,960	13,290	15,870	17,820		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes			Ramp			
2	Undivided	*	580	1,200	1,280	Present in Both Directions			Metering			
4	Divided	*	890	2,590	2,850	+ 1,800			+ 5%			
6	Divided	*	1,440	4,040	4,280							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
2	Divided	Yes	No	+5%								
2	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6												
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	140	550	1,760			
50-84%						170	500	1,650	>1,760			
85-100%						670	1,760	>1,760	**			
PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	250	850			
50-84%						*	150	780	1,410			
85-100%						340	950	1,540	>1,760			
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						UNINTERRUPTED FLOW HIGHWAYS						
						Lanes	Median	B	C	D	E	
						2	Undivided	1,020	1,560	2,110	2,840	
						4	Divided	3,110	4,490	5,670	6,450	
						6	Divided	4,650	6,730	8,510	9,670	
						Uninterrupted Flow Highway Adjustments						
						Lanes	Median	Exclusive left lanes	Adjustment factors			
						2	Divided	Yes	+5%			
						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/						

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials		Class I			
				Class I	Class II	Bicycle	Pedestrian		
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane % ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.	
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,220	1,350	**	4	3,650	5,040	5,950	6,640	
4	Divided	*	2,790	2,890	**	6	5,130	7,250	8,670	9,950	
6	Divided	*	4,300	4,350	**	8	6,600	9,490	11,380	13,270	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	440	820	1,330	2,710
Multi	Undivided	Yes	No	-5%		4	Divided	2,960	4,270	5,290	5,960
Multi	Undivided	No	No	-25%		6	Divided	4,450	6,420	7,930	8,950
-	-	-	Yes	+5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	B	C	D	E
						2	Undivided	980	1,490	2,020	2,710
						4	Divided	2,780	4,020	5,130	5,850
						6	Divided	4,180	6,040	7,710	8,780
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle Lane Coverage						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
						² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
						* Cannot be achieved using table input value defaults.					
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
						Source: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/					
Developed Areas						PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E		
						0-49%	*	220	460	1,480	
						50-84%	170	430	1,270	>1,760	
						85-100%	560	1,760	>1,760	**	
						B	C	D	E		
						0-49%	*	*	220	840	
						50-84%	*	120	780	1,390	
						85-100%	320	940	1,560	>1,820	

TABLE 6
(continued)

**Generalized Peak Hour Two-Way Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population**

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials	Bicycle	Pedestrian		
		Undeveloped	Developed	Undeveloped	Developed					
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways								
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd				
		Density	%tsf	ats	%ffs	Density	Density			
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14				
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22				
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29				
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34				
Level of Service	Arterials		Bicycle		Pedestrian					
	Major City/Co.(ats)		Score		Score					
	B	> 31 mph	≤ 2.75		≤ 2.75					
C	> 23 mph	≤ 3.50		≤ 3.50						
D	> 18 mph	≤ 4.25		≤ 4.25						
E	> 15 mph	≤ 5.00		≤ 5.00						

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Core
Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Urbanized)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Transitioning)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

(Rural)

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

Limited Access

Freeway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

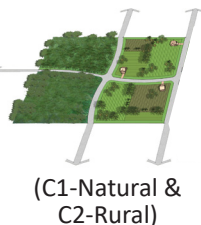
	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

Traffic Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Planning Analysis Hour Factor (K)	0.085	0.090	0.098	0.105
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.95	0.95	0.92	0.88
Base Free Flow Speed (mph)	70	75	75	75
Heavy Vehicle Percent (%)	4%	4%	9%	12%
Speed Adjustment Factor (SAF)	0.975	0.975	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968	0.968	0.968

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

- 2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
- Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
- Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

Peak Hour Two-Way

AADT



(C3C-Suburban Commercial)

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

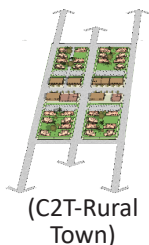
	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

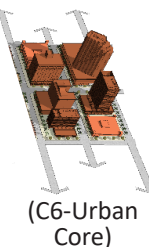


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

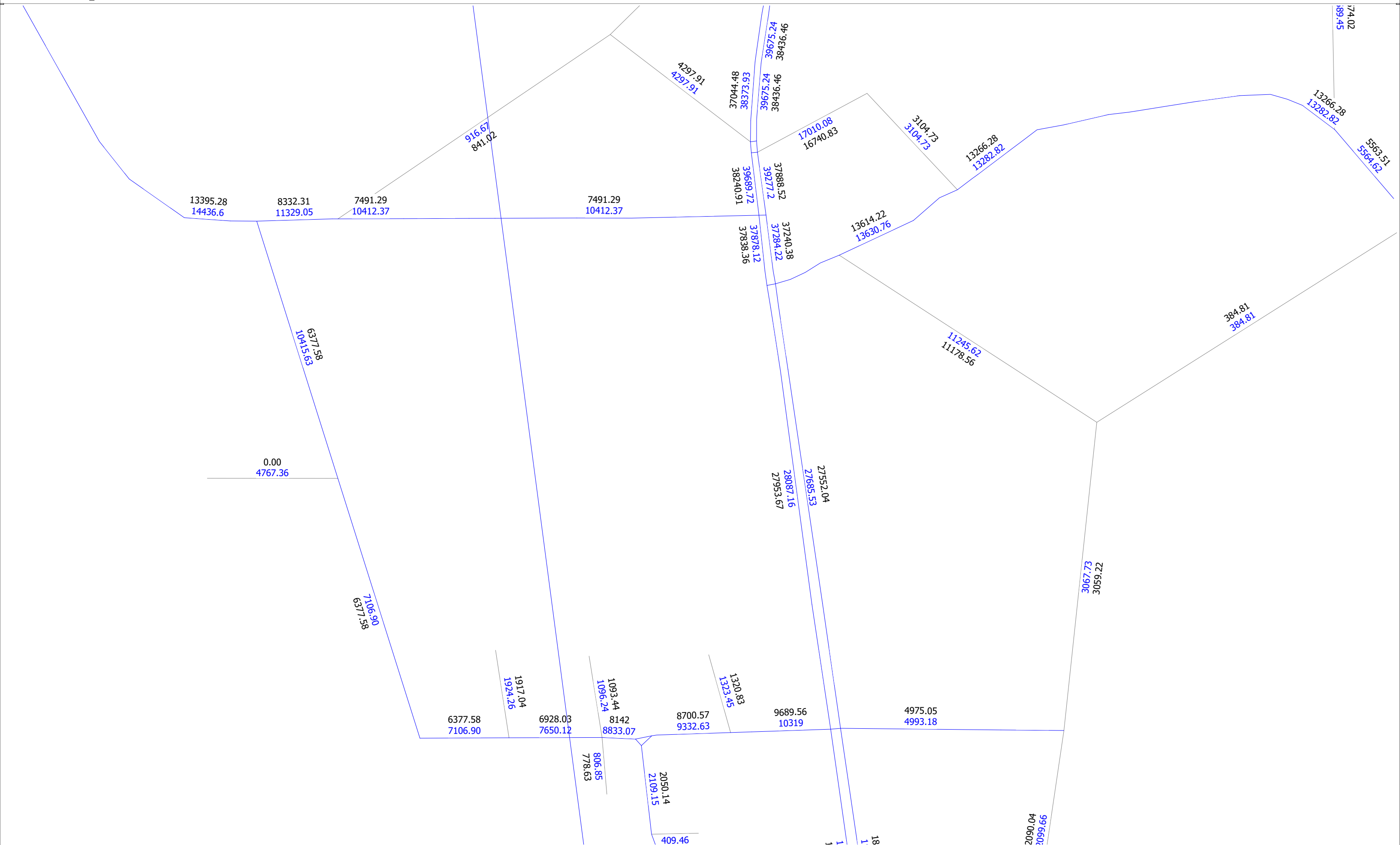
	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

Signal Characteristics

	C2T	C4	C5	C6
Cycle Length	90	170	150	120
Major Street Through g/c	0.47	0.52 (1,2,3 lanes) 0.47 (4 lanes)	0.55 (1,2,3 lanes) 0.48 (4 lanes)	0.52 (1,2,3 lanes) 0.46 (4 lanes)
Yellow Change Interval	4.4	4.8	4	3.7
Red Change Interval	2	2	2	2

Attachment G

Travel Demand Model Plots (With
and Without Watson Road
Connector)



MAP OF


A PART OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

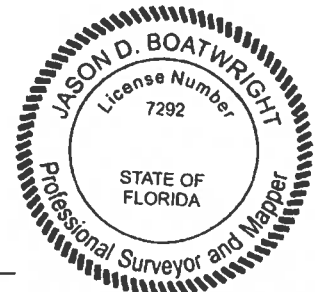
BEGIN AT THE SOUTHWEST CORNER OF SECTION 13, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5565, PAGE 1205 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; THENCE NORTH 00°55'07" WEST, ALONG THE WEST LINE OF SAID LANDS, A DISTANCE OF 1327.51 FEET, TO THE NORTHWEST CORNER OF SAID LANDS, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5256, PAGE 921 OF SAID PUBLIC RECORDS; THENCE NORTH 00°55'41" WEST, ALONG THE WEST LINE OF SAID LANDS, A DISTANCE OF 1324.00 FEET; TO THE NORTHWEST CORNER OF SAID LANDS; THENCE NORTH 89°46'12" EAST, ALONG THE NORTH LINE SAID LANDS, A DISTANCE OF 265.10 FEET, TO THE SOUTHWEST CORNER OF YOUNG'S ESTATES, AS RECORDED IN MAP BOOK 58, PAGES 68 AND 69, OF SAID PUBLIC RECORDS; THENCE RUN THE FOLLOWING THREE (3) COURSES ALONG THE WEST LINE OF SAID YOUNG'S ESTATES; (1): NORTH 00°02'05" WEST, A DISTANCE OF 1056.58 FEET; (2): SOUTH 89°39'03" WEST, A DISTANCE OF 263.46 FEET; (3): NORTH 00°02'59" EAST, A DISTANCE OF 1374.83 FEET, TO THE SOUTHERLY RIGHT-OF-WAY LINE OF DEER CHASE DRIVE (A VARIABLE WIDTH RIGHT-OF-WAY); SAID POINT BEING ON A CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 359.13 FEET, AND A CENTRAL ANGLE OF 17°57'24"; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, AND ALONG THE NORTHERLY LINE OF SAID YOUNG'S ESTATES THE FOLLOWING FIVE (5) COURSES; (1): THENCE ALONG THE ARC OF SAID CURVE TO THE LEFT, A DISTANCE OF 359.13 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 79°55'33" EAST, 357.67 FEET; (2): DEPARTING SAID SOUTHERLY RIGHT-OF-WAY LINE, SOUTH 00°40'52" EAST, A DISTANCE OF 551.94 FEET; (3): NORTH 89°19'08" EAST, A DISTANCE OF 150.11 FEET; (4): NORTH 00°40'52" WEST, A DISTANCE OF 612.92 FEET, TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 599.56 FEET, AND A CENTRAL ANGLE OF 30°50'46"; (5): THENCE ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 322.78 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 77°09'17" EAST, 318.90 FEET, TO A POINT ON A NON-TANGENT LINE, SAID POINT LYING ON THE SOUTH RIGHT-OF-WAY LINE OF WILDWOOD DRIVE, (A VARIABLE WIDTH RIGHT-OF-WAY); THENCE CONTINUING ALONG SAID NORTH LINE OF YOUNG'S ESTATES, AND SAID SOUTH RIGHT-OF-WAY LINE, NORTH 89°17'55" EAST, A DISTANCE OF 449.23 FEET, TO THE NORTHEAST CORNER OF SAID YOUNG'S ESTATES; THENCE RUN ALONG THE EASTERLY LINE OF SAID YOUNG'S ESTATES THE FOLLOWING SIX (6) COURSES; (1): SOUTH 00°56'42" EAST, A DISTANCE OF 500.25 FEET; (2): SOUTH 89°03'18" WEST, A DISTANCE OF 150.00 FEET; (3): SOUTH 00°56'42" EAST, A DISTANCE OF 580.71 FEET; (4): NORTH 89°03'18" EAST, A DISTANCE OF 150.00 FEET; (5): SOUTH 00°56'42" EAST, A DISTANCE OF 92.19 FEET; (6): SOUTH 00°56'39" EAST, A DISTANCE OF 1454.26 FEET, TO THE SOUTHEAST CORNER OF SAID YOUNG'S ESTATES, THENCE NORTH 89°28'18" EAST, DEPARTING SAID EAST LINE OF YOUNG'S ESTATES, A DISTANCE OF 10.41 FEET, TO THE NORTHEAST CORNER OF THE AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5256, PAGE 921, OF SAID PUBLIC RECORDS; THENCE SOUTH 00°53'04" EAST, ALONG THE EAST LINE SAID LANDS, A DISTANCE OF 1324.78 FEET TO THE SOUTHEAST CORNER OF SAID LANDS, SAID POINT ALSO BEING THE NORTHEAST CORNER OF AFORESAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 5565, PAGE 1205 OF SAID PUBLIC RECORDS; THENCE SOUTH 00°53'01" EAST, ALONG THE EAST LINE OF SAID LANDS, A DISTANCE OF 1328.66 FEET, TO THE SOUTHEAST CORNER OF SAID LANDS; THENCE SOUTH 89°50'26" WEST, ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 1315.77 FEET, TO THE POINT OF BEGINNING; CONTAINING 6,326,976 SQUARE FEET (145.25 ACRES), MORE OR LESS.

GENERAL NOTES

1. THIS IS A MAP OF DESCRIPTION ONLY, THIS IS NOT A BOUNDARY SURVEY.
2. BEARINGS SHOWN HEREON ARE BASED THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2011).
3. THIS SURVEY WAS PREPARED WITHOUT AN ABSTRACT OF TITLE; THEREFORE THE UNDERSIGNED MAKES NO GUARANTEES OR REPRESENTATIONS REGARDING INFORMATION SHOWN HEREON PERTAINING TO EASEMENTS, RIGHT OF WAYS, SETBACK LINES, AGREEMENTS, RESERVATIONS, OR OTHER SIMILAR MATTERS.

CERTIFIED TO:
PETE LEGEZA


JASON D. BOATWRIGHT, P.S.M.
FLORIDA LICENSED SURVEYOR and MAPPER No. LS 7292
FLORIDA LICENSED SURVEYING & MAPPING BUSINESS No. LB 3672
"NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER."



FILE: 2023-0642
DRAWN BY: RLR
SCALE: N.T.S.

DATE:
MAY 9, 2023
SHEET 1 OF 5

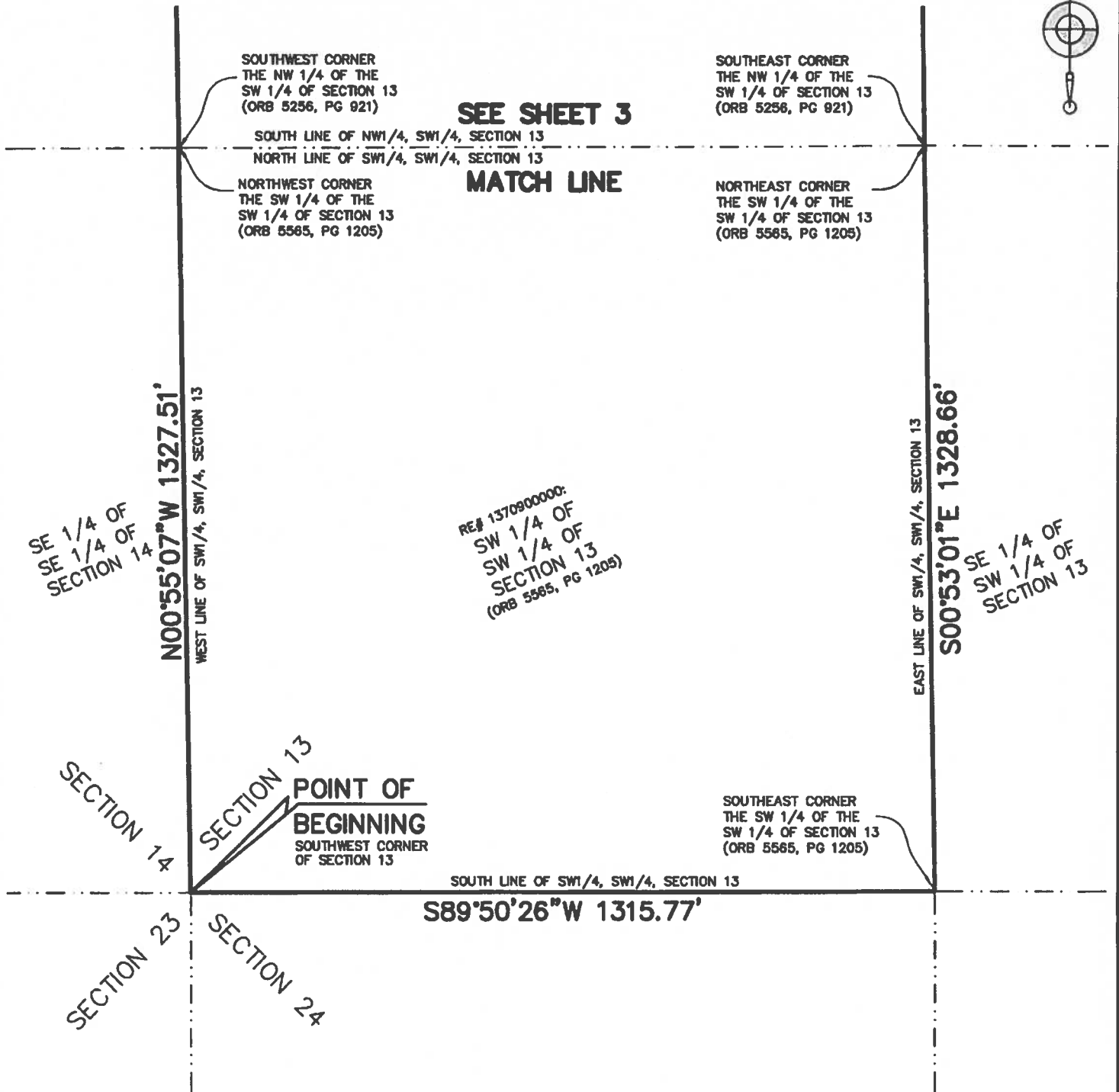
BOATWRIGHT LAND SURVEYORS, INC.

1500 ROBERTS DRIVE, JACKSONVILLE BEACH, FLORIDA 32250 (PH) 904-241-8550



MAP OF

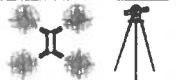
A PART OF SECTION 13, TOWNSHIP 8 SOUTH,
RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA.



FILE: 2023-0642
DRAWN BY: RLR
SCALE: 1" = 250'

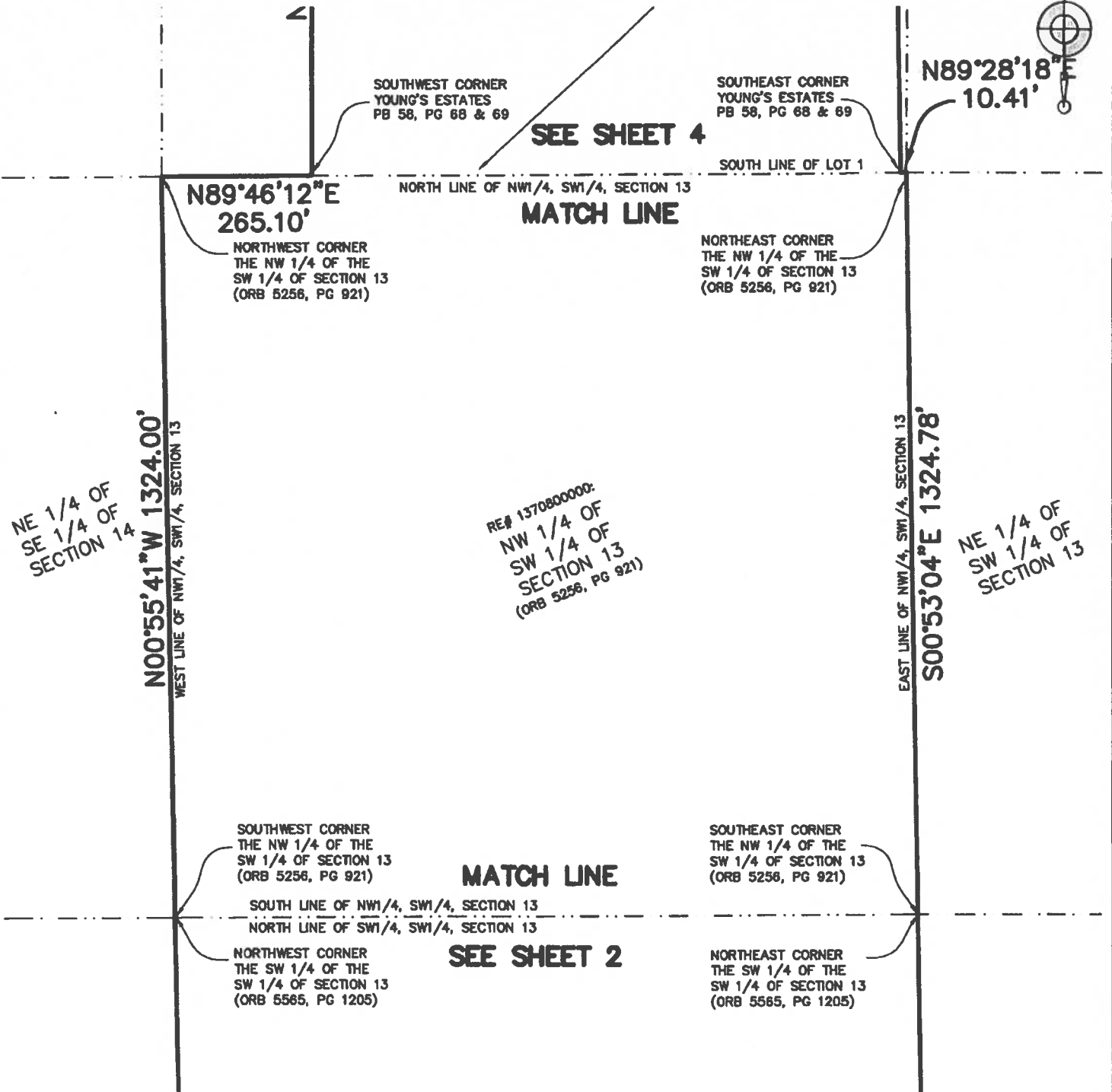
DATE:
MAY 3, 2023
SHEET 2 OF 5

BOATWRIGHT LAND SURVEYORS, INC.
1500 ROBERTS DRIVE, JACKSONVILLE BEACH, FLORIDA 32250 (PH) 904-241-8550



MAP OF

A PART OF SECTION 13, TOWNSHIP 8 SOUTH,
RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA.



SEE SHEET 4

MATCH LINE

MATCH LINE

SEE SHEET 2

SEE SHEET 1 OF 5 FOR:

SURVEYOR'S CERTIFICATE;
COMPLETE LEGAL DESCRIPTION;
GENERAL SURVEY NOTES;

FILE: 2023-0642
DRAWN BY: RLR
SCALE: 1" = 250'

DATE:
MAY 3, 2023
SHEET 3 OF 5

BOATWRIGHT LAND SURVEYORS, INC.

1500 ROBERTS DRIVE, JACKSONVILLE BEACH, FLORIDA 32250 (PH) 904-241-8550



MAP OF

A PART OF SECTION 13, TOWNSHIP 8 SOUTH,
RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA.



SEE SHEET 5

NORTH LINE OF SW1/4, NW1/4, SECTION 13

MATCH LINE N89°03'18"E
150.00'

S00°56'42"E
92.19'

LOT 1
YOUNG'S ESTATES
MAP BOOK 58, PAGES 68 AND 69

EAST LINE OF LOT 1,
YOUNG'S ESTATES

S89°39'03"W
263.46'

SE 1/4 OF
NE 1/4 OF
SECTION 14

N00°03'15"E 1056.04'

N00°02'05"W 1056.58'

RE# 1372410030:
SW 1/4 OF
NW 1/4 OF
SECTION 13

SE 1/4 OF
NW 1/4 OF
SECTION 13

S00°56'39"E 1454.26'

SOUTHWEST CORNER
YOUNG'S ESTATES
PB 58, PG 68 & 69

SOUTHEAST CORNER
YOUNG'S ESTATES
PB 58, PG 68 & 69

MATCH LINE

N89°28'18"E
10.41'

SOUTH LINE OF LOT 1

N89°46'12"E
265.10'

NORTH LINE OF NW1/4, SW1/4, SECTION 13

SEE SHEET 3

NORTHWEST CORNER
THE NW 1/4 OF THE
SW 1/4 OF SECTION 13
(ORB 5256, PG 921)

NORTHEAST CORNER
THE NW 1/4 OF THE
SW 1/4 OF SECTION 13
(ORB 5256, PG 921)

SEE SHEET 1 OF 5 FOR:

SURVEYOR'S CERTIFICATE;
COMPLETE LEGAL DESCRIPTION;
GENERAL SURVEY NOTES;

FILE: 2023-0642
DRAWN BY: RLR
SCALE: 1" = 250'

DATE:
MAY 3, 2023
SHEET 4 OF 5

BOATWRIGHT LAND SURVEYORS, INC.

1500 ROBERTS DRIVE, JACKSONVILLE BEACH, FLORIDA 32250 (PH) 904-241-8550

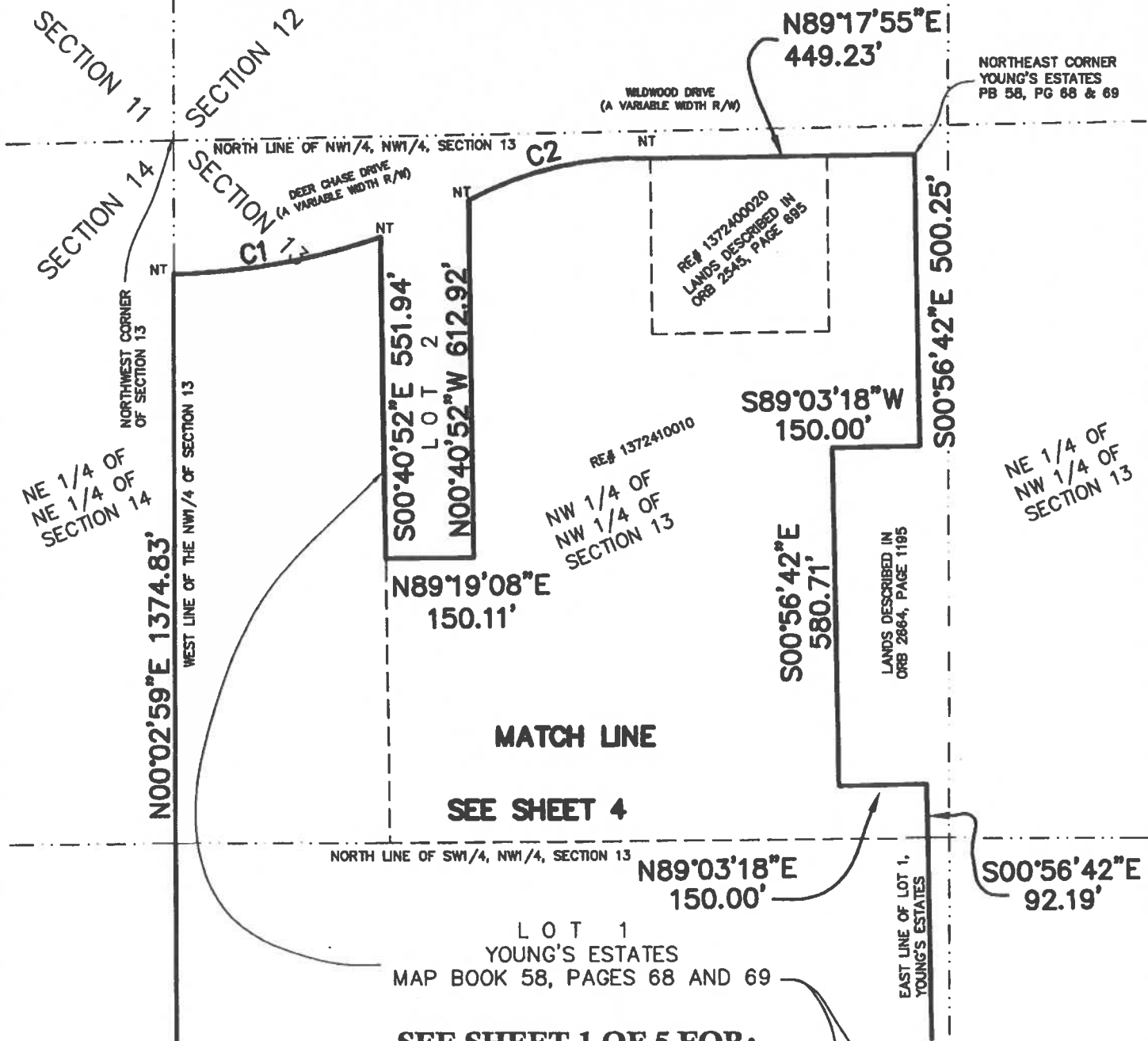


MAP OF

A PART OF SECTION 13, TOWNSHIP 8 SOUTH,
RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA.



Curve Table					
Curve #	Arc	Radius	Delta	Chord Bearing	Chord Length
C1	359.13	1145.92	17°57'24"	N79°55'33"E	357.67
C2	322.78	599.56	30°50'46"	N77°09'17"E	318.90



FILE: 2023-0642
 DRAWN BY: RLR
 SCALE: 1" = 250'

SEE SHEET 1 OF 5 FOR:
 SURVEYOR'S CERTIFICATE;
 COMPLETE LEGAL DESCRIPTION;
 GENERAL SURVEY NOTES;

DATE:
 MAY 3, 2023
 SHEET 5 OF 5

ATTACHMENT 3
Correspondence

Osceola Lakes (Workforce Housing) - Community Meeting

REZ 2023-000023

Monday, January 8, 2024

These Meeting Minutes are from written notes, not recordings, and so they represent the writer's best understanding of discussions and questions. They are respectfully submitted as supplementary information to the official record which will be documented by the applicant.

Meeting Notes:

Attendees: Representatives of Applicant Team, including Greg Matovina and Ellen Avery-Smith; approximately 170 attendees (by rough count) representing the community and others. Note that the applicant does have sign-in sheets with attendee names and contact information.

1. The community meeting was held at the **Classic Car Museum of St. Augustine**, 4730 US 1, St. Augustine 32086 and started at 6:00 p.m.



2. Applicant representatives, **Mr. Greg Matovina and Attorney Ellen Avery-Smith** welcomed everyone to the meeting.
3. Mrs. Avery-Smith indicated that although the meeting was not required, the applicant was interested in getting community feedback on these initial plans.
4. Mr. Matovina gave a Power Point presentation with an overview of project details:



a.

- b. The project is to be on **145 acres** and will have accessibility from Wildwood and Watson Roads.
 - c. Previously this was the site of the proposed Rancho del Mar, but that project never moved forward.
 - d. Land Use classification is Residential B, and zoning is Open Rural (O-R).
 - e. **This proposal seeks to rezone the properties into the Workforce Housing (WFH)** classification, an area that would serve as affordable housing for first responders (police and fire), as well as nurses, teachers, essential service worker families, and others.
 - f. **The project size would be 640 homes, with 30% - or 192 homes - as workforce.**
 - g. The project would also provide certain road improvements:
 - i. Extending Watson Road further west to the project property and then north to Wildwood Drive.
 - ii. A traffic light at this new road and Wildwood Drive.
 - iii. Improvements at the Watson / US 1 intersection.
 - h. Utility and drainage work within the project would also improve conditions in the area.
 - i. FDOT is scheduled to make improvements to the Brinkhoff / Wildwood and the Wildwood / US 1 intersections.
5. **Mr. Matovina opened the meeting to questions from the audience.** (Note: Question is stated below in general terms and the answer is the shown as A:)
- a. Will we get more traffic on Watson?
 - i. A: No, actually less according to our consultant. Watson traffic could also go west and north to Wildwood.
 - b. Does that mean there will be more traffic on Wildwood?
 - i. A: Yes, but Wildwood has capacity for traffic from these new homes and from Watson.
 - c. Watson west of the railroad tracks is narrow. Will this project widen that?
 - i. A: No, that will be a County responsibility.
 - d. Wildwood is already very busy and unsafe. How does this project help solve that?
 - i. A: The project is required to make a “proportional fair share” payment toward County road improvements.
 - e. How about schools? Where will new students go?
 - i. A: The project is required to make a “concurrency” payment to the School District for District use for school facilities.
 - f. When is the project scheduled for a public hearing so we can say that 640 homes is just too much?
 - i. A: The project is scheduled to be presented to the Planning and Zoning Agency on February 1st.
 - g. We hear that workforce homes are only deed-limited to remain that for a short time. What is the time limit for these homes to remain workforce?
 - i. A: Current law says 2-years.
 - h. We hear about homes, but how many cars does this project add to our roads?
 - i. A: Transportation planning uses trips per day, not cars. Mr. Matovina reads statistics about trips measurements.
 - i. A \$200,000 mortgage is \$2,000 a month payment, so how is \$260,000 for a house considered as affordable?
 - i. A: The County sets the standard definition for “affordable home” at \$260,000.

- j. Can a homeowner sell their affordable house for more than \$260,000 after 2 years?
 - i. A: Yes.
 - k. Will there be any road connection from this project into Deer Chase?
 - i. A: No.
 - l. There is a culvert along the unimproved Watson Road right of way. When Watson is extended west, will the culvert be retained?
 - i. A: No, the Watson extension paves over the culvert. Work will meet County standards.
 - m. Where will water for the project come from?
 - i. A: The project will tap into the existing water lines at Watson and Wildwood and will create a closed loop. This should make water pressure more reliable for the entire area.
 - n. How can we get all documents submitted for this project?
 - i. A: All documents are available from the County. The application number is 2023-23.
 - o. Will roundabouts be constructed anywhere?
 - i. A: No.
 - p. Will Wildwood be widened to 4-lane?
 - i. A: Not with this project. That is a future decision and responsibility for the County.
 - q. If traffic load on Wildwood is now at 86% capacity, won't this project push Wildwood to 100% or more?
 - i. A: No, traffic calculations show that Wildwood has capacity for this project.
 - r. How is stormwater drainage handled? Are there flooding concerns for surroundings areas?
 - i. A: Stormwater is directed to new retention basins where it is held and released at the required slower rates.
 - s. Does stormwater drain to Moultrie Creek?
 - i. A: Yes, it does now and will continue to do that.
 - t. Will this project try again if not approved as workforce housing?
 - i. A: Not sure.
6. With scheduled use of the room coming to an end, Mr. Matovina thanked everyone for their attendance, and the meeting was adjourned. Time was approximately 7:30 p.m.

The above represents my best understanding of discussions and questions. Should anyone have corrections or additions for these notes, please contact me and I will make every effort to incorporate them.

Submitted by,
Joe McAnarney
joemcanarney@yahoo.com

July 4, 2024

St. Johns County Planning & Zoning Agency
St. Johns County Commissioners
St. Augustine, Florida

Re: File number: REZ-2023000023
Project Name: Osceola Lakes (WF Housing)

Dear Planning & Zoning Agency and St Johns County Commissioners:

My name is Heather C. (Falkner) Carrington and I have owned Tax Parcel 137250-0000 for the past 37 years. I purchased this 6.4 acres with the hopes of one day building my forever home and living on the property during my retirement years. The problem is that I do not have a "legal" means of ingress and egress to and from my property to an existing public County Road. In the past, the owners of Young's Estates (Map Book 58, Page 68 and 69), which abuts my property on two sides, have allowed me access over existing dirt roads and promised to give me a legal means of access at such time they develop the property. Well, now is the time! The proposed Osceola Lakes Development encompasses my property on the north, south and east sides and the developers have promised to provide me ingress and egress to either Wildwood Drive or the proposed extension of Watson Road, by way of the use of paved roadways planned within the Osceola Lakes Development.

I had wanted to attend the Public Hearing, but I broke my back and will be having surgery next week. I would therefore greatly appreciate it if approval of the requested zoning change be contingent upon the developer providing me with access as outlined in the previous paragraph.

Thank you and sincerely,

HCC Heather C. Carrington

Heather C. Carrington
3278 Twilight Lane, Unit 590z
Naples, Fla. 34109
(239)-404-1569

Comments: (please attach additional pages if necessary)

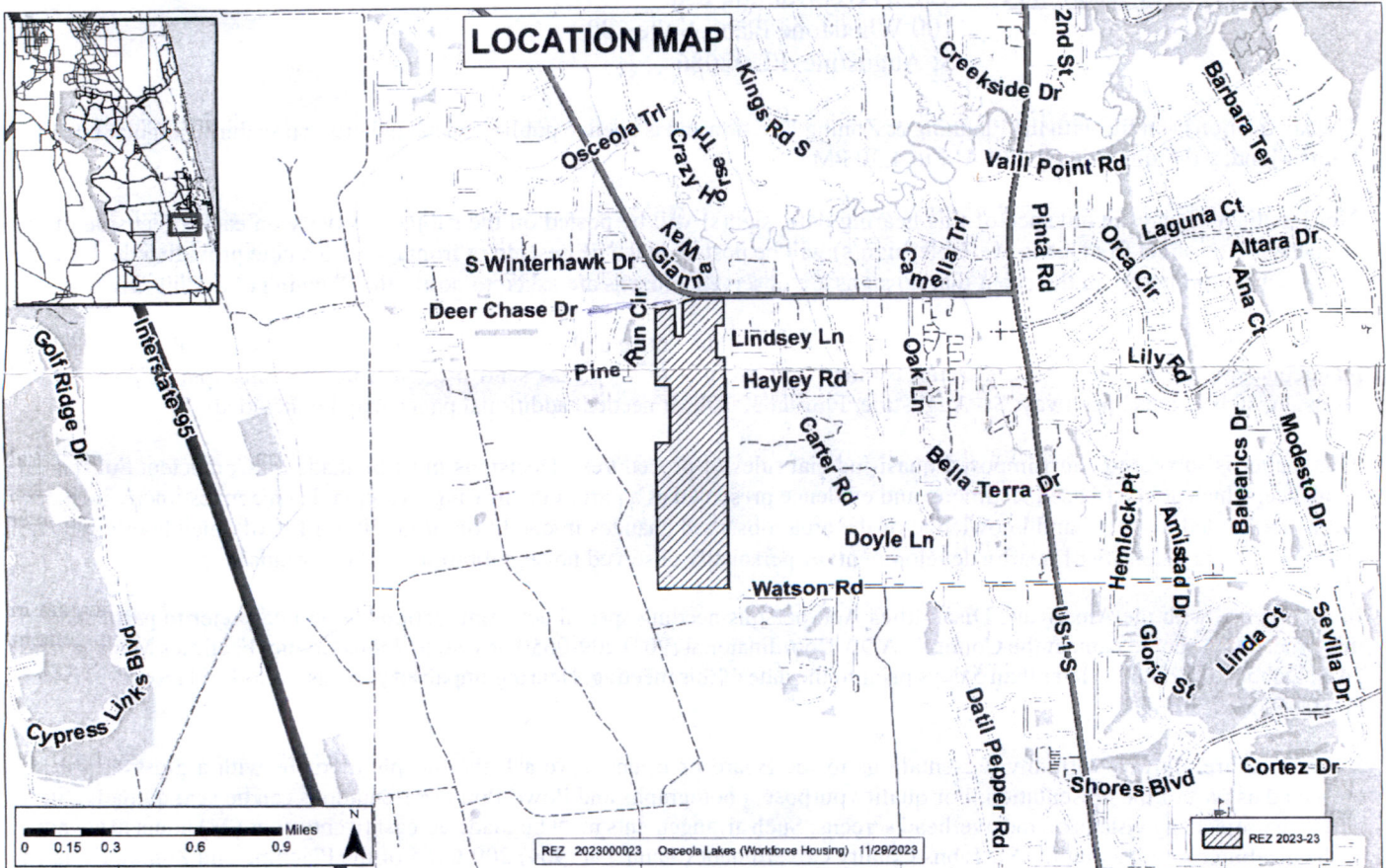
If this zoning is changed to allow this huge development to go forward you can tell Commissioner Roy Alaimo that he will not be re-elected. The traffic in this AREA is already ridiculous. Imagine another 2,000 cars + trucks. Also what happens to All the wildlife in the AREA (deer, turkeys, and birds, etc.) that live there. We will do everything in our power to stop it.

Signature:

Peter Cramer

Address:

4005 Pine Run Circle, St Aug, FL.



John & Erica Thompson
620 Wildwood Drive
Saint Augustine, FL
32086

June 28, 2024

SJC Growth Management Department
Planning & Zoning Division
4040 Lewis Speedway
Saint Augustine, FL
32084

FILE NUMBER: REZ-2023000023 Osceola Lakes (WF Housing)

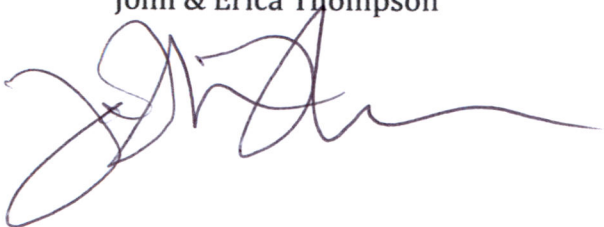
Comments:

Over the past five years that we've owned our home we've witnessed a significant increase in outflow water in the ditch along our property. This increase has caused significant damage to the structure of the ravine (owned by the Coronado Neighborhood) as well as to our property. The water flow now cuts under the bank of the ravine, which has resulted in dozens of fallen trees, serious erosion, and an estimated .4 acres of land lost from our property. Our attorney has been working closely with the Coronado HOA's attorney as well as county commissioner Roy Alamino to mitigate the current situation. This ongoing problem extends beyond the damage to our property and the Coronado neighborhood as it has already caused significant destruction and environmental changes to Moultrie Creek (a protected wetland area). The proposed development will have a severe and direct impact on this already serious ongoing issue. The increased water flow continues to plague our property as well as Coronado and cannot withstand the increase that will come with clearing the land (145 acres) at the proposed site. Please see attached map.

Additionally, over the past two to three years, with the addition of hundreds of new homes built in the subdivisions surrounding Treaty Park, we have been severely impacted by increased traffic on Wildwood Drive. We experience much more difficulty exiting and entering our property on a daily basis. The proposed entrance to this new development falls just east of a very dangerous blind curve on Wildwood Drive. Drivers speed around this curve making it incredibly difficult to turn out of residences. If hundreds of new residents will now need to enter onto Wildwood Drive at this curve this will become an even more serious, if not fatal, issue.

Sincerely,

John & Erica Thompson





Tender Care Medical Services, Inc. (PPEC)

already significant damage

dangerous blind corner

Proposed development

water flow

Dick's Wings / Grill Augustine

Cold

SUP Yoga Center

Moultrie Church

Publix Super Market at Moultrie Square

STARS Reh Physical Thera

Classic C of S

KC Inspections

Watson Rd

ZND- NUR Attic-Solution &...

Starry Night Creations

Matanzas Academy / Matanzas Christian...

Lindsey Ln

Hayley Rd

Easy St

Carter Rd

Carter Rd

Wicks Branch Rd

Devonshire Dr

Crooked Tree Trail

Wildwood Dr

Winterhawk Dr

S Winterhawk Dr

Winterhawk Dr

Winterhawk Dr

Winterhawk Dr

Arrowhead Dr

Gianna Way

Trevor Steven

From: Kimberly Daniels
Sent: Wednesday, July 10, 2024 7:51 AM
To: Trevor Steven; Jennifer Gutt
Subject: FW: REZ 2023-23

From: Martha Yamnitz <marthayamnitz@gmail.com>
Sent: Wednesday, July 10, 2024 7:45 AM
To: FAXPLANDEPT <faxplandept@sjcfl.us>
Subject: REZ 2023-23



Good morning,

I am writing in response to this sign posted about Osceola Lakes on the south end of St Augustine. I understand they are requesting rezoning to up the number of homes to 650. I will not be able to attend this meeting to speak on the rezoning so wish to voice my opinion to you in this format. I am a homeowner in St Augustine Shores, just north of this property. I am completely - as in 100% against this increase in homes allowed. I feel that the growth in this area has already exceeded what our roads and schools can handle. I realize this property has an owner and it has been zoned previously and we cannot ask to have their rights taken away. But I also own property and feel I also should have a voice when they ask to change the zoning to include more homes. This means more cars, more water use, more children in the zoned schools, and more destruction to native habitat for our wildlife and waterways. The watershed in this area is slowly being deteriorated through the process of clear cutting land, and filling in wetlands for construction of housing developments. Our Matanzas River is currently one of the cleanest in Florida, however if we continue to do away with the native plants that filter and store our water run-off, the river will be affected most negatively. I am a registered beekeeper and can speak directly to the effect the loss of native habitat is having on our pollinators as well. I cannot speak to the effect on other wildlife on the loss of habitat, but I have no doubt they suffer as well. We need to be able to construct homes without completely annihilating the nature currently thriving on the land. There are many housing communities that have been developed around the trees, wetlands and other precious resources. I do not understand why our PZA and community leaders are allowing more homes to be placed on land than was originally intended for the space. Please refuse to rezone this property, please have the owner of the land develop it while also protecting what is already there. Please, please, please do not allow the additional homes to be squeezed onto this land.

I appreciate you taking the time to read my comments and hope you will use them as you make your decision on this rezoning issue. Please feel free to reach out to me if you would like to speak directly to me on this issue. My phone number is 904-501-9043.

Thank you,

Martha Yamnitz
918 Viscaya Blvd
St Augustine, FL

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Trevor Steven

From: Lani Riley <irish36@copper.net>
Sent: Friday, July 12, 2024 4:54 PM
To: Trevor Steven
Subject: FDOT and Crash reports Watson/US1
Attachments: FDOT US1 watson crash report.xlsx; US 1 SOUTH & WATSON RD.xlsx

As per our phone conversation, please find attached the SJCFR and FDOT crash reports for Watson/US1 (upto 12/2023).

I am opposed to the development Osceola Lakes. The state of Watson road west side is is not able to handle the daily usage of current residents much less the huge amount of projected traffic from not only the projected development but the subsequent “cut through” diversion of traffic that would use it to bypass the Wildwood/US1 intersection. The sides of the road are rutted out from the industrial vehicles that work on the industrial street of Crescent Technical. There are no shoulders. No sidewalks. No drainage. In comparison the east side of Watson has two turn lanes and two straight lanes at the intersection and a much improved two lane Watson Rd with elevated shoulders, sidewalks and drainage.

Residents of Watson west side are bottle necked at the light due to no left turn lane to go north on US1 and often times you can see cars dart through the signal or in front of oncoming cars to make the turn.

The children waiting for buses are in the grass, unless it’s rained then it is puddles. The industrial vehicles continue to rut out the road and also come across the center line to fit causing a need for residents to push onto the grass shoulders or stop all together to let them pass.

Watson Rd west is long overdue for improvements and should be congruent to the east side in features such as the sidewalks, shoulders and drainage. The patch jobs just don’t retain and the intersection most certainly is not up to date even with current volume.

Thank you
Lani Riley

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**Florida Department of Transportation
Crash Summary**

Location / State Road: US 1 / SR 5 **Roadway ID:** 78010 000 **BMP:** 10.228 **EMP:** 10.728 **AR:** 2023

Intersecting Route: Dixie Hwy. and Watson Rd. **Analyst:**

Date From / To: January 2018 - Februray 2023 **City / Co**

No.	Crash #	Date of Crash	Day of the Week	Time of Crash	Type of Collision	# of Fatalities	# of Injured	Injury Severity	Total Crash Damage \$	Day/Night	Wet/Dry	Contributing Cause	At Fault 65+	At Fault Alcohol
1	87729496	12/10/2018	Monday	6:27 PM	Left turn		0	1	11000	Night	Dry	1 None	No	No
2	87730403	1/30/2019	Wednesday	3:06 PM	Left turn		2	3	14000	Day	Dry	1 None	No	No
3	88075596	3/18/2019	Monday	12:17 PM	Left turn		2	3	6000	Day	Dry	1 None	No	No
4	89067986	5/1/2019	Wednesday	3:42 PM	Left turn		0	1	4500	Day	Dry	1 None	Yes	No
5	88165176	10/4/2019	Friday	8:00 PM	Left turn		2	2	6000	Night	Dry	1 None	No	No
6	85331633	1/11/2020	Saturday	6:55 PM	Left turn		0	1	24000	Night	Dry	1 None	No	No

7	88192886	2/1/2020	Saturday	6:40 PM	Left turn		1	2	22000	Night	Dry	1 None	No	No
8	88682079	2/18/2020	Tuesday	11:55 AM	Left turn		2	3	10000	Day	Dry	1 None	Yes	No
9	82401063	7/8/2020	Wednesday	6:42 PM	Left turn		1	2	20000	Day	Dry	1 None	No	No
10	88328475	9/15/2020	Tuesday	7:58 PM	Left turn		1	2	6800	Night	Dry	1 None	No	No
11	89285926	12/7/2020	Monday	7:02 AM	Left turn		0	1	6000	Day	Wet	1 None	No	No
12	88445218	7/25/2021	Sunday	5:34 PM	Left turn	1	5	5	14000	Day	Dry	1 None	No	No
13	88489698	8/25/2021	Wednesday	4:23 PM	Left turn		2	4	35000	Day	Dry	1 None	No	No
14	24760529	10/18/2021	Monday	10:50 AM	Left turn		3	4	7000	Day	Dry	1 None	No	No
15	24935788	7/12/2022	Tuesday	4:48 PM	Left turn		1	3	\$ 7,500	Day	Dry	1 None	No	No

16	82204490	8/17/2022	Wednesday	8:10 PM	Left turn		1	2	\$ 20,000	Night	Wet	1 None	No	Yes
17														
18														
									\$ 213,800					
Total No.	Fatal Crashes	Injury Crashes		Lost Tow	Angle		Rear End		Sideswipe					
%	#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!		#DIV/0!		#DIV/0!					
Failure to Yield ROW	Careless Driving	Failure to Use Crosswalk		Day	Dark-Lighted		Wet	Dry	PDO (Property Damage)					
#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!					

(202

Trevor Steven

From: Mike Campbell <mcampbell@effectofit.com>
Sent: Tuesday, July 23, 2024 1:45 PM
Subject: REZ 2023-23 Osceola Lakes

Michael Campbell
326 Deerfield Glen Dr
St Augustine, FL 32086

Adamant Opposition to REZ 2023-23 Osceola Lakes

Traffic; My prior comment to Ellen Avery-Smith representing the developer; “The site plan creates a direct unimpeded route from Wildwood Rd to Watson Rd. Literally almost a straight line, a shortcut to eliminate the US-1/Wildwood Rd intersection. I would strongly encourage a much more indirect path. Unless of course, it is the intention to incentivize passthrough traffic...”

I attended the initial developer meeting at the car museum, the proposed road was referred to as a “traffic loop” - confirmation of this passthrough traffic design. As the speaker explained, the traffic loop was to reduce traffic at the US-1/Wildwood Rd intersection. The speaker went on to say, traffic on Watson Rd would be less than it is currently, while adding 640 housing units. Both can’t be true - where are all the cars going?

Watson Rd is very narrow, some sections do not have any centerline markings. It is unsafe currently for pedestrians or cyclists. The intersection of US1/Watson Rd is of great concern.

Recent changes in the Watson Rd area;

Deerfield Meadows 74 house development, additional traffic to Watson Rd

Expansion of Crescent Technical Ct, additional traffic to Watson Rd

A new RV/boat storage facility opened, additional traffic to Watson Rd

Yet to be completed, a new commercial/retail project on the northwest corner of US1/Watson Rd, additional traffic to the already congested intersection of US1/Watson Rd

How much more traffic will Watson Rd hold? I suspect the traffic “expert” will explain there is more than enough capacity. Common sense says otherwise.

Housing; Much to say on this topic, not nearly enough time or space... Workforce housing is the newest developer Trojan Horse to get approval for high density housing in inappropriate locations. Workforce housing seems to be the new buzzword used as a marketing tool for project approval.

Land Use Code defines the Maximum Initial Sales Price as \$260,000. Initial buyers can purchase “something” for over a quarter million dollars. No requirements of minimum square footage, number of bathrooms, number of bedrooms, type of dwelling, etc.

A minimum of thirty percent (30%) of the overall number of dwelling units onsite would be required to be workforce housing units. In this application, all will be townhomes, packed in one end of the development at the end of the Watson Rd extension. Welcome to the new low income housing projects of St Johns county.

Density increase is a massive benefit for the developer, not the community.

Schools; School capacity is an ongoing concern and controversy. Reviewing a recent letter from Nicole Cubbedge regarding an application for 180 multi-family dwelling units, the generation rate of 0.11 students per multi-family dwelling seems ridiculously low. That letter determined there was no capacity for only 6.1 high school students as of

April 2024. This application of 640 units will generate many more students, even at this incredibly low calculation rate. How many more portable classrooms need to be added for this unsustainable growth?

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I am an adjacent property owner for the past **26** years. In January, I attended a community meeting with 100 others from numerous surrounding neighborhoods.

There was **NO support** for the project so I was surprised to see it resubmitted with minimal changes.

- 1) The increase in the buffer to 20 feet is appreciated but not enough, particularly (at least) for those of us on Pine Run Circle. **Any** fence would be preferable to white vinyl which is not compatible and molds and mildews easily. See treaty oaks. There are other options if it must occur.
- 2) Increase in of workforce housing from 2 to 5 years is also nice but just prolongs us being back in the same boat by a few years.
- 3) Addition of more single-family homes and sidewalks does nothing to diminish the size, scope and incapability of the project.

The workforce housing is not affordable, the project is not responsible planning, contributes to the unbridled growth and is not compatible with our neighborhoods.

As an adjacent property owner:

- 1) **Flooding.** Since the most recent 2 harvests, our yard and porch has flooded three times. Prior (in 26 years) it had only flooded once during Hurricane Matthew. **Deer Chase** at the **entrance** to Wildwood Pines/ Stonegate is now covered with water after rain and never has been before. The **Environmental Assessment** completed in 2023, speaks repeatedly to the present soils which are **“very poorly drained”, “frequently flooded”**. The additional removal of trees can only worsen flooding. I believe some of it is flood zone requiring insurance. Another cost for WFH. The density at that time was approximately 436 trees per acre. They attempt to address flooding issues in The Watson Road area but nothing in the Northwest sector. Over 14 acres of **adjacent wetlands** will be affected.
- 2) The neighborhood is **dark and very quiet and relatively rural** . There are no street lights. The main sound at night is the beautiful **chuck-will’s widows** the population of which is **“plummeting”** d/t destruction of its habitat/urbanization .(58% between 1966 and 2019) They are mosquito eaters. This many homes will add noise, light pollution and **diminish the natural habitat** of many species. It is not **compatible** with our neighbor hoods which are single story, single family homes on large wooded lots.
- 3) We enjoy other **wildlife** including a multitude of deer, wild turkeys, raccoons, wild boar, birds and reportedly panthers and red fox. There are African Spurred tortoise who while not native are endangered. As has occurred in many areas of the county, they will displaced and the rural feel of the neighborhood will be gone. Our wooded view would become a fence and no wildlife. All are part of the ecosystem which we are destroying.
- 4) The homes in the area are single level. The addition of **tall townhouses** is not **compatible..** It is **too many homes**. The project is not **compatible** with surrounding properties/neighborhoods. **Density** is not appropriate or acceptable. **Potentially 6 units per acre is not compatible with property future land use at 2 units per acre.**

Also as a APO, I have already been awakened by **drones** flying over the property, **tree surveyors** virtually in my back yard, additional surveyors and noisy **equipment** appearing to be clearing more of the property and **political signs** on the property (since removed) It is concerning to us that the project **appears to be proceeding** as if it was a done deal and it has yet to even be rezoned. It is disturbing to me that the **developer sits on PZA** and stands to profit from this project. This makes it difficult for me to continue to support elected and county officials against the charges of developers running the county.

At the January meeting objections which were raised included but not limited to:

- 1) **Traffic** : The project *alleges* to provide traffic relief to **Watson Road**, it does nothing to address the **increased traffic on Wildwood**. The traffic on Wildwood has increased drastically in recent years with the addition of the numerous developments built and still being built. It backs up significantly. It is increasingly difficult to make a left turn off Deer Chase, Publix or any of the many neighborhoods on Wildwood. The addition of (conservatively) another 640 cars to the area will be disastrous. The proposed road is **too close** to Deer Chase which is on a bad curve. It is difficult to believe the presented traffic study.
- 2) This would also impact the traffic on **US 1** which currently backs up significantly and increasingly frequently. 207 as well.
- 3) **Infrastructure**: as you know, we have not kept up with the infrastructure hence the recent request for a sales tax increase. Yet we continue to approve new developments. There is a shortage of Dr.s/medical, first responders etc. Schools are already overwhelmed. The county is just not keeping up with influx of people and there are 50K ?additional homes already approved! We need to slow down
- 5) **Workforce housing** is not affordable to many/most? On line calculator indicates that to afford a 260k home you would need to make \$63,387 /year and that is with 10% down (probably not realistic for many..3-5% likely more feasible and that would drive needed income up). Payment would be 1315/month but does not include taxes, car payments, insurance etc. COSA and SJC police and Fire and teachers all have starting salaries of 55K or less. Understand that some will have two incomes, but excludes those that aren't or single.

I am not naïve enough to think this property will never be developed, but this project **has not addressed many concerns** that have been raised by numerous neighborhoods and people. **And I repeat The workforce housing is not affordable, the project is not responsible planning, contributes to the unbridled growth and is not compatible with our neighborhoods.**

I appreciate and respect Mr. Youngs property rights, but believe I should have some, too.

I admit that I am a NIMBY as it literally is my back yard but I am also a **NIMC. (Not in my county)**

I apologize for the length and appreciate your time. I urge you to not support this rezoning project..

Nancy A. Rawson

4024 Pine Run Circle 32086

Trevor Steven

From: Adam Howington
Sent: Wednesday, July 24, 2024 12:38 PM
To: Trevor Steven
Cc: Jennifer Gutt
Subject: FW: OPPOSED REZ2023-23

From: Denise Jones <denisejones80@yahoo.com>
Sent: Wednesday, July 24, 2024 12:36 PM
To: FAXPLANDEPT <faxplandept@sjcfl.us>
Subject: OPPOSED REZ2023-23

The ditch across from Osceola Lakes on Wildwood can't handle the extra usage. The sides of this ditch are encroaching on to the houses along the ditch to the water way -

355 Gianna Way
St Augustine, FL

I would be happy to give you a tour of the ditch

904-501-8716
Denise Jones

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Trevor Steven

From: mary gerling <gerlingmh@yahoo.com>
Sent: Wednesday, July 24, 2024 1:17 PM
To: Trevor Steven
Subject: osceola....yet another development

Dear Trevor:

In my opinion, condos, apartments, cluster homes, storage units, quick shops, gas stations, fast food drive thru restaurants, and every other commercial building imaginable, built very close to single family homes reduces the attractiveness and value of the single-family homes. Often the single-family homes are built and occupied much before the other developments are built. New development should not be allowed to put the existing homes at a disadvantage and significantly change the existing neighborhood structure and environment. New development can create additional motor vehicle traffic and accidents, poor air quality, road rage and crime.

Is the patch work housing attractive?

Is patch work zoning - commercial, professional, storage, entertainment, restaurants, single family residences, condos, apartments all within 1 or 2 miles attractive?

Is added traffic congestion and additional accidents attractive?

Is over crowding our schools attractive?

Is destruction of our green space in favor of concrete "whatever" attractive?

The existing homeowners should be allowed to vote on the use of land that directly impacts their property.

We will need more police, schools, fire stations, road widenings, etc. That will, of course, necessitate raising our property and other taxes.

Once the natural beauty of St. Johns County is destroyed, it will never come back.

If we all do not work to preserve the natural beauty of St. Johns County, it will be lost forever.

Sincerely,
Mary Gerling

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Trevor Steven

From: Adam Howington
Sent: Wednesday, July 24, 2024 1:44 PM
To: Trevor Steven
Cc: Jennifer Gutt
Subject: FW: OPPOSED REZ2023-23

-----Original Message-----

From: Morgan Crews <morflor528@bellsouth.net>
Sent: Wednesday, July 24, 2024 1:03 PM
To: FAXPLANDEPT <faxplandept@sjcfl.us>
Subject: OPPOSED REZ2023-23

As a homeowner who lives off Wildwood Drive, I am opposed to the plan to try to rezone and develop Osceola Lakes and add a connecting road between Wildwood and Watson Road. Wildwood is already used as a cut through and has more traffic than it can handle. Adding "workforce housing" really means low income housing. Our schools are already overcrowded. This is a bad idea all around. Please take my opinion and my fellow neighbors opposition to this terrible plan into consideration. Thank you. -Morgan Crews

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Trevor Steven

From: Adam Howington
Sent: Wednesday, July 24, 2024 1:03 PM
To: Trevor Steven
Cc: Jennifer Gutt
Subject: FW: Opposed rez2023-23

From: Robert Growick <marshalg19@icloud.com>
Sent: Wednesday, July 24, 2024 12:58 PM
To: FAXPLANDEPT <faxplandept@sjcfl.us>
Subject: Opposed rez2023-23

Please accept this email in opposition of rezoning of Osceola Lakes 2023-23.
Respectfully submitted,
Mr. Robert Growick
359 Gianna Way
954 559-7916

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Sent from my iPhone