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**AGENDA ITEM
ST. JOHNS COUNTY BOARD OF COUNTY COMMISSIONERS**

Deadline for Submission - Wednesday 9 a.m. – Thirteen Days Prior to BCC Meeting

3/5/2024

BCC MEETING DATE

TO: Joy Andrews, County Administrator

DATE: February 7, 2024

FROM: Trevor Steven, Planner

PHONE: 904 209-0587

SUBJECT OR TITLE: REZ 2023-16 Mills Workforce Housing (WH)

AGENDA TYPE: Business Item, Ex Parte Communications, Ordinance, Public Hearing, Report

BACKGROUND INFORMATION:

Request to rezone approximately 24.31 acres of land from Residential, Single Family (RS-3) and Open Rural (OR) to Workforce Housing (WH) with a condition limiting the maximum number of units to 110, located near the intersection of Lewis Speedway and Woodlawn Road. The Planning and Zoning Agency heard this request at their regularly scheduled public hearing on December 21, 2023 and recommended denial with a vote of 3 to 3. At the regularly scheduled BCC hearing on 2/6/24, The applicant requested a continuance to the 3/5/24 BCC hearing to allow for the submittal and review of a potential roundabout that would be located near the subject property.

1. IS FUNDING REQUIRED? No

2. IF YES, INDICATE IF BUDGETED. No

IF FUNDING IS REQUIRED, MANDATORY OMB REVIEW IS REQUIRED:

INDICATE FUNDING SOURCE:

SUGGESTED MOTION/RECOMMENDATION/ACTION:

APPROVE: Motion to enact Ordinance 2024 - _____, approving REZ 2023-16 Mills Workforce Housing (WH) with conditions limiting the maximum number of units to 110 and the applicant's commitments to construction of a roundabout, based upon four (4) findings of fact as provided in the Staff Report.

DENY: Motion to deny of REZ 2023-16 Mills Workforce Housing (WH) with conditions limiting the maximum number of units to 110 and the applicant's commitments to construction of a roundabout, based on five (5) findings of fact, as provided in the Staff Report.

For Administration Use Only:

Legal: Christine Valliere 2/21/2024

OMB: ARM 2/21/2024

Admin: Colin Groff 2/21/2024



Growth Management Department
Planning Division Report
Application for Rezoning
REZ 2023-16 Mills Workforce Housing (WH)

To: Board of County Commissioners

Through: Planning and Zoning Agency

From: Trevor Steven, Planner

Date: February 20, 2024

Subject: **REZ 2023-13 Mills Workforce Housing (WH)**, a request to rezone approximately 24.31 acres of land from Residential, Single Family (RS-3) and Open Rural (OR) to Workforce Housing (WH) with a condition limiting the maximum number of units to 110.

Applicant: Douglas N. Burnett, St. Johns Law Group

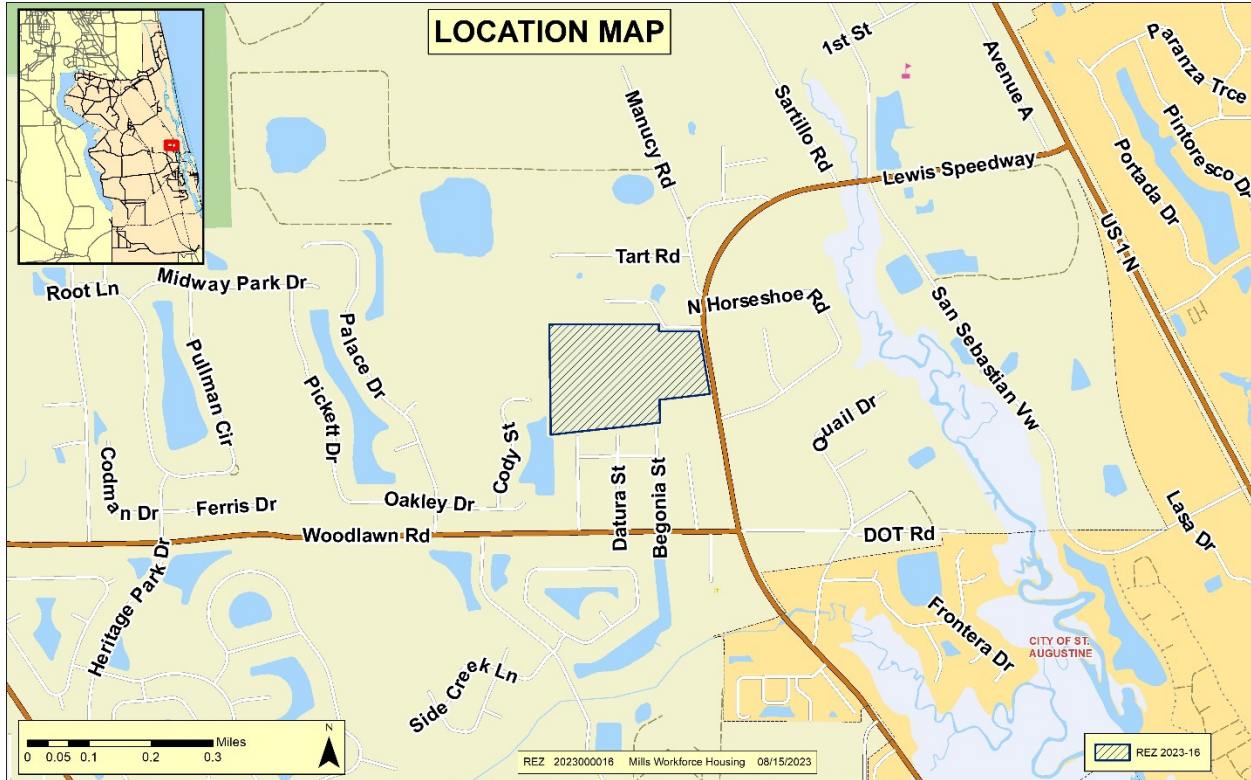
Owner: Holy Grail Holdings, LLC

Hearing Dates: Planning and Zoning Agency – December 21, 2023
Board of County Commissioners – February 6, 2024
-Continued to a date certain of 3/5/24
Board of County Commissioners – March 5, 2024

Commissioner District: District 5

MAP SERIES

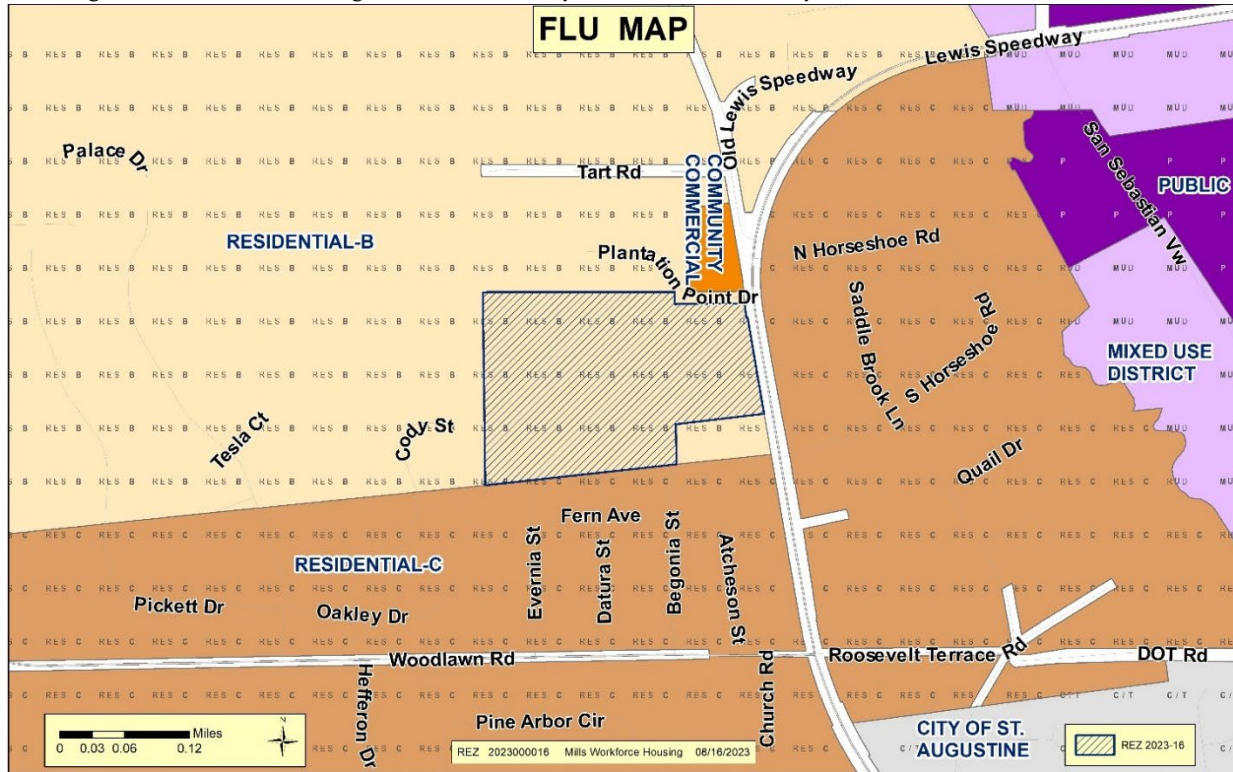
Location: The subject property is located north of Woodlawn Road and west of Lewis Speedway.



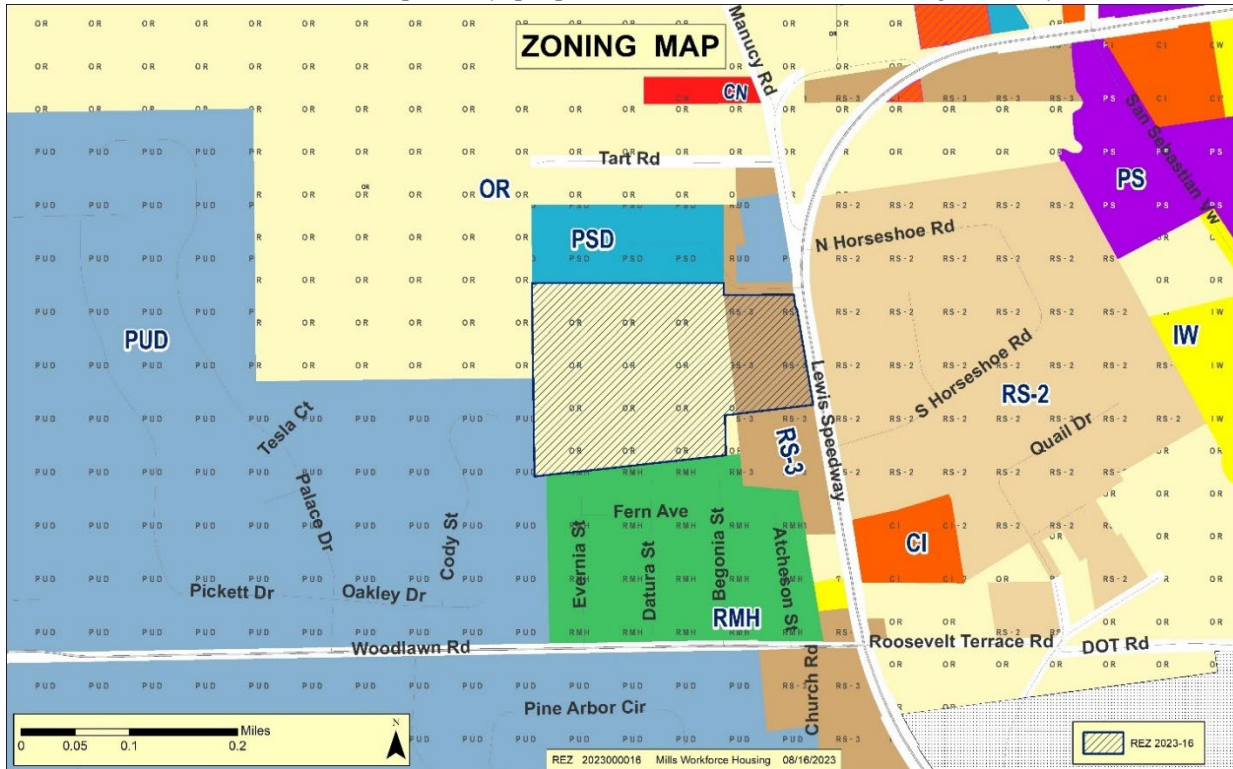
Aerial Imagery: The subject property is approximately 24.31 acres in size, and is currently undeveloped. The property lies east of the Woodlawn Planned Unit Development (PUD), with mobile homes located to the south and single-family homes located to the east and north.



Future Land Use: The subject property and the surrounding areas are designated Residential-B (Res-B) on the Future Land Use Map. Properties to the south and east across Lewis Speedway are designated Residential-C, along with a small area designated Community Commercial directly north.



Zoning District: The subject property is currently zoned Open Rural (OR) and Residential, Single-Family (RS-3) with a requested change to Workforce Housing (WH) with a condition limiting the maximum number of units to 110. Surrounding zoning districts include Planned Special Development (PSD), Planned Unit Development (PUD), Residential, Single-family (RS-3), Open Rural (OR) and Residential, Mobile Home (RMH). To the east across Lewis Speedway, properties are zoned Residential, Single-Family (RS-2).



APPLICATION SUMMARY

The Applicant is requesting to rezone approximately 24.31 acres of land from Residential, Single Family (RS-3) and Open Rural (OR) to Workforce Housing (WH) with a condition limiting the maximum number of units to 110. The applicant has not provided a conceptual site plan for proposed development within the application, however there is a proposed maximum of 110 single-family detached residential units indicated in the submitted traffic study, which is located in the **Application & Supporting Documents**. The applicant has also revised the title of the project as part of a resubmitted application to be “Sebastian Oaks Workforce Housing Rezoning”.

APPLICABLE REGULATIONS

Comprehensive Plan, Policy A.1.11.1(m)

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.

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 10W- property beyond 5 road miles but less than 7 road miles from an existing fire rescue station, and has a creditable water source.

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

Based on this project submitted, parcel 073230 0000, as well as the current primary fire station location at 4505 Ave A 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

The following assessment is a non-binding traffic impact analysis for MILLS WORKFORCE HOUSING REZ 2023-16 to assess for potential impact based solely upon the applicant's intent to develop within this application for rezoning to Workforce Housing (WH) for the development of 110 single family units on 24.31 acres.

Intended Plan of Development: According to the application for rezoning, the applicant intends to develop 110 single family detached dwelling units estimated to generate 1,102 daily trips with 109 trips occurring during the P.M. peak hour.

Maximum Density: The highest density allowed by the proposed rezoning to WH is 6 units per acre, which would yield a maximum of 145 residential units (24.31 acres x 6 units per acre). The 145 residential units (maximum density) is estimated to generate 1,420 daily and 141 P.M. peak hour trips based on 145 single family units or 1,005 daily trips and 83 P.M. peak hour trips based on 145 multi-family low-rise units (2-3 stories).

The directly accessed roadway segment, Link 26 (Lewis Speedway from Woodlawn Rd to US 1), is currently operating at 78.2% of capacity based on existing 2023 traffic; and is currently classified as "Critical" for concurrency review purposes at 93.6% of capacity based on total committed traffic.

Proportionate Fair Share Analysis

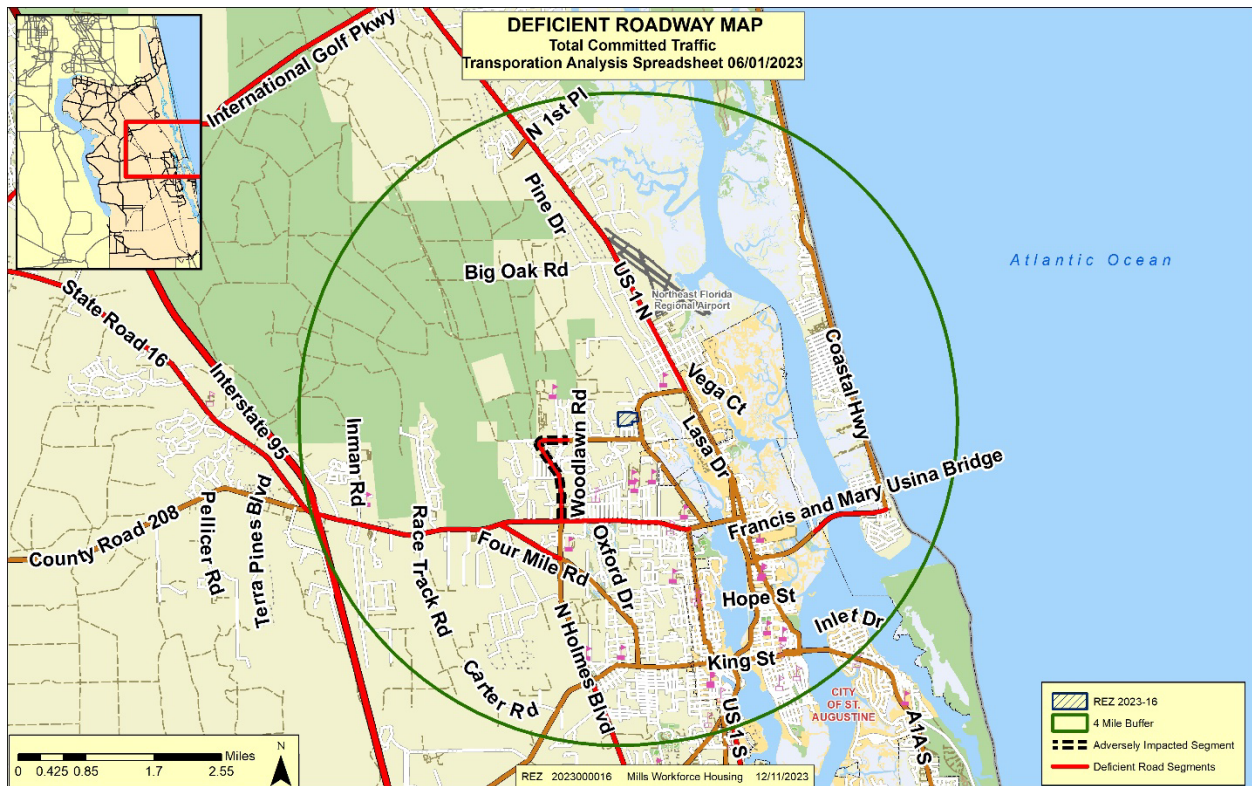
An Application for Concurrency Determination has not been submitted; however, the applicant provided a traffic analysis for the development of 110 single family units using the Traffic Impact Study Methodology and Procedures as required for concurrency review.

The traffic impacts were reviewed based on the roadway status at the time of rezoning application review (Transportation Analysis Spreadsheet dated 6/1/2023). The following roadway segments were determined to be adversely impacted by the proposed 110 single family units:

Link 151.1 (Woodlawn Rd from SR 16 to Heritage Park Drive (N))

The actual proposal for development is subject to concurrency review and compliance with Article XI of the Land Development Code, including school concurrency, prior to construction plan approval. At that time, a formal concurrency application is required with the determination of concurrency based upon the current availability of public infrastructure, as applicable, and will be reviewed in the order received.

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 required PRELIMINARY proportionate fair share (PFS) for impacts to the adversely impacted segment shown above based on the FDOT 2022 cost per mile models is currently estimated at \$199,409 for the Mills Workforce Housing consisting of 110 single family units, subject to final concurrency review.

A PFS Agreement will be required prior to construction plan approval.

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

Impacted Roadway Commitments:

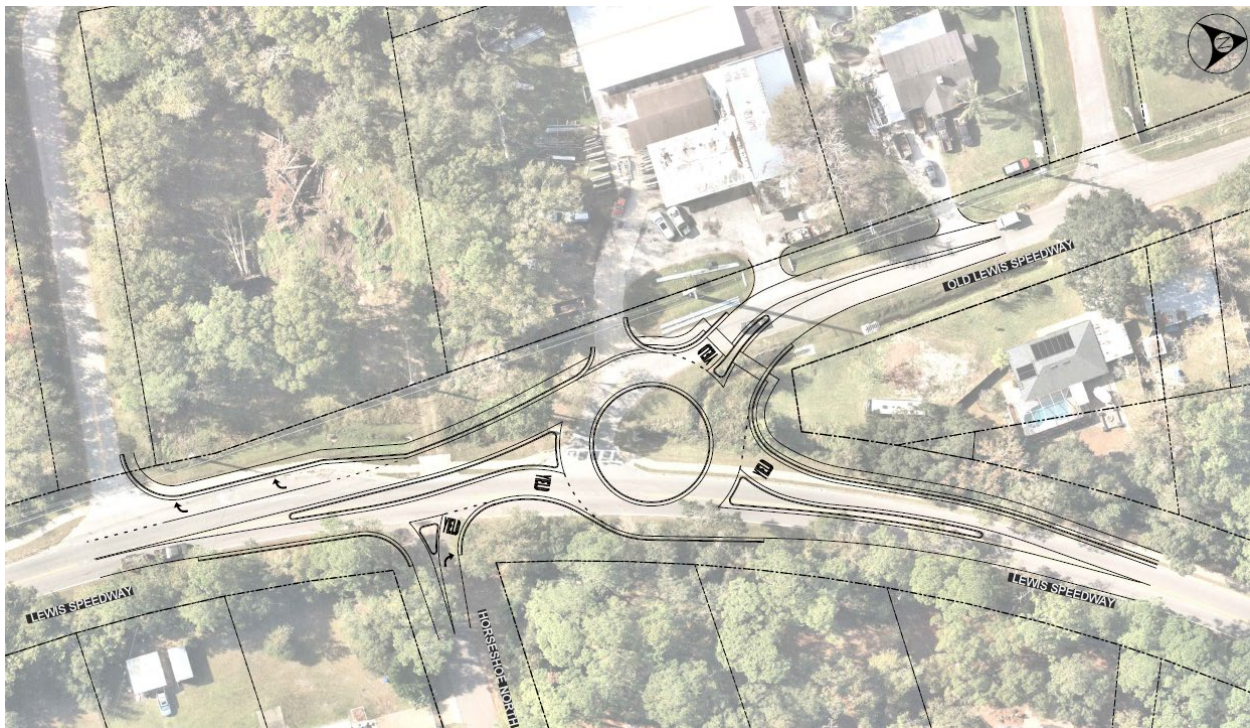
Link ID	Roadway	Improvement Needed	Estimated Improvement Costs	Current Commitments	Current Status	Mills Workforce Housing PRELIMINARY PFS
151.1	Woodlawn Rd (SR 16 to Heritage Park Drive N)	Widen to 4-Lane (Urban)	\$20,771,772	No current commitment to construct 4-lane	Unfunded	\$ 199,409
			\$20,771,772		TOTALS	\$ 199,409

Roundabout proposal at the intersection of Lewis Speedway and Old Lewis Speedway

The applicant has proposed a round-a-bout at the intersection of Lewis Speedway and Old Lewis Speedway for mitigation of the traffic impacts. Staff has reviewed the traffic counts at the intersection as well as the

design of the intersection and the five most recent years of accident data. During the five year review period, only three accidents occurred on Lewis Speedway within the vicinity of the curve, none resulting in injury. Based on anecdotal evidence the issue may be resolved by removing trees within the right-of-way, which may be necessary with the installation of the round-a-bout. Should this rezoning be approved the applicant can provide analysis to support the removal of trees. This can be accomplished by applicant in conjunction with their project. Staff does note that a number of properties that front Lewis Speedway in the location appear to use these existing trees to buffer the road. The concept plan appears to fit within the roadway limits, but staff notes that the round-a-bout does not increase the capacity of the roadway. The Opinion of Probable Cost for this as provided by the applicant (located in **Attachments and Supporting Documents**) is approximately \$1.4 million. Staff does note that any construction would disrupt traffic along Lewis Speedway and necessitate detours.

There is currently a Capital Improvement Project through Public Works to widen Woodlawn from SR 16 to Whitehouse Road. The anticipated cost of this is \$8 million, with only \$6.5 million budgeted, leaving a deficit of \$1.5 million. This project is within the impact area of the Mills Project. Staff would find the funds for a round-a-bout better utilized to complete the widening project.



Planning and Zoning Division Review:

The property currently has a zoning designation of Open Rural (OR) and Residential, Single Family (RS-3) with a Future Land Use designation of Residential-B (RES-B). According to the County Property Appraiser records, the subject property is currently vacant and totals approximately 24.31 acres in size. Property that has a Zoning designation of Workforce Housing (WH), which is what is proposed, along with a Future Land Use designation of RES-B is allowed a density of 6 units/acre per Comprehensive Plan Policy A.1.11.1.m. For all other Zoning classifications, Residential-B only allows for 2 units/acre. With the overall property at 24.31 acres in size, the highest possible number of residential units that could theoretically be developed would be 145; however, the Applicant has conditioned the proposed rezoning to not exceed a maximum of 110 units and provided a Traffic Study based on that reduced density.

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 Project Overview, which is located in **Application and Supporting Documents**, that they will provide the minimum 30% as workforce housing. 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.

Figure 1 on the following page provides a compatibility analysis of the subject property in comparison to adjacent properties, while Figure 2 is a map labeling the properties.

Figure 1: Compatibility Analysis

Criteria	Subject Property	North (Property #1)	East (Property #2)	South (Property #3)	West (Property #4)
FLUM	Res-B	Res-B	Res-C	Res-C	Res-B & Res-C
Present / Proposed Zoning	Proposed Workforce Housing (WH) with conditions	Plantation Point Planned Special Development (PSD)	RS-2	RMH	Woodlawn Planned Unit Development (PUD)
Present / Proposed Use	Proposed Residential	Multifamily Residential - Condominiums	Single Family Residential	Single Family Residential	Single Family Residential
Total Area	24.31 acres	8.55 acres	N/A	N/A	200.5 acres
Minimum Lot Width	30' (for Single Family)	N/A	90'	60' (majority platted as 50x150')	53'
Minimum Lot Area	3,000 sf. (for Single Family)	N/A	10,000 sf.	6,000 sf.	5,300 sf.
Maximum Building Coverage per Lot	50%	N/A	50%	35%	60%
Max ISR per Lot	70%	N/A	70%	70%	70%
Building Setbacks	-Front Garage:20' -Front Home: 10' -Side: 5', 10' between structures -Rear: 10' (for SF)	N/A	-Front Garage: 20' -Front Home: 15' -Side: 7.5' -Rear: 10'	-Front: 20' -Side: 8' -Rear: 10'	Front Garage: 20' Front Home: 15' Side: 5' Rear: 10'
Total Units	Maximum of 110 indicated in Traffic Report	33 units	N/A	N/A	473
Net Density	Up to 6.0 du/acre	3.9 du/acre	N/A	N/A	2.36 du/acre

Figure 2: Compatibility Map



Figure 3 provides a comparison of the currently permitted Use Categories within Open Rural (OR) & Residential Single Family (RS-3) zoning and those proposed as a part of this rezoning to Workforce Housing (WH).

Figure 3: Zoning Designation Allowable Use Comparison

Permitted Use Categories	OR	RS-3	WH (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		

Figure 4 on the following page 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.

Figure 4: 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

In 2021, there was a Planned Unit Development (PUD) Rezoning application and a Small-Scale Comprehensive Plan Amendment (CPA(SS)) application submitted to the County for a proposed single-family residential development, located on the same property. The CPA(SS) proposed to change the Future Land Use designation from Residential-B to Residential-C in order to allow a maximum density of 6 units/acre. The PUD originally proposed 92 single family units, but during the Board of County Commissioners (BCC) hearing on 10/18/2022, the applicant revised the request down to 76 units based on comments made in previous PZA and BCC hearings from the public and board members regarding density and traffic concerns. The request was voted to be denied with a vote of 4-0.

On August 1, 2023, the applicant came before the BCC to request a Waiver of Time Limits, pursuant to LDC Section 9.04.05.C, to be allowed to submit a new Rezoning application within one (1) year of their previous denial on 10/18/2022. During the meeting, the applicant stated the new desire to request a Rezoning to Workforce Housing (WH), and keep the underlying Future Land Use designation of Residential-B that currently exists. This request was approved 3-2 by the BCC, and this current Rezoning application (REZ 2023-26) was applied for on 8/15/2023.

CORRESPONDENCE/PHONE CALLS

Staff has received several phone calls and letters regarding this request. Most calls were informational in nature with general opposition, with nearby residents inquiring on what has changed from the previously denied PUD to the current request. All written correspondence can be found in Attachment 3: Correspondence.

PLANNING AND ZONING AGENCY MEETING

The Planning and Zoning Agency (PZA) heard this request at their regularly scheduled public hearing on December 21, 2023 and recommended denial with a vote of 3 to 3 (technical denial). The vote summary includes Members in support (Green, Pierre, Matovina) and Members in opposition (Hilsenbeck, Peter, Spiegel) (Perkins absent). Agency members discussed a range of topics with the applicant, including the changes from the previous PUD proposal, other Workforce Housing proposals in the area, traffic concerns on Lewis Speedway, ingress and egress concerns from Horseshoe Road, and overall compatibility with the surrounding area. Public comment from nearby residents included similar concerns and were opposed to the proposal.

The applicant provided a rebuttal to both the agency and public comment stating that the subject property is a good location for Workforce Housing, and that nearby residential development to the west and north, along with the some of the mobile home development to the south, has comparable density to what would be developed on the subject property. Regarding any roadway improvements, the applicant stated they would do whatever the county requires at the time of permitting.

Furthermore, the applicant confirmed in the time after the Planning and Zoning Agency meeting that the maximum intended unit count would be 110, and there is now a condition in place that limits residential development to that amount. There was another condition added that enforces the maximum workforce housing price will apply for five years from the date of initial occupancy, and that the extended workforce housing pricing will be included in the required deed restriction.

BOARD OF COUNTY COMMISSIONERS MEETING (2/6/2024)

The applicant requested a continuance to a future Board of County Commissioners public hearing date (3/5/2024) to allow for the submittal and preliminary Staff review of a potential roundabout located at the intersection of Lewis Speedway and Old Lewis Speedway. Supporting documents for this request can be found in the **Application and Supporting Documents** section.

Proposed conditions per the Applicant:

1. Maximum number of residential dwelling units allowed for the property described within Exhibit "A" shall be 110.
2. The maximum workforce housing price will apply for five years from the date of initial occupancy, which will be included in the required deed restriction.
3. The developer shall construct site access roadway improvements at developer's expense to include a right deceleration lane and left center turn lane subject to County review during construction plan approval. Site access improvements are not subject to impact fee credits.
4. The developer shall construct or cause to be constructed (at developer's expense) a roundabout in Lewis Speedway at the southern connection with Old Lewis Speedway to improve safety in the curve. The proposed improvement is anticipated to cost more than the proportionate fair share due for traffic concurrency for the project. The developer shall be entitled to road impact fee credits in the amount of the cost of construction of the roundabout and related improvements and may apply for a proportionate fair share agreement with impact fee credits. Construction of the roundabout shall be commenced prior to the Certificate of Occupancy of the twelfth (12th) residential unit and completion of construction shall be within one (1) year of commencement.

Staff believes that condition 4, as written provides hard stop and start timelines for the work, but there is concern with the round-a-bout not being completed in conjunction with any CO. The work would also need to be reflected on the construction plans for the project, so would need to be financially secured well before the 12th CO is obtained.

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 2023-16 Mills Workforce Housing (WH)

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) 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) 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) is consistent with the St. Johns County Land Development Code.	3. The rezoning to Workforce Housing (WH) is not consistent with the St. Johns County Land Development Code.
4. The zoning district of Workforce Housing (WH) 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) 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 RESIDENTIAL, SINGLE FAMILY (RS-3) AND OPEN RURAL (OR) 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 August 15, 2023 in addition to supporting documents and statements from the applicant, **which are a part of Zoning File REZ 2023-16 Mills Workforce Housing (WH) with conditions**, as approved by the Board of County Commissioners, and incorporated by reference into and made part hereof 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)** is consistent with the St. Johns County Land Development Code.
4. The zoning district of **Workforce Housing (WH)** 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 2023-16 Mills Workforce Housing (WH)** the zoning classification of the lands described within the attached legal description, Exhibit “A”,

is hereby changed to Workforce Housing (WH) with conditions

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 110.
2. The maximum workforce housing price will apply for five years from the date of initial occupancy, which will be included in the required deed restriction.
3. The developer shall construct site access roadway improvements at developer’s expense to include a right deceleration lane and left center turn lane subject to County review during construction plan approval. Site access improvements are not subject to impact fee credits.
4. The developer shall construct or cause to be constructed (at developer’s expense) a roundabout in Lewis Speedway at the southern connection with Old Lewis Speedway to improve safety in the curve. The proposed improvement is anticipated to cost more than the proportionate fair share due for traffic concurrency for the project. The developer shall be entitled to road impact fee credits in the amount of the cost of construction of the roundabout and related improvements and may apply for a proportionate fair share agreement with impact fee credits. Construction of the roundabout shall be commenced prior to the Certificate of Occupancy of the twelfth (12th) residential unit and completion of construction shall be within one (1) year of commencement

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 4. It is the intent of the St. Johns County Board of County Commissioners that scrivener 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"
The Property – Mills Place

[Lewis Speedway Road]

Approximately 24 acres in St. Johns County, Florida consisting of:

Parcel I.D. #: 073230 0040
073230 0000

PARCEL 1:

A PARCEL OF LAND IN GOVERNMENT LOTS 9 AND 16, SECTION 35, TOWNSHIP 6 SOUTH, RANGE 29 EAST AND IN SECTION 99, TOWNSHIP 6 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 16; THENCE NORTH 00 DEGREE 46'26" EAST, ON THE WEST LINE OF SAID GOVERNMENT LOT 16, A DISTANCE OF 402.12 FEET TO THE POINT OF BEGINNING AT THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED PARCEL OF LAND; THENCE CONTINUING NORTH 00 DEGREES 46'26" EAST, ON THE WEST LINE OF SAID GOVERNMENT LOTS 16 AND 9, A DISTANCE OF 540.37 FEET; THENCE SOUTH 88 DEGREES 56'09" EAST, ON THE SOUTH LINE OF THAT LAND DESCRIBED IN DEED RECORDED IN OFFICIAL RECORDS BOOK 252, PAGE 425 PUBLIC RECORDS OF SAID COUNTY, 936.62 FEET; THENCE SOUTH 1 DEGREE 03'51" WEST, ON THE WEST LINE OF THAT LAND DESCRIBED IN DEED RECORDED IN OFFICIAL RECORDS BOOK 540, PAGE 8, PUBLIC RECORDS OF SAID COUNTY, 60.00 FEET; THENCE SOUTH 88'56'09" EAST, ON THE SOUTH LINE OF SAID LAND DESCRIBED IN OFFICIAL RECORDS BOOK 540, PAGE 8, A DISTANCE OF 337.07 FEET TO THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. S-16A (LEWIS SPEEDWAY), SAID RIGHT OF WAY LINE BEING 50 FEET WESTERLY FROM AND PARALLEL WITH THE CENTERLINE OF SAID ROAD; THENCE SOUTHERLY, ON A CURVE WITH RADIUS OF 1,154.49 FEET AND CONCAVE EASTERLY, THROUGH A CENTRAL ANGLE 3 DEGREES 30'33" AN ARC DISTANCE OF 70.71 FEET TO THE POINT OF TANGENCY OF SAID CURVE AT A POINT OF CHANGE IN WIDTH OF ROAD RIGHT OF WAY; THENCE NORTH 81 DEGREES 21'00" EAST, PERPENDICULAR TO THE CENTERLINE OF SAID ROAD, 5.00 FEET; THENCE SOUTH 8 DEGREES 39'00" EAST, ON SAID WESTERLY RIGHT OF WAY LINE OF STATE ROAD, SAID RIGHT OF WAY LINE BEING 45 FEET WESTERLY FROM AND PARALLEL WITH THE CENTERLINE OF SAID ROAD, 275.20 FEET; THENCE SOUTH 85 DEGREES 21'19" WEST, ON THE NORTH LINE OF THAT LAND DESCRIBED IN DEED RECORDED IN OFFICIAL RECORDS BOOK 438, PAGE 796 PUBLIC RECORDS OF SAID COUNTY, A DISTANCE OF 367.15 FEET; THENCE SOUTH 84 DEGREES 57'30" WEST, ON SAID NORTH LINE OF LAND DESCRIBED IN OFFICIAL RECORDS B00K 438, PAGE 796. A DISTANCE OF 972.22 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

A PARCEL OF LAND IN SECTION 35, TOWNSHIP 6 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, AND BEING MORE FULL DESCRIBED AS FOLLOWS:

COMMENCE AT THE CONCRETE MONUMENT MARKING THE SOUTHEAST CORNER OF SAID SECTION 35, THENCE SOUTH 84 DEGREES 52'21" WEST, ALONG THE SOUTH LINE OF SAID SECTION 35, A DISTANCE OF 80.28 FEET TO THE POINT OF BEGINNING AT THE POINT WHERE THE EAST LINE OF BEGONIA ST. (ALCAZAR GARDENS, MAP BOOK 4, PAGE 36, PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA) EXTENDED NORTHERLY, INTERSECTS THE SAID SOUTH LINE OF SECTION 35; THENCE CONTINUE SOUTH 84 DEGREES 52'21" WEST, ALONG SAID SOUTH LINE OF SECTION 35, A DISTANCE OF 930.78 FEET; THENCE NORTH 00 DEGREES 39'15" EAST, A DISTANCE OF 201.06 FEET; THENCE NORTH 84 DEGREES 52'21" EAST, PARALLEL WITH THE SAID SOUTH LINE OF SECTION 35, A DISTANCE OF 930.78 FEET; THENCE SOUTH 00 DEGREES 39'15" WEST. 201.06 FEET TO THE POINT OF BEGINNING.

The legal description for the Property shall be that contained on the Survey to be obtained by Buyer pursuant to the terms of the Contract and said legal description shall be used for purposes of this Contract and the closing documents contemplated thereby.

**END DOCUMENTS
TO BE RECORDED**

ATTACHMENT 2
APPLICATION AND SUPPORTING
DOCUMENTS



St. Johns County Development Review

Application for: Rezoning

Date: October 11, 2023 Property Tax ID No: 0732300000; 0732300040

Project Name: Sebastian Oaks Workforce Housing Rezoning

Property Owner(s): Holy Grail Holdings, LLC Phone Number: []

Address: 610 Fairway Drive, Unit 206 Fax Number: []

City: St. Augustine State: FL Zip Code: 32084 e-mail: []

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

Applicant/Representative: KB Home Jacksonville, LLC c/o Douglas N. Burnett Phone Number: 904-495-0400

Address: 104 Sea Grove Main Street Fax Number: 904-495-0506

City: St. Augustine State: FL Zip Code: 32080 e-mail: dburnett@sjlawgroup.com

Property Location: Lewis Speedway, South of Plantation Point Condo; North of New Beginnings Church

Major Access: Lewis Speedway Size of Property: 24.31 ac Cleared Acres (if applicable): []

Zoning Class: OR No. of lots (if applicable): [] Overlay District (if applicable): []

Water & Sewer Provider: COSAB Utility Future Land Use Designation: B-RES

Present Use of Property: vacant land Proposed Bldg. S.F.: []

Project Description (use separate sheet if necessary)

Application to rezone land to Workforce Housing.

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): Douglas N. Burnett, Esq.



Prepared by: Stephen Boyd Collins
Land Title of America, Inc.
2495 US Highway 1 South
Saint Augustine, FL 32086
File Number: Pre-2023-153
Parcel ID: See Attached

Personal Representative's Deed

This Indenture made this 30th day of December, 2022 BETWEEN Gerald Gregory Mills, Individually and as Personal Representative of the Estate of Gerald E. Mills, GRANTOR*, whose post office address is 610 Fairway Drive, unit 206, St. Augustine, FL 32084, and Holy Grail Holdings, LLC, a Florida limited liability company, GRANTEE*, whose post office address is 610 Fairway Drive, #206, Saint Augustine, Florida 32084.

Witnesseth, that said Grantor, being the duly appointed Personal Representative of The Estate of Gerald E. Mills, deceased in St. Johns County Circuit Court, Case Number CP20-0728, 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:

See Attached Exhibit "A" attached hereto and by this reference made a part hereof.

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.

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.

Gerald Gregory Mills

Gerald Gregory Mills, Individually and as Personal Representative of the Estate of Gerald E. Mills

WITNESSES

Witness: _____

Witness: *Meghan A. Halder*

State of Florida
County of Saint Johns

THE FOREGOING INSTRUMENT was acknowledged before me by means of [] physical presence or [] online notarization on December 30th, 2022 by Gerald Gregory Mills, Individually and as the Personal Representative of Estate of Gerald E. Mills who is or are personally known to me or has or have produced Driver's License(s) as identification.



STEPHEN BOYD COLLINS
Notary Public, State of Florida
My Commission #GG 301854
Expires February 14, 2023

Notary Public: _____

My commission expires: _____

Exhibit "A"

Parcel 1: (000720-0000)

That certain Tract or Parcel of Land, situate, lying and being in the Francis P. Fatio Grant, Section 44, Township 5 South, Range 26 East, Saint Johns County, Florida, and being more particularly described as follows:

COMMENCE at a monument marking the intersection of the Southerly line of St. Elmo, Plat Book 1, Page 137 of the public records of said county, with the Westerly Right-of-Way line of State Road No. 13, (a 66 foot Right-of-Way as now established); thence South 19°07'25" West, 110 feet (chord bearing and distance) along the Westerly Right-of-Way line, being a curve concave to the East and having a radius of 1942.86 feet; thence continuing along the Westerly Right-of-Way line of State Road No. 13, South 15°52'45" West, 110 feet (chord bearing and distance), for a POINT OF BEGINNING; thence continuing along said Westerly Right-of-Way line, South 12°38'05" West, 110 feet; thence South 88°56' West, parallel to the Southerly line of St. Elmo, 400 feet, more or less to the Easterly shore of St. Johns River; thence Northerly along the Easterly shore of said St. Johns River following the meanderings thereof, 111 feet, more or less to a line which lies South 88°56' West and parallel to the Southerly line of St. Elmo, 396 feet, more or less, from the POINT OF BEGINNING; thence North 88°56' East, 396 feet more or less, to the POINT OF BEGINNING.

Parcel 2: (000730-0000)

That certain piece, parcel or tract of land, situate, lying and being a part of the Francis P. Fatio Grant, Section 44, Township 5 South, Range 26 East, Saint Johns County, Florida, and being more particularly described as follows:

Commence at a monument marking the intersection of the Southerly line of St. Elmo, Plat Book 1, Page 137 of the public records of said County, with the Westerly Right-of-Way line or State Road No. 13 (a 66 foot Right-of-Way as now established); thence South 19° 07' 25" West 110 feet (chord bearing and distance) along the Westerly Right-of-Way line of State Road No. 13 the said Westerly Right-of-Way line being a curve concave to the East and having a radius of 1942.86 feet; thence continuing along the Westerly Right-of-Way line of State Road No. 13, South 15°52'45" West, 110 feet (chord distance and bearing,); thence continuing South 12°38'05" West 110 feet for a POINT OF BEGINNING; thence South 09°32'16" West, 100 feet (chord distance and bearing); thence South 88°56' West parallel to the Southerly line of St. Elmo, 370 feet, more or less, to the St. Johns River; thence Northerly along: the St. Johns River, 99 feet, more or less, to a line which lies South 88°56' West parallel to the Southerly line of St. Elmo 395 feet, more or less from the POINT OF BEGINNING; thence North 88°56' East, 395 feet, more or less, to the POINT OF BEGINNING. Together with all riparian rights thereinto appertaining.

Parcel 3: (073060-0000)

Situate, lying and being in the County of St. Johns, State of Florida, known and described as:

Parcel A:

Commencing at the Northeast corner of Lot 9, Section 34, Township 6 South, Range 29 East; thence run South along the East line of property formerly of J.C. Jahn to the Southeast corner of said property of Jahn 420 feet more or less for the POINT OF BEGINNING; thence run Westerly along the South line of property of said Jahn and Peyes 660 feet; thence at right angles and run Southerly 135 feet to property of Clarence Manucy; thence Easterly 660 feet along the North line of property of Clarence Manucy to the East line of Lot 9 aforesaid; thence North 135 feet along the East line of said Lot 9 to the Southeast corner of property of said Jahn; said parcel of land being 135 feet on its East and West line, and 660 feet on its North and South line.

Parcel B:

Part of Lot 9, Section 34, Township 6 South, Range 29 East, as shown in Deed Book 83, Page 565, of the public records of Saint Johns County, Florida, describe as follows:

Commencing at the Northeast corner of Lot 9, Section 34, Township 6 South, Range 29 East, thence running Westerly along the North line of said Lot 9, 525 feet; thence South 420 feet; thence East 525 feet to the East line of said Lot 9; thence Northerly along the East line of said Lot 9, 420 feet to the PLACE OF BEGINNING.

Parcel 4: (073070-0001)

The West 800 feet of the North 410 feet of Government Lot 9, Section 34, Township 6 South, Range 29 East, Saint Johns County, Florida.

Parcel 5: (073080-0000)

The South 240 feet of the North 1/2 of the West 1/2 of Government Lot 9, Section 34, Township 6 South, Range 29 East, Saint Johns County, Florida.

Parcel 6: (073230-0000 and 073230-0040)

Tract A:

A Parcel of Land in Government Lots 9 And 16, Section 35, Township 6 South, Range 29 East and in Section 99, Township 6 South, Range 29 East, Saint Johns County, Florida, being more fully described as follows:

Commencing at the Southwest corner of said Government Lot 16; thence North $00^{\circ}46'26''$ East, on the West line of said Government Lot 16, a distance of 402.12 feet to the POINT OF BEGINNING at the Southwest corner of the herein described parcel of land; thence continuing North $00^{\circ}46'26''$ East, on the West line of said Government Lots 16 and 9, a distance of 540.37 feet; thence South $88^{\circ}56'09''$ East, on the South line of that land described in Deed recorded in Official Records Book 252, Page 425, public records of said county, 936.62 feet; thence South $1^{\circ}03'51''$ West, on the West line of that land described in Deed recorded in Official Records Book 540, Page 8, public records of said county, 60.00 feet; thence South $88^{\circ}56'09''$ East, on the South line of said land described in Official Records Book 540, Page 8, a distance of 337.07 feet to the Westerly Right-of-Way line of State Road No. S-16A (Lewis Speedway), said Right-of-Way line being 50 feet Westerly from and parallel with the centerline of said road; thence Southerly, on a curve with radius of 1,154.49 feet and concave Easterly, through a central angle $3^{\circ}30'33''$ an arc distance of 70.71 feet to the Point of Tangency of said curve at a point of change in width of road Right-of-Way; thence North $81^{\circ}21'00''$ East, perpendicular to the centerline of said road, 5.00 feet; thence South $8^{\circ}39'00''$ East, on said Westerly Right-of-Way line of State Road, said Right-of-Way line being 45 feet Westerly from and parallel with the centerline of said road, 275.20 feet; thence South $85^{\circ}21'19''$ West, on the North line of that land described in Deed recorded in Official Records Book 438, Page 796 public records of said county, a distance of 367.15 feet; thence South $84^{\circ}57'30''$ West, on said North line of land described in Official Records Book 438, Page 796, a distance of 972.22 feet to the POINT OF BEGINNING.

Tract B:

A Parcel of Land in Section 35, Township 6 South, Range 29 East, Saint Johns County, and being more fully described as follows:

Commence at the Concrete Monument marking the Southeast Corner of said Section 35, thence South $84^{\circ}52'21''$ West, along the South line of said Section 35, a distance of 80.28 feet to the POINT OF BEGINNING at the point where the East line of Begonia St. (Alcazar Gardens, Map Book 4, Page 36, Public Records of Saint Johns County, Florida) extended Northerly, intersects the said South line of Section 35; thence continue South $84^{\circ}52'21''$ West, along said South line of Section 35, a distance of 930.78 feet; thence North $00^{\circ}39'15''$ East, a distance of 201.06 feet; thence North $84^{\circ}52'21''$ East, parallel with the said South line of Section 35, a distance of 930.78 feet; thence South $00^{\circ}39'15''$ West. 201.06 feet to the POINT OF BEGINNING.

Parcel 7: (082360-0050)

A parcel of land in Section 79, Township 6 South, Range 29 East, Saint Johns County, Florida, being more particularly described as follows:

For a Point of Commencement use the intersection of the South line of said Section 79 and the East line of the Old County Road known as Lewis Speedway; thence North 8°39' West, on said East line of said Lewis Speedway 300 feet; thence South 89°23' East, parallel with the South line of said Section 79 a distance of 15.15 feet to the East line of now existing State Road No. 16-A, said East line of State Road being 45 feet East from the centerline of said State Road; thence continue South 89°23' East, 165.75 feet to the POINT OF BEGINNING; thence North 00°29'55" East, 145.45 feet; thence North 85°58'10" East 100 feet; thence South 00°29'55" West, 148.56 feet; thence North 89°23' West, 99.69 feet to the POINT OF BEGINNING. Above described parcel being a portion of the lands as described in Official Records Book 109, Page 381, Public Records of said County.

Parcel 8: (082360-0000)

A parcel of land in Section 79, Township 6 South, Range 29 East, Saint Johns County, Florida, being more particularly described as follows:

For a Point of Commencement use the intersection of the South line of said Section 79 and the East line of the Old County Road known as Lewis Speedway; thence North 08°39' West, on said East line of said Lewis Speedway 300.00 feet; thence South 89°23' East parallel with the South line of said Section 79 a distance of 15.15 feet to the East line of now existing State Road No. 16-A, said East line of State Road being 45 feet East from the centerline of said State Road, for the POINT OF BEGINNING: thence continue South 89°23' East, 165.75 feet; thence North 0°29'55" East, 140.45 feet; thence North 85°58'10" East 100.00 feet; thence South 0°29'55" West, 148.56 feet; thence South 89°23' East, 234.57 feet; thence North 08°39' West, 413.90 feet; thence North 27°50'40" West, 30.23 feet; thence South 72°43'17" West, 253.93 feet; thence South 77°56'38" West, 232.89 feet to said East line of State Road No. 16-A; thence South 08°39' East 310.00 feet to the POINT OF BEGINNING. The above described property being part of the lands as described in Official Records Book 109, Page 381, and all of the lands described in Official Records Book 84, Page 239 and Official Records Book 458, Page 808, all being of the Public Records of said county.

Parcel 9: (082390-0000)

A parcel of land in Section 79, Township 6 South, Range 29 East, Saint Johns County, Florida, being more fully described as follows:

Commencing at the intersection of the South line of said Section 79 with the East Right-of-Way line of State Road No. S-16A, said road also being known as Lewis Speedway; thence Northerly, on said East Right-of-Way line, to a point 50 feet Northerly as measured perpendicularly from said South line of Section 79, thence South 89°23' East parallel and 50 feet Northerly from said South line of Section 79, a distance of 85.91 feet; thence North 08°39' West 100 feet; thence South 89°23' East 150 feet; thence South 08°39' East 130 feet to the POINT OF BEGINNING at the Southwest corner of the herein described parcel of land on the North side of a public road; thence South 89°23' East, on said North line of road, 75 feet; thence North 08°39' West 280 feet; thence North 89°23' West 75 feet; thence South 08°39' East 280 feet to the POINT OF BEGINNING.

Parcel 10: (082490-0000)

A parcel of land in Section 79, Township 6 South, Range 29 East, Saint Johns County, Florida; said parcel of land being more fully described as follows:

Commencing at the intersection of the South line of said Section 79, being the Township line between Townships 6 South and 7 South, with the Old East Right-of-Way line for Lewis Speedway Road, said Right-of-Way line being 30 feet East of the center line of said Road thence; North 08°39' West of said Right-of-Way line 300 feet thence South 89°23' East

parallel with the said South line of Section 79 a distance of 15 feet to a point on the East Right-of-Way line for State Road No. S-16A said Right-of-Way line being 45 feet East from the center line of said State Road; thence run Southerly along said East Right-of-Way line of State Road No. S-16A a distance of 23.4 feet, more or less, to a fence, which, is the POINT OF BEGINNING of this survey; from said POINT OF BEGINNING run thence South $89^{\circ}23'$ East along said fence a distance of 235 feet to a point; run thence South $08^{\circ}39'$ East along a fence 149 feet to a point; thence run North $89^{\circ}23'$ West along a fence, a distance of 239.80 feet, more or less, to the East Right-of-Way line of State Road S-16A; thence run Northerly along said East Right-of-Way line of State Road S-16A to the POINT OF BEGINNING.

Parcel 11: (082920-0000)

Lots 1 and 15 of the Atcheson Subdivision, being part of the Fatio Grant, as shown on Map Book 6, Page 2, of the Public Records of Saint Johns County, Florida, in the office of the Clerk of the Circuit Court in and for said County and State.

Parcel 12: (082940-0000)

Lots 4 and 12 of ATCHESON ESTATES a/k/a ATCHESON SUBDIVISION, according to plat thereof as recorded in Map Book 6, Page 2, of the public records of Saint Johns County, Florida.

Parcel: 13: (082950-0000)

Lots 5 and 11 of the Atcheson Subdivision, of the Fatio Grant, as per plat recorded in Map Book 6, Page 2, of the Public Records of Saint Johns County, Florida, in the office of the Clerk of the Circuit Court in and for said County and State.

Parcel 14: (088675-0000)

A parcel of land in Government Lot 2 of Section 10, and in the F.P. Sanchez Grant, Section 40, Township 7 South, Range 29 East, Saint Johns County, Florida; being part of that land described in Deed recorded in Deed Book 225, Page 212, public records of Saint Johns County, Florida; and being more fully described as follows:

Commencing at a Concrete Monument at the intersection of the South line of the County Road known as "Four Mile Road" with the East line of said F.P. Sanchez Grant; thence South $59^{\circ}24'10''$ East, on said South line of road, 948.69 feet to the East line of said Section 10; thence South $00^{\circ}12'30''$ East, on said East line of Section 10, a distance of 353.24 feet to the POINT OF BEGINNING at the Northeast corner of the herein described parcel of land; thence continuing South $00^{\circ}12'30''$ East, on said East line of Section 10, a distance of 2085.14 feet to the East line of the P. Embara Grant, Section 42, Township 7 South, Range 29 East; thence North $22^{\circ}03'20''$ West, on said East line of Section 42, a distance of 286.91 feet to the Northeast corner of said Section 42 and the Southeast corner of said Section 40; thence South $68^{\circ}10'$ West, on the South line of said Section 40, a distance of 210 feet; thence North $10^{\circ}49'40''$ West, on the West line of said land described in Deed Book 225, Page 212, a distance of 1987.63 feet; thence South $85^{\circ}18'20''$ East 670.92 feet to the POINT OF BEGINNING.

Parcel 15 (102850-0000)

A 100 x 100 parcel in Section 5, Township 7 South, Range 29 East as described in Official Records Book 754, Page 860, Public Records of St. Johns County, Florida.

Parcel 16 (102860-0000)

Beginning at the Point of the Intersection of the North line of Section 51, Township 7 South, Range 29 East and the West line of a 50 foot Right-of-Way known as Lewis Speedway; thence run South $81^{\circ}30'$ West along the North line of Section 51, a distance of 286.1 feet, thence South $1^{\circ}30'$ East of a line 30 feet East of and parallel to the city limits West line 495.5 feet, thence North $63^{\circ}19'$ East, 570.9 feet to the West line of above mentioned 50 foot

Right-of-Way; thence in a Northerly direction along the West line of said Right-of-Way, 475 feet, more or less, to the POINT OF BEGINNING. EXCEPT PART thereof conveyed to the State of Florida for road purposes by deed recorded in Deed Book 254, Page 71, of the public records of Saint Johns County, Florida.

SUBJECT TO: Interest of Ancient City Baptist Church in and to 100 x 100 feet deeded to said Church in the Northwest corner of within described parcel, Deed Book 93, Page 55, public records, Saint Johns County, Florida and all interest of owners of grave sites located therein, or upon the subject property. Also subject to restrictions that the flow of the waters of Red House Branch shall not be restricted or polluted, but reference to these restrictions shall not operate to reimpose the same.

TOGETHER WITH: A perpetual easement and right of grantees to take water from a 4" well located in and upon Lot 11, WOODLAWN, owned by granters, and to use the 1" pipe already located with the provision that the grantees herein will maintain the line to their property herein.

Parcel 17: (102930-0000)

A parcel of land lying in Section 52, Township 7 South, Range 29 East, Saint Johns County, Florida, being more particularly described as follows:

Commence at the Southwest corner of Section 52, Township 7 South, Range 29 East; thence North 83°52'23" East along the South line of said Section 52, a distance of 662.86 feet to the intersection of the maintained Easterly Right-of-Way of County Road 16-A (as shown on State Road Department Right-of-Way Map, Section No. 78601-2601, sheet 93, dated 8/11/59) and the POINT OF BEGINNING; thence continuing North 83°52'23" East along the South line of Section 52, a distance of 179.31 feet; thence departing from said South line of Section 52 North 00°05'12" East a distance of 298.46 feet to the South Right-of-Way line of Roosevelt Terrace Road (also known as Laburata Road); thence North 88°24'11" West along said South Right-of-Way line of Roosevelt Terrace Road, a distance of 305.97 feet to a Point of Curvature of a curve, said curve is concave Easterly, having a radius of 1870.08 feet and a central angle of 07°13'54" N; thence Southeasterly along the arc of said curve to the left, a distance of 236.03 feet, said arc subtended by a chord which bears South 17°53'50" East, a distance of 235.88 feet; thence North 68°29'13" East, a distance of 10.00 feet to a Point of Curvature of a curve, said curve is concave Easterly, having a radius of 1860.08 feet and a central angle of 03°31'58"; thence Southeasterly along the arc of said curve to the left, a distance of 114.69 feet, said arc subtended by a chord which bears South 23°16'45" East, a distance of 114.67 feet to the POINT OF BEGINNING.

Said lands situate, lying and being in Saint Johns County, Florida.

LESS AND EXCEPT any portion of Lewis Speedway (C.R. 16-A) and any portion of Roosevelt Road (also known as Laburata Road) as now established.

Parcel 18: (103230-0000)

Lot 4, And the North 1/2 of Lot 5, Woodlawn, according to the Plat thereof as recorded in Plat Book 4, Page 20, of the Public Records of Saint Johns County, Florida.

Parcel 19: (103240-0000)

Lot Six (6) and the South half (S 1/2) of Lot Five (5) of the Woodlawn Subdivision according to the plat thereof recorded in Plat Book 4, Page 20, public records of Saint Johns County, Florida.

Parcel 20: (103250-0000)

Lot Seven (7), of the Subdivision known as "Woodlawn" according to map or plat recorded in Plat Book 4, Page 20, in the office of the Clerk of the Circuit Court, in and for Saint Johns County, Florida.

Parcel 21: (103250-0080)

Lot 8 of Woodlawn, a Subdivision of part Section 52, Township 7 South, Range 29 East, as per plat thereof filed and recorded in office of the Circuit Court, in the Map Book, Page 20, of Public Records of Saint Johns County, Florida.

Parcel 22: (103260-0000)

Lot (9) Nine and Ten (10) of the Subdivision known as Woodlawn, According to Map of Plat recorded in Map Book 4, Page 20, of the Official Records of Saint. Johns County, Florida, on file in the office of the Circuit Court of Saint. Johns County, Florida.

Parcel 23: (105625-0140)

A parcel of Land in Section 41, Township 7 South, Range 29 East, Saint Johns County, Florida, being part of Osceola Acres, Map Book 4, Page 30, public records of Said County, as vacated by Resolution of the Board of County Commissioners, copy of said Resolution being recorded in Deed Book 244, Pages 415 through 418, public records of said County and said parcel of land being more fully described as follows:

BEGINNING at the Northwest corner of Lot 14, Block 54, Ravenswood Gardens, Unit Two Replat, as recorded in Map Book 10, Page 78, public records of said County, which point is the Northeast corner of the herein described parcel of land, thence South 80°50' West, on the Westerly extension of the North line of said Lot 14, a distance of 390 feet; thence South 9°10' East, along the East line of Lots 17, 18 and 19, Block 47 of said Osceola Acres, 65 feet; thence North 8°50' East 390 feet to the Southwest corner of said Lot 14 of said Block 54, Ravenswood Gardens, Unit Two Replat thence North 9°10' West, on the West line of said Lot 14, Block 54, 65 feet to the POINT OF BEGINNING.

Parcel 24: (106300-0000)

Lot Fourteen (14), Block Fifty-four (54), Ravenswood Gardens, Unit Two Replat, according to plat recorded in Map Book 10, Page 78, of the public records of Saint Johns County, Florida.

Parcel 25: (089326-1206)

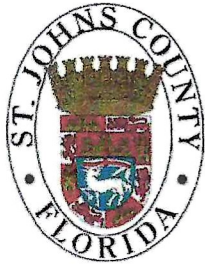
Unit No. 206, Building 610, of Florida Club, A Condominium, according to the Declaration of Condominium, and all its attachments and amendments, recorded in Official Records Book 2167, Page 1641, of the public records of Saint Johns County, Florida, together with an undivided interest in the common elements as set forth in the Declaration of Condominium and together with all other appurtenances thereto.

Parcel 26: (218560-0110)

Condominium Unit No. 10A of Salt Run I Condominium according to the Declaration of Condominium recorded in Official Records Book 487, Page 657, public records of Saint Johns County, Florida; together with the undivided interest in the common elements appurtenant of Condominium.

Parcel 27: (236410-0000)

Lots 3564 and 3565, Unit 13, St. Augustine South, according to map or plat thereof recorded in Map Book 8, Page 48, public records of Saint Johns County, Florida.



Owner's Authorization Form

Douglas N. Burnett and St. Johns Law Group; KB Home; David Taylor and Dunn & Associates, Inc., Rajesh Chindalur and Chindalur Traffic Solutions, Inc.

is hereby authorized TO ACT ON BEHALF OF

Holy Grail Holdings, 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:

Other

Any and all applications concerning my property, including CPA, zoning, concurrency, etc.

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

(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

G. Gregory Mills

Print Name

Gerald Gregory Mills, Managing Member

Signature of Owner

Print Name

Telephone Number

904/669-6161

State of Florida County of St. Johns

Signed and sworn before me on this 21st day of August 20 23

By Gerald Gregory Mills

Identification verified: FL DL

Oath sworn: Yes X No

Notary Signature

Notary Signature

My Commission expires: 02/08/2027

* The Authorized Parties listed above represent the developer/builder and do not represent the land owner in any legal capacity.

SEBASTIAN OAKS WORKFORCE HOUSING

(REZ 2023-16)

The Sebastian Oaks project seeks a rezoning of approximately 24.31 acres of land for workforce housing development.

Sebastian Oaks will be a residential development that is located on Lewis Speedway, south of Plantation Point Condominiums and north of New Beginnings Church. The project is largely surrounded by residential development, including the Plantation Point multi-family condominium project to the north, San Salito subdivision to the southwest, mobile home zoning as well as New Beginnings Church to the south. This development will fill demand for workforce housing in this portion of the County where the urban infrastructure is already in place and where existing and approved residential development is largely sold out and/or considered too expensive to support the County's workforce.

Primary access to the property will be directly from Lewis Speedway. Because of its proximity to existing development, infrastructure, and its infill location, the project is not urban sprawl.

The project seeks Workforce Housing Zoning designation to provide housing for a needed segment in the market and to support businesses within the St. Augustine area.

Sebastian Oaks will be consistent with the density allowed under the existing Residential B designation indicated on the Future Land Use Map (FLUM) of the St. Johns County Comprehensive Plan.

In accordance with the Comprehensive Plan, the project will comply with the following:

In the Workforce Housing Zoning District, at least thirty percent (30%) of all residential units constructed must be dedicated as Workforce Housing. The initial sale between the builder/developer and the initial third party purchaser must not exceed a set maximum sales price, as determined on an annual basis in accordance with a methodology established in the Land Development Code, as evidenced by recordation of a deed conveying title from the builder/developer to the initial buyer. Upon completion of the initial buyer's purchase of the property the restriction will automatically terminate. This zoning category is implemented through provisions outlined within the Land Development Code Article V, Part 5.11.00.

Objective C.1.1, Creation and Preservation of Affordable Workforce and Special Needs Housing, provides: The County **shall** continue its housing implementation policies such as density bonuses, infill housing, and an expedited development review process for affordable workforce housing developments that provides for the development of sufficient housing in numbers, cost and type to support existing and projected population throughout the planning period 2010-2025.

Under the Land Development Code, Part 5.11.00, Workforce Housing Zoning Designation, projects such as Sebastian Oaks are contemplated and encouraged:

- 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.

LDC Section 5.11.02.A., Applicability, goes on to provide the following criteria for residential developments wishing to rezone to the Workforce Housing Zoning designation:

1. A minimum of thirty percent (30%) of the overall number of dwelling units onsite would be required to be workforce housing units; and
2. 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.

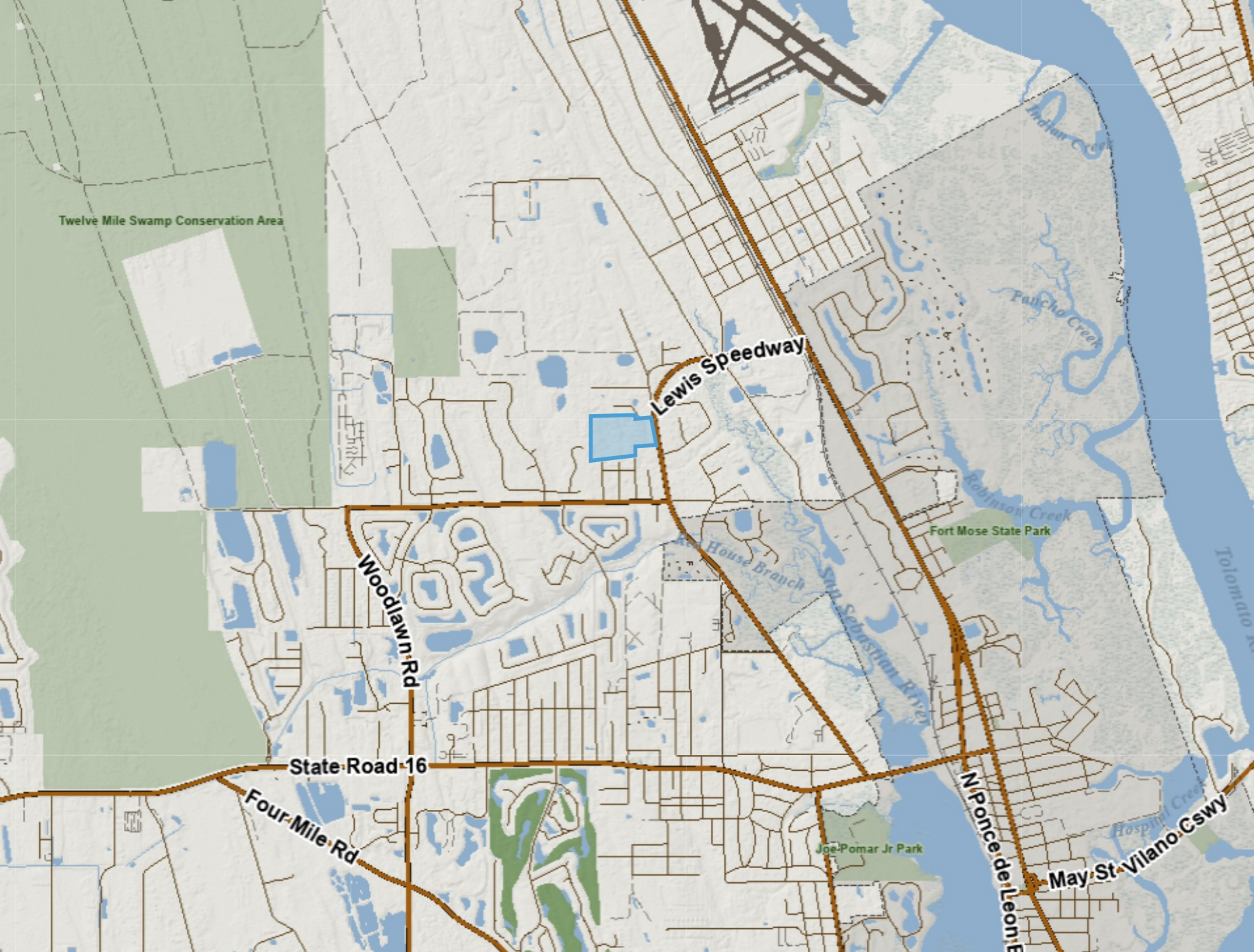
* Sebastian Oaks would be a for sale product so there is no discussion here of “for rent.”

LDC Section 5.11.03., Definitions, provides:

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 Sebastian Oaks project meets all standards for approval. The Sebastian Oaks is infill development located on the last Residential “B” parcel in the area surrounded by existing approved residential development that is largely fully constructed and located in an area designated for development, being within the development area boundary.



Twelve Mile Swamp Conservation Area

Lewis Speedway

Woodlawn Rd

State Road 16

Four Mile Rd

N Ponce de Leon

May St Vilano Cswy

Fort Mose State Park

Joe Pomar Jr Park

Indian Creek

Palicha Creek

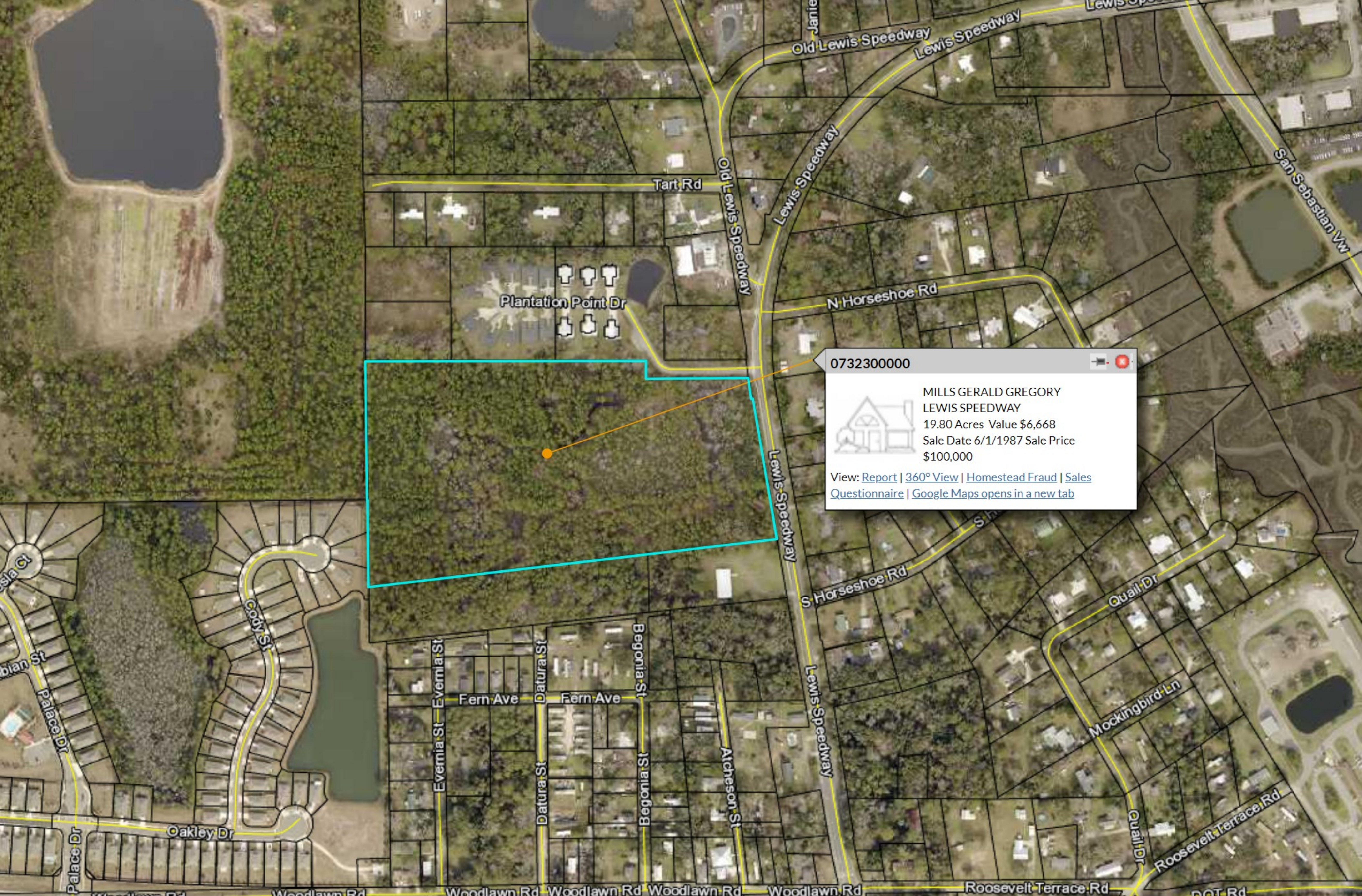
Robinson Creek

House Branch

San Sebastian River

Hospital Creek

Tolomato



Plantation Point Dr

Tart Rd

Old Lewis Speedway

Lewis Speedway

Old Lewis Speedway

Lewis Speedway

N Horseshoe Rd

San Sebastian Vw

0732300000



MILLS GERALD GREGORY
LEWIS SPEEDWAY
19.80 Acres Value \$6,668
Sale Date 6/1/1987 Sale Price
\$100,000

View: [Report](#) | [360° View](#) | [Homestead Fraud](#) | [Sales Questionnaire](#) | [Google Maps opens in a new tab](#)

esia Ct

Cody St

bian St

Palace Dr

Oakley Dr

Evemia St

Fern Ave

Datura St

Fern Ave

Begonia St

Alcheson St

S Horseshoe Rd

Lewis Speedway

Quail Dr

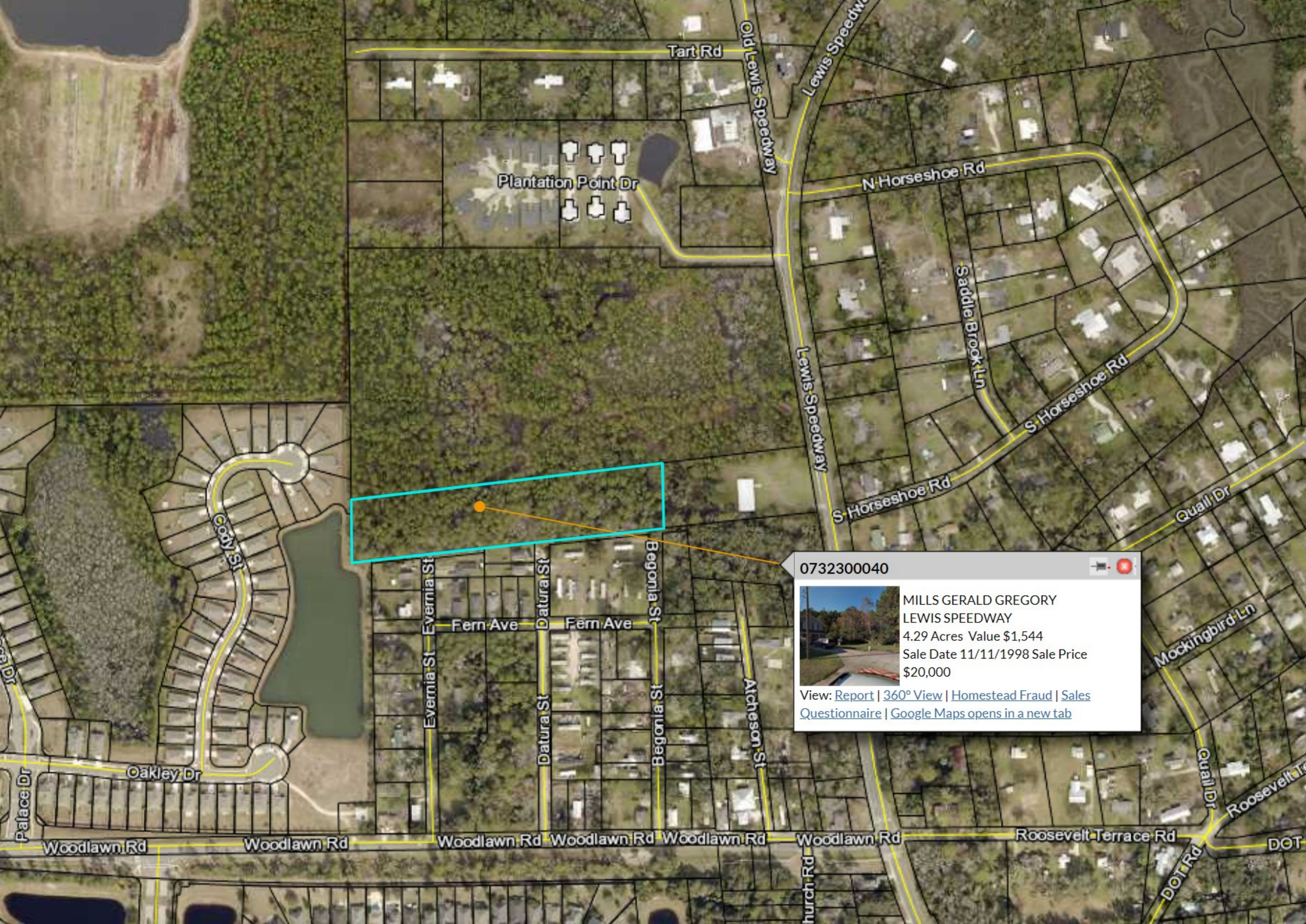
Mockingbird Ln

Quail Dr

Roosevelt Terrace Rd

Woodlawn Rd

DOT Rd



Plantation Point Dr

Tart Rd

Old Lewis Speedway

Lewis Speedway

N Horseshoe Rd

Saddle Brook Ln

S Horseshoe Rd

S Horseshoe Rd

Quail Dr

Mockingbird Ln

Quail Dr

Roosevelt Terrace Rd

Woodlawn Rd

Woodlawn Rd

Woodlawn Rd

Woodlawn Rd

Woodlawn Rd

Woodlawn Rd

Roosevelt Terrace Rd

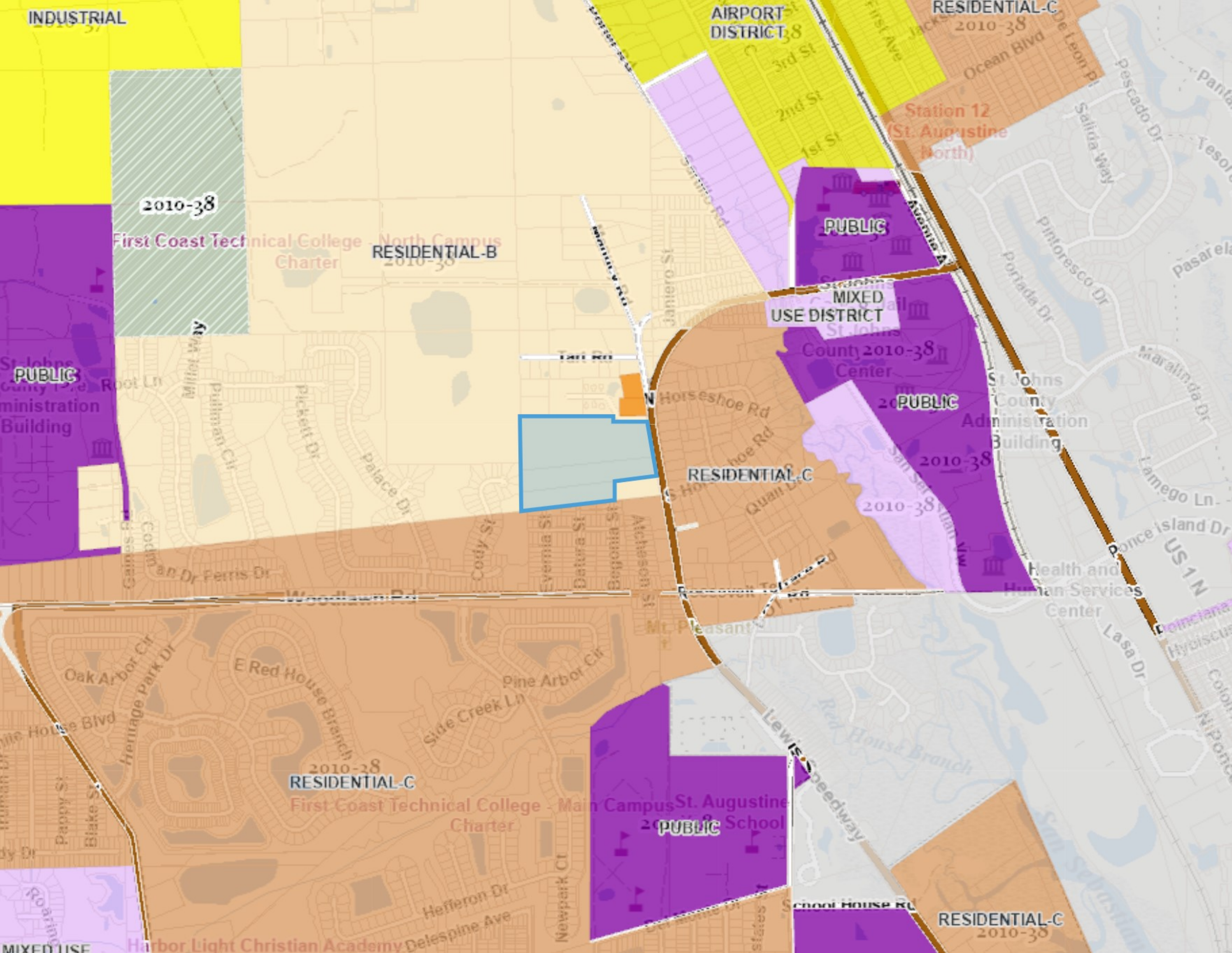
DOT Rd

0732300040



MILLS GERALD GREGORY
LEWIS SPEEDWAY
4.29 Acres Value \$1,544
Sale Date 11/11/1998 Sale Price
\$20,000

[View: Report](#) | [360° View](#) | [Homestead Fraud](#) | [Sales Questionnaire](#) | [Google Maps opens in a new tab](#)



INDUSTRIAL

AIRPORT DISTRICT

RESIDENTIAL-C

2010-38

First Coast Technical College North Campus Charter

RESIDENTIAL-B

PUBLIC

MIXED USE DISTRICT

St. Johns County 2010-38 Center

PUBLIC

RESIDENTIAL-C

2010-38

PUBLIC

RESIDENTIAL-C

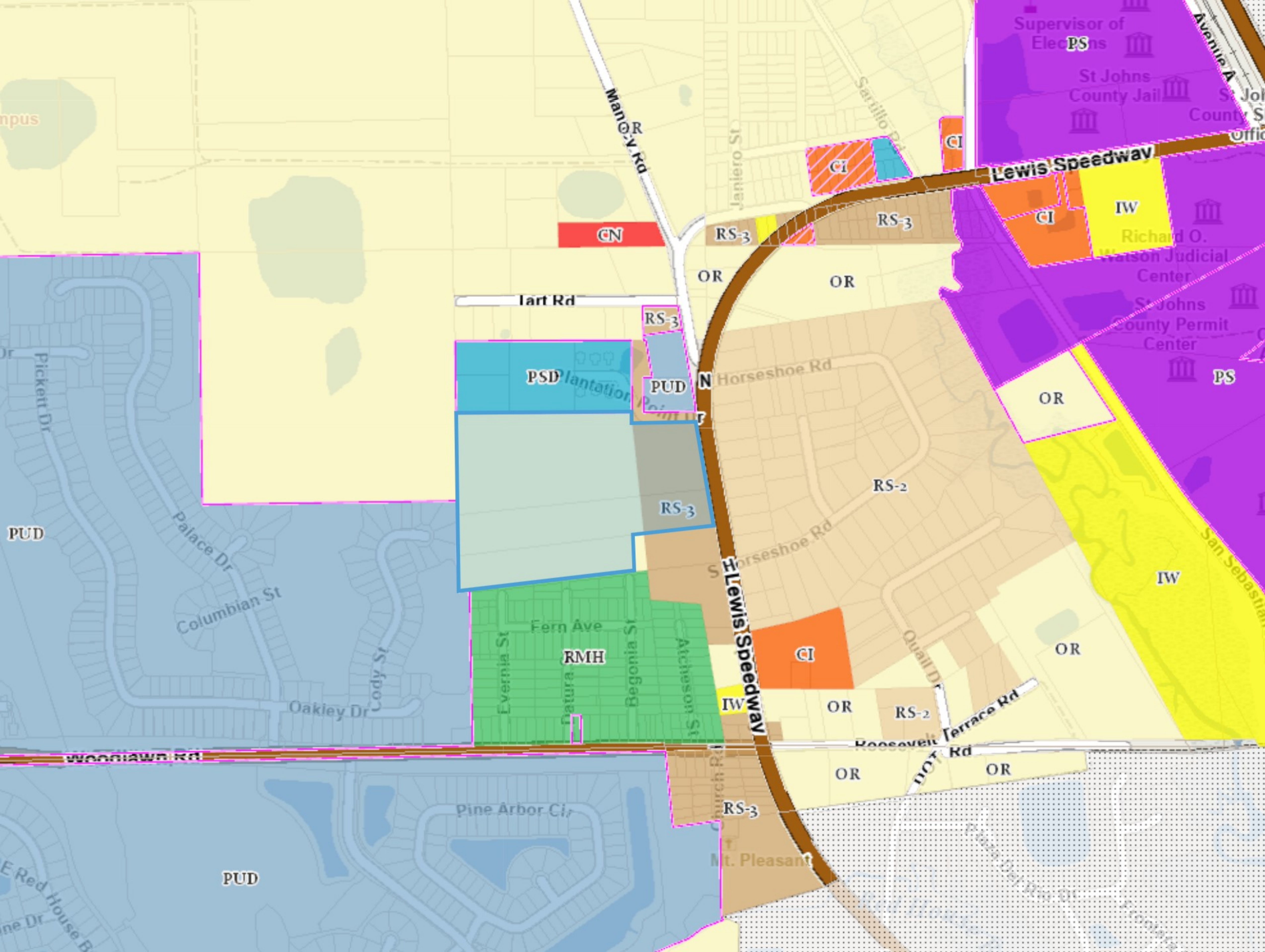
First Coast Technical College - Main Campus St. Augustine Charter

PUBLIC

RESIDENTIAL-C

MIXED USE

Harbor Light Christian Academy



mpus

Supervisor of
Elec PSNs
St Johns
County Jail
St Joh
County S
Office

Lewis Speedway

Man O' War Rd

CN

RS-3

RS-3

CI

IW

Richard O.
Watson Judicial
Center

St Johns
County Permit
Center

PS

Iart Rd

RS-3

PUD

PSD

OR

OR

N Horseshoe Rd

OR

RS-2

S Horseshoe Rd

IW

San Sebastian

PUD

Pickett Dr

Palace Dr

Columbian St

Oakley Dr

Cody St

Evernia St

Fern Ave

RMH

Natura

Begonia St

Atcheson St

IW

CI

OR

RS-2

OR

Roosevelt Terrace Rd

OR

OR

RS-3

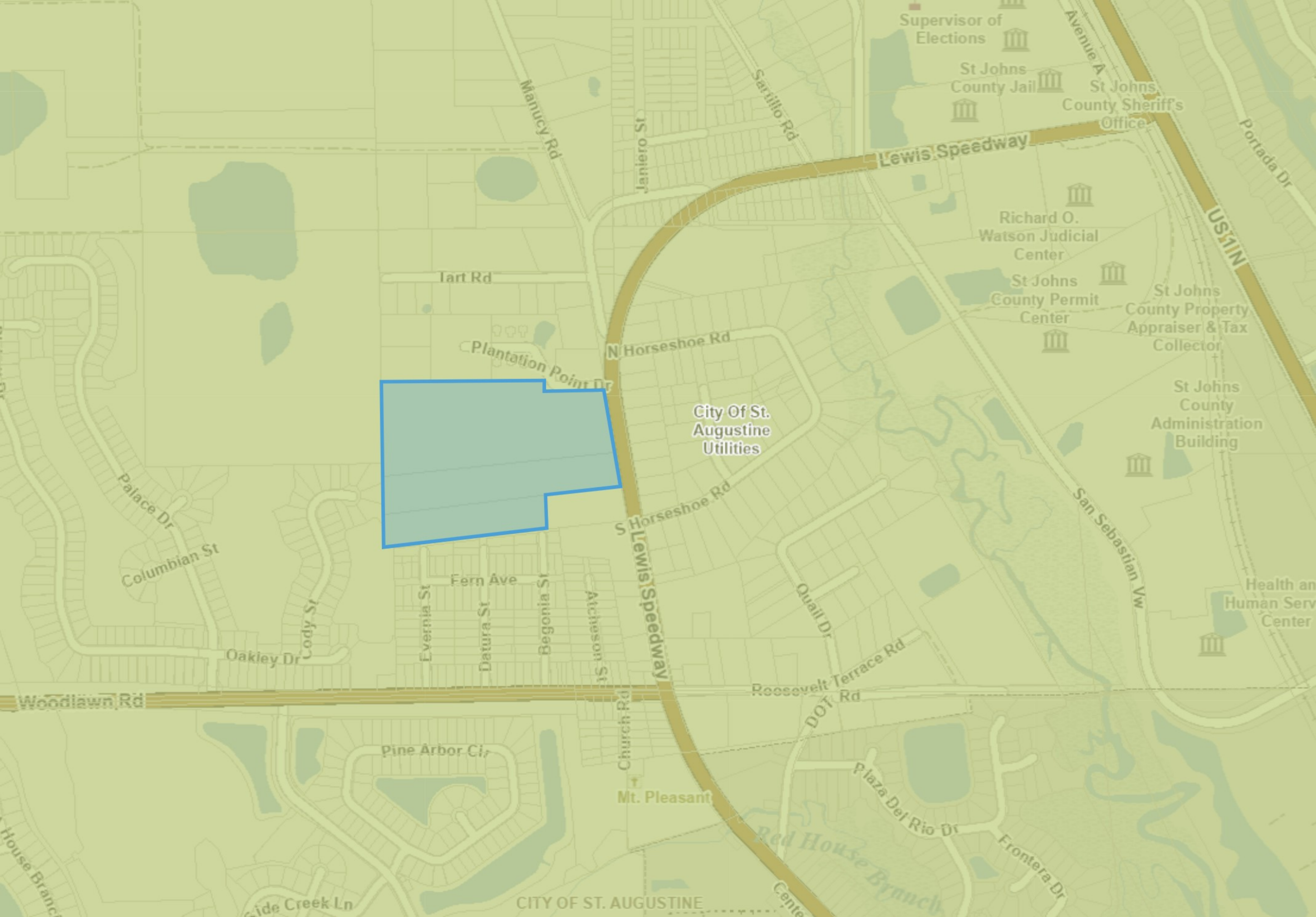
Mt. Pleasant

PUD

Pine Arbor Cir

E Red House B

ine Dr



Supervisor of Elections

St Johns County Jail

St Johns County Sheriff's Office

Richard O. Watson Judicial Center

St Johns County Permit Center

St Johns County Property Appraiser & Tax Collector

St Johns County Administration Building

Health and Human Services Center

City Of St. Augustine Utilities

Manucy Rd

Janiero St

Sartillo Rd

Lewis Speedway

US 11N

Portada Dr

Tart Rd

N Horseshoe Rd

Plantation Point Dr

S Horseshoe Rd

Lewis Speedway

Palace Dr

Columbian St

Oakley Dr

Cody St

Evernia St

Fern Ave

Datura St

Begonia St

Atchison St

Church Rd

Mt. Pleasant

Quail Dr

Roosevelt Terrace Rd

DOT Rd

San Sebastian Vw

Woodlawn Rd

Pine Arbor Cir

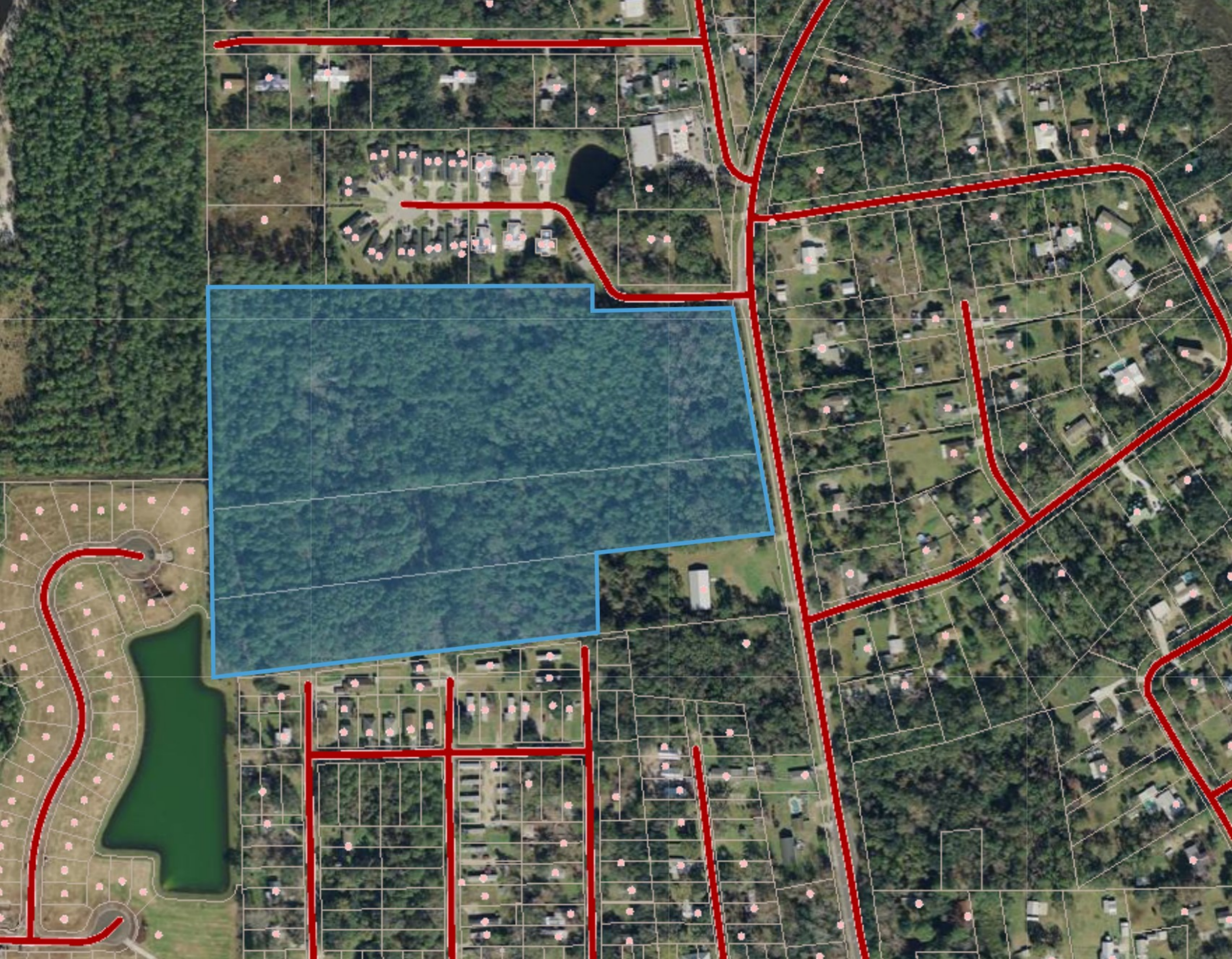
CITY OF ST. AUGUSTINE

Red House Branch

Plaza Del Rio Dr

Frontera Dr

Side Creek Ln





09014

06042

09013

04335

07727

07728

06187

00280

08045

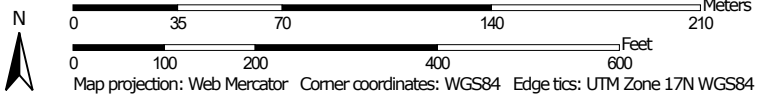
06188

Soil Map—St. Johns County, Florida
(Mills Place PUD)



Soil Map may not be valid at this scale.

Map Scale: 1:2,530 if printed on A landscape (11" x 8.5") sheet.




MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Johns County, Florida

Survey Area Data: Version 19, Jun 9, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 6, 2019—Feb 25, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
3	Myakka-Myakka, wet, fine sands, 0 to 2 percent slopes	16.0	63.4%
11	Smyrna-Smyrna, wet, fine sand, 0 to 2 percent slopes	9.2	36.6%
Totals for Area of Interest		25.2	100.0%

Trevor Steven

From: Douglas Burnett <dburnett@sjlawgroup.com>
Sent: Wednesday, January 17, 2024 3:43 PM
To: Trevor Steven
Subject: RE: Mills Workforce Housing

Categories: ViewMail

Yes. 110 cap.

Doug

Douglas N. Burnett
Owner/Attorney
St. Johns Law Group
www.sjlawgroup.com
104 Sea Grove Main Street
St. Augustine, Florida 32080
(904) 687-9126 cellular
(904) 495-0400 office
(904) 495-0506 facsimile
[Facebook](#)[Twitter](#)



FRAUD ALERT – PLEASE READ

For your protection, and due to the overwhelming number of fraudulent cashier's checks circulating in Florida, we require all funds to close a real estate transaction to be tendered in the form of a wire transfer. We will not accept cashier's checks. Our incoming wire instructions will be provided to you by way of a secure email that requires a login and password. The wire instructions supplied in the secure email are the only wire instructions used by St. Johns Law Group. You are advised not to wire any funds without first personally speaking with us to confirm the routing number and the account number. Furthermore, if you receive correspondence of any kind directing you to send money to any other account, please contact us immediately at (904) 495-0400.

TAX ADVICE DISCLOSURE: Pursuant to the requirements of Internal Revenue Service Circular 230, we advise you that any federal tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of: (1) avoiding penalties that may be imposed under the Internal Revenue Code or (2) promoting, marketing or recommending to another party any transaction or matter addressed in this communication.

CONFIDENTIALITY NOTICE: The information and all attachments contained in this electronic communication are legally privileged and confidential information, subject to the attorney-client privilege and intended only for the use of intended recipients. If the reader of this message is not an intended recipient, you are hereby notified that any review, use, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately of the error by

return email and please permanently remove any copies of this message from your system and do not retain any copies, whether in electronic or physical form or otherwise.

From: Trevor Steven <tsteven@sjcfl.us>
Sent: Wednesday, January 17, 2024 1:09 PM
To: Douglas Burnett <dburnett@sjlawgroup.com>
Subject: RE: Mills Workforce Housing

Hi Doug,

OCA is asking me for clarification on whether you intend to limit the rezoning request to have a maximum of 110 dwelling units. Please confirm, because if so we will add it as a condition in the ordinance should the request be approved.

Regards,



Trevor Steven
Planner
Growth Management Department
St. Johns County Board of County Commissioners
4040 Lewis Speedway, St. Augustine FL 32084
904-209-0587 | www.sjcfl.us



From: Douglas Burnett <dburnett@sjlawgroup.com>
Sent: Tuesday, December 19, 2023 11:56 AM
To: Trevor Steven <tsteven@sjcfl.us>
Subject: RE: Mills Workforce Housing

Trevor,

PowerPoint for PZA:

 [Mills Workforce Housing - PZA 12-21-2023 2.pptx](#)

Doug

Douglas N. Burnett
Owner/Attorney
St. Johns Law Group
www.sjlawgroup.com
104 Sea Grove Main Street
St. Augustine, Florida 32080
(904) 687-9126 cellular
(904) 495-0400 office
(904) 495-0506 facsimile
[Facebook](#)[Twitter](#)



Prepared for:



&



Prepared By:



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

Mills Place PUD

CPA/Concurrency LDTA

St. Johns County, Florida

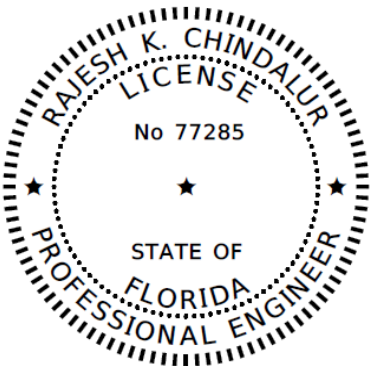
Project #: 1048-230-054
Date: 11/14/2023

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:	Mills Place PUD – Comprehensive Plan Amendment/Concurrency LDTA
LOCATION:	St. Johns County, Florida
CLIENT:	KB Homes, Inc.

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.

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*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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Introduction

This Land Development Traffic Assessment (LDTA) was prepared in support of a Comprehensive Plan Amendment (CPA)/Re-zoning and Concurrency application for the proposed single-family residential development. The proposed development will be located on approximately 24.31 acres located on the west side of Lewis Speedway just north of Woodlawn Road in St. Johns County, Florida.

The proposed development is anticipated to include a maximum of 110 single-family dwelling units. Access to the proposed residential development will be provided via a driveway on Lewis Speedway.

Figure 01 shows the project location. A copy of the Generalized Site Plan (GSP) provided by Dunn and Associates, Inc. is included as **Attachment A**. The methodology used in this study is consistent with the methodology provided and discussed with St. Johns County Staff on 10/15/2021. 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 Code 210 (Single-family Detached) was used for the purpose of estimating trips generated by the proposed development. The proposed residential development is anticipated to generate a total of 109 PM peak hour trips. **Table 01** summarizes the Daily, AM peak and PM peak hour trip generation for the proposed residential development.

Study Area

As per Article XI of the St. Johns County Land Development Code, since the proposed development is anticipated to generate 109 PM peak hour trips, the LDTA 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 4-mile radius of the proposed development are shown in **Figure 02**.

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. A copy of the *St. Johns County Transportation Analysis Spreadsheet* dated 06/01/2023 is included in **Attachment C**. Link # 26: CR 16A (Lewis Speedway) – Woodlawn Road to SR 5 (US 1) 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. **Figure 03** shows the existing conditions on Lewis Speedway at the proposed project access driveway.

Year 2025 Background Conditions Projections

The year 2025 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

All the planned and programmed improvements within the transportation study area identified from the following sources were included in the model and the segment analysis:

- St. Johns County Master Transportation Plan – St. Johns County Highway Projects List
- FDOT Five (5) year work program

- Construction of developer committed improvements consistent with requirements of approved Development Orders and Developer Agreements

I-95 at SR 16 Interchange – Interchange improvements that will include SR 16 from Toms Road to I-95 and from I-95 to Inman Road (FDOT improvements currently under construction) was identified as the roadway and intersection improvements project within the transportation study area. **Attachment D** includes a copy of the above stated project.

Trip Distribution and Assignment

The interim year 2025 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 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed multi-family residential development.

A reasonableness check of area and facility type coding in the model on 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 multi-family residential development and addition/modification of the following approved developments in the model:

- Aberdeen DRI
- Ashford Mills DRI
- Bartram Park DRI
- Durbin Crossing DRI
- RiverTown DRI
- Saint Johns DRI
- Trail Mark Residential Development
- World Commerce Center DRI
- Grand Oaks PUD
- Bannon Lakes PUD

No additional transportation improvement projects or mitigation related to the above-mentioned developments were added. **Attachment E** includes details of the socio-economic variables used to determine the project traffic distribution.

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 3** shows the project traffic distribution percentages and the PM peak project traffic assignment within in the 4-mile radius of the proposed multi-family residential development. **Attachment F** includes copies of the model plots.

Segment Analysis

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 development. **Table 04** summarizes the segment analysis of all the study area roadway segments within the 4-mile radius of the proposed multi-family residential development. As shown in this table, the following roadway segments 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 multi-family residential development:

- Link ID 25.1: CR 16A (Lewis Spdwy) - SR 16 to Varella Ave.
- Link ID 25.2: CR 16A (Lewis Spdwy) - Varella Ave. to Woodlawn Rd.
- Link ID 26: CR 16A (Lewis Spdwy) - Woodlawn Rd. to SR 5 (US 1)
- Link ID 71: Masters Dr./Palmer St. - CR 214 to SR 16
- Link ID 97: SR 16 - Lewis Spdwy. (CR 16A) to St. Aug. Limits (W)
- Link ID 151.1: Woodlawn Rd. - SR 16 to Heritage Park Drive (N)

Also, as shown in this table, the following roadway link is 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 development.

- Link ID 151.1: Woodlawn Rd. - SR 16 to Heritage Park Drive (N)

However, it should be noted that the adversely impacted roadway segment is 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. It should also be noted that this section of Woodlawn Road is currently under design to provide some safety improvements and to install auxiliary turn lanes. This improvement is anticipated to increase some capacity on Woodlawn Road.

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. **Table 05** provides details of the proposed residential development related project proportionate share estimate. As shown in this table, the proposed multi-family residential development related roadway segments proportionate share is estimated at \$161,729. The most recent construction cost per mile models were used in estimating the project related proportionate share. **Attachment G** includes a copy of the FDOT construction cost per mile models.

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 multi-family residential development related transportation adverse impacts.

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

Summary and Conclusions

This Land Development Traffic Assessment (LDTA) was prepared in support of a Comprehensive Plan Amendment (CPA)/Re-zoning and Concurrency application for the proposed single-family residential development. The proposed development will be located on approximately 24.31 acres located on the west side of Lewis Speedway just north of Woodlawn Road in St. Johns County, Florida.

The proposed development is anticipated to include a maximum of 110 single-family dwelling units. Access to the proposed residential development will be provided via a driveway on Lewis Speedway.

The proposed residential development is anticipated to generate a total of 109 PM peak hour trips.

As per Article XI of the St. Johns County Land Development Code, since the proposed development is anticipated to generate 109 PM peak hour trips, the LDTA 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. Link # 26: CR 16A (Lewis Speedway) – Woodlawn Road to SR 5 (US 1) will be the directly accessed link for the proposed residential development.

The year 2025 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 2025 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 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed multi-family 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 development.

The roadway link analysis indicates that the following links are anticipated to be impacted (residential development contributes 1% or more of the maximum service volume of the adopted level of service standard).

- Link ID 25.1: CR 16A (Lewis Spdwy) - SR 16 to Varella Ave.
- Link ID 25.2: CR 16A (Lewis Spdwy) - Varella Ave. to Woodlawn Rd.
- Link ID 26: CR 16A (Lewis Spdwy) - Woodlawn Rd. to SR 5 (US 1)
- Link ID 71: Masters Dr./Palmer St. - CR 214 to SR 16
- Link ID 97: SR 16 - Lewis Spdwy. (CR 16A) to St. Aug. Limits (W)
- Link ID 151.1: Woodlawn Rd. - SR 16 to Heritage Park Drive (N)

The roadway Link #151.1: Woodlawn Rd. - SR 16 to Heritage Park Drive (N) is 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) due to the traffic generated by the proposed multi-family residential development.

However, it should be noted that the adversely impacted roadway segment is 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. It should also be noted that this section of Woodlawn Road is currently under design to provide some safety improvements and to install auxiliary turn lanes. This improvement is anticipated to increase some capacity on Woodlawn Road.

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. The proposed multi-family residential development related roadway segments proportionate share is estimated at \$161,729.

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 multi-family residential development related transportation adverse impacts.

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



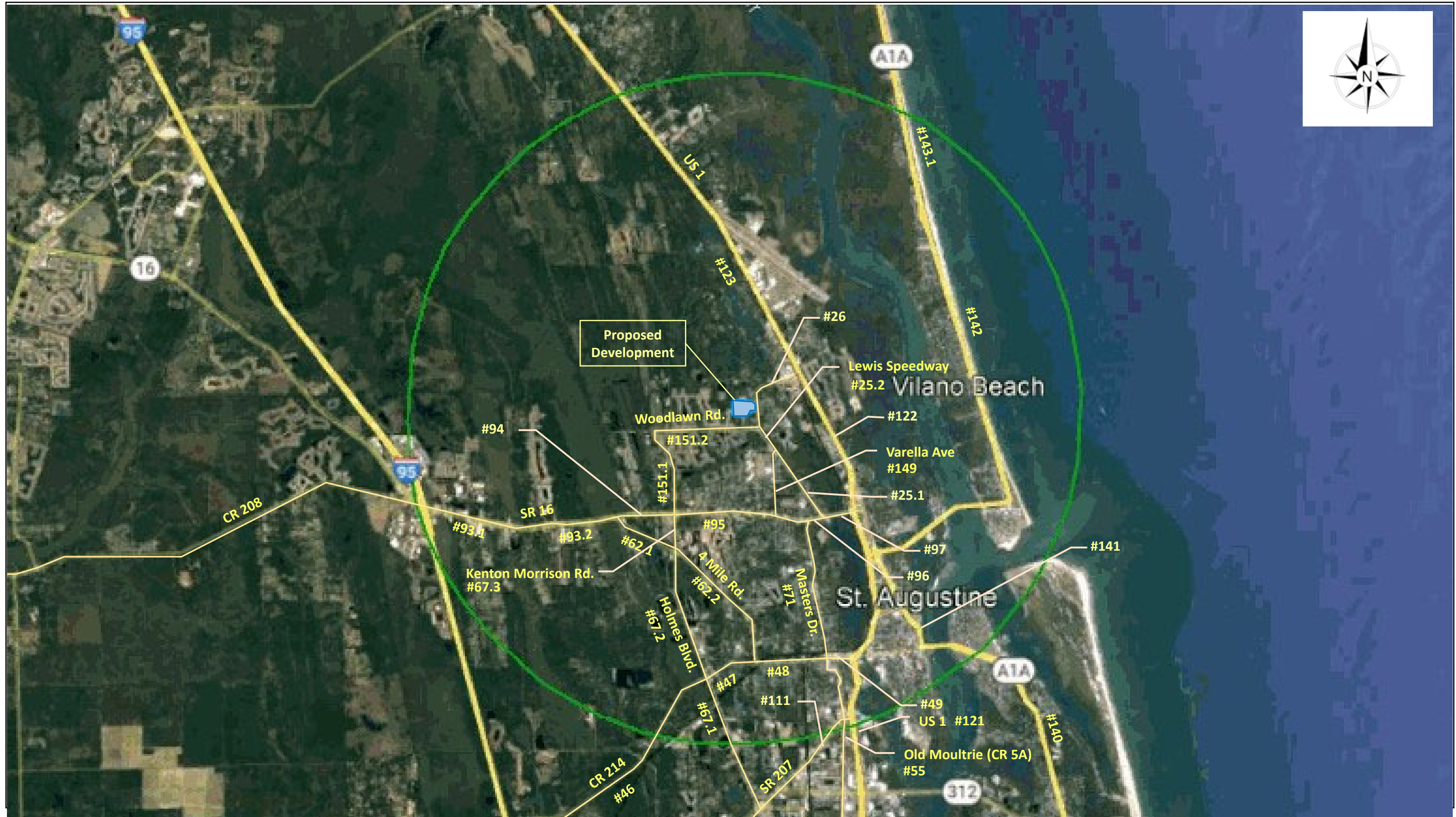
Figure 01 – Location Map
 Mills Place PUD – CPA/Concurrency LTDA and Traffic Study
 St. Johns County, Florida



Figure 02 – Existing Conditions on Lewis Speedway
Mills Place PUD – CPA/Concurrency LTDA and Traffic Study
St. Johns County, Florida

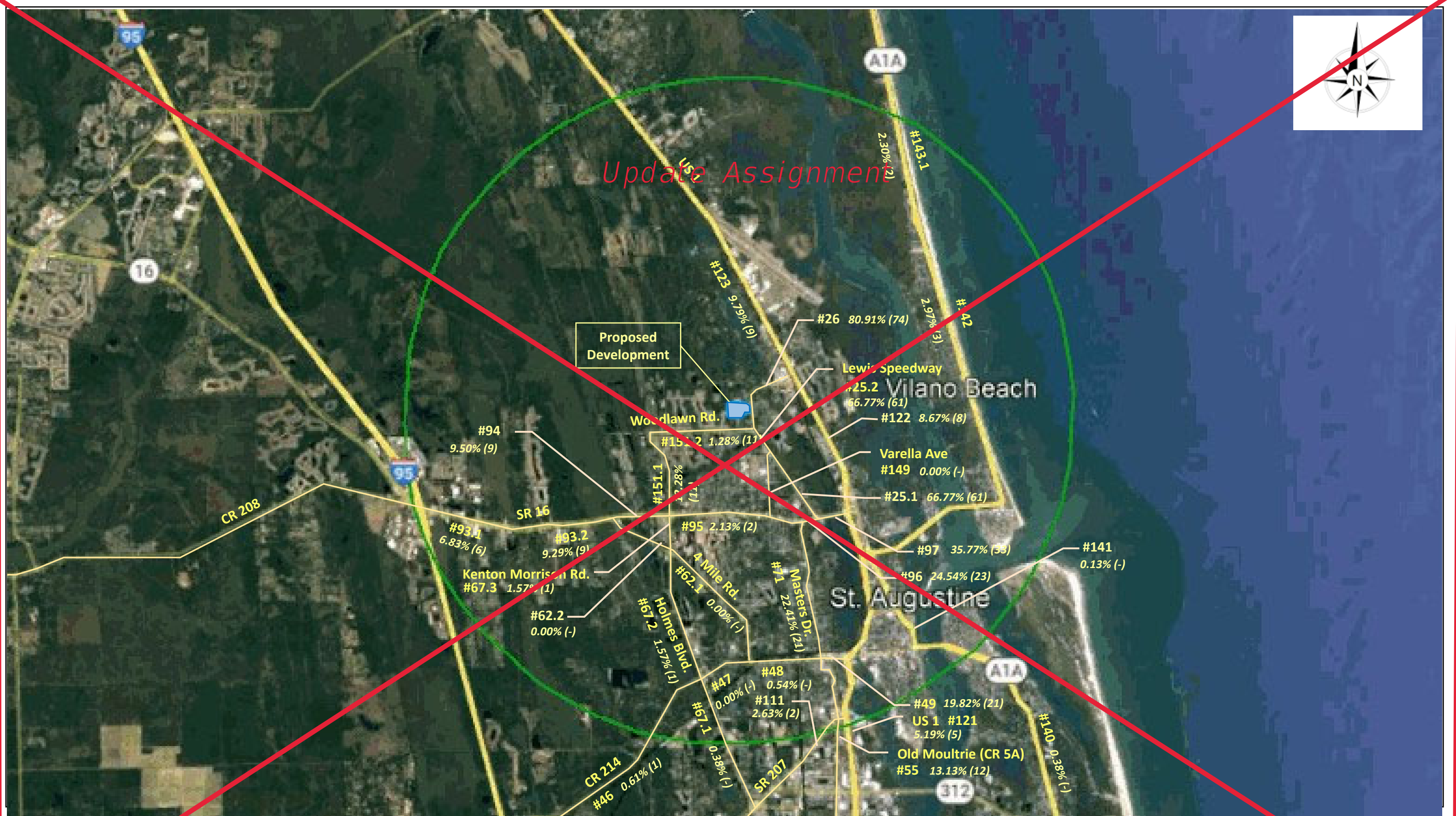


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#123 - Link ID

Figure 03 – Study Area Map
 Mills Place PUD – CPA/Concurrency LTDA and Traffic Study
 St. Johns County, Florida



Update Assignment

Proposed Development

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

Figure 04 – Project Traffic Distribution and Assignment
 Mills Place PUD – CPA/Concurrency LTDA and Traffic Study
 St. Johns County, Florida

Table 01
Trip Generation
Mills Place PUD CPA/Concurrency LDTA, St. Johns County, FL

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate or Equation	Percent Traffic		Project Trips		
						Entering	Exiting	Total	Entering	Exiting
210	Single Family Home Detached	110	Dwelling Units	Daily AM Peak PM Peak	$\ln(T) = 0.92 \ln(X) + 2.68$ $\ln(T) = 0.91 \ln(X) + 0.12$ $\ln(T) = 0.94 \ln(X) + 0.27$	50% 26% 63%	50% 74% 37%	1,102 81 109	551 21 69	551 60 40

Source: Trip Generation Manual, 11th Edition, ITE

Table 02
Study Area Roadway Links Existing Conditions
Mills Place PUD CPA/Concurrency LDTA, St. Johns County, FL

MRN Link ID	FDOT Count Station	Roadway	Termini	Area Type	Approved Road Type	LOS Standard	Segment Length (Miles)	Date of Count	Traffic AADT	A Annual Growth Factor	Link K Factor	B 2019 Peak Hour Traffic	D Exempt Development Traffic	E Approved Concurrency Traffic	F Total Committed Peak Hr. Traffic	G % Service Volume Utilized (F/H)	Link Status	Traffic Study Service Volume	H Approved Pk. Hr. Service Volume
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	1,126	35	187	1,348	93.6%	CRITICAL		1,440
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	1,013	20	97	1,130	78.5%	OK		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	1,069	21	79	1,169	81.2%	OK		1,440
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	1,520	68	235	1,823	158.5%	DEFICIENT		1,150
67.1		Holmes Blvd.	SR 207 to CR 214	UZ	2UC	D	1.75	ADT22	19,921	1.0389	0.090	1,863	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	1,586	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
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
93.1		SR 16	SR 9 (I-95) to Inman Rd.	TR	4MA	D	0.34	ADT22	40,568	1.0330	0.090	3,772	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	3,663	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	2,284	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	2,341	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	2,060	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	2,111	42	592	2,745	84.5%	OK		3,250
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	UZ	4MA	D	1.14	ADT22	14,507	1.0467	0.090	1,367	64	533	1,964	59.7%	OK		3,290
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	3,450	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	1,949	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	2,326	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	ADT19	24,254	1.0207	0.090	2,274	47	764	3,085	71.6%	OK	4,310	4,310
140	240	SR A1A	SR 312 to St. Aug. City Limits (S)	UZ	4MA	D	0.90	ADT22	22,500	1.0212	0.090	2,069	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	1,506	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	1,092	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
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
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

Source: St. Johns County TAS 04/12/2022 Updated 06/01/2023

Table 03
Project Traffic Distribution and Assignment
Mills Place PUD CPA/Concurrency LDTA, St. Johns County, FL

MRN Link ID	Roadway	Termini	Project Traffic Distribution	Project Traffic Assignment
25.1	CR 16A (Lewis Spdwy)	SR 16 to Varella Ave.	66.77%	73
25.2	CR 16A (Lewis Spdwy)	Varella Ave. to Woodlawn Rd.	66.77%	73
26	CR 16A (Lewis Spdwy)	Woodlawn Rd. to SR 5 (US 1)	80.91%	88
46	CR 214	Allen Nease Rd. to Holmes Blvd.	0.61%	1
47	CR 214 (W. King St)	Holmes Blvd. to Volusia St.	0.00%	-
48	CR 214 (W. King St)	Volusia St. to Palmer St.	0.54%	1
55	CR 5A (Old Moultrie Rd)	SR 312 to SR 207	13.13%	14
62.1	Four Mile Rd./Volusia St.	CR 214 to Holmes Blvd.	0.00%	-
62.2	Four Mile Rd.	Holmes Blvd. to SR 16	0.00%	-
67.1	Holmes Blvd.	SR 207 to CR 214	0.38%	-
67.2	Holmes Blvd.	CR 214 to Four Mile Rd.	1.57%	2
67.3	Kenton Morrison Rd.	Four Mile Rd. to SR 16	1.57%	2
71	Masters Dr./Palmer St.	CR 214 to SR 16	22.41%	24
93.1	SR 16	SR 9 (I-95) to Inman Rd.	6.83%	7
93.2	SR 16	Inman Rd. to Four Mile Rd.	9.29%	10
94	SR 16	Four Mile Rd. to Woodlawn Rd.	9.50%	10
95	SR 16	Woodlawn Rd. to Masters Dr.	2.13%	2
96	SR 16	Masters Dr. to Lewis Spdwy. (CR 16A)	24.54%	27
97	SR 16	Lewis Spdwy. (CR 16A) to St. Aug. Limits (W)	35.77%	39
111	SR 207	SR 312 to St. Aug. City Limits (W)	2.63%	3
121	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	5.19%	6
122	SR 5 (US 1)	St. Aug. Limits (N) to CR 16A (Lewis Spdwy)	8.67%	9
123	SR 5 (US 1)	CR 16A (Lewis Spdwy) to Gun Club Rd.	9.79%	11
140	SR A1A	SR 312 to St. Aug. City Limits (S)	0.38%	-
141	SR A1A	St. Aug. Limits (N) to SR A1A (Cstl. Hwy.)	0.13%	-
142	SR A1A	SR A1A (Vilano Rd.) to 3rd St.	2.97%	3
143.1	SR A1A	3rd St. to Guana River Park Dam Use Entr.	2.30%	3
149	Varella Ave.	SR 16 to Lewis Speedway (CR 16A)	0.00%	-
151.1	Woodlawn Rd.	SR 16 to Heritage Park Drive (N)	12.28%	13
151.2	Woodlawn Rd.	Heritage Park Dr. (N) to Lewis Speedway (CR 16A)	12.28%	13

Source: Attachment F

Table 04
Study Area Roadway - Segment Analysis
Mills Place PUD CPA/Concurrency LDTA, St. Johns County, FL

MRN Link ID	FDOT Count Station	Roadway	Termini	Area Type	Approved Road Type	LOS Standard	Segment Length (Miles)	A	B	C	D	E	F	G	H	I	J	K
								2021 Peak Hour Traffic	Exempt Development Traffic	Approved Concurrency Traffic	Total Committed Peak Hr. Traffic	Project Traffic Assignment	Build-Out Total Peak Hour Traffic	Project Traffic % of MSV	Roadway Segment Impacted	% Service Volume Utilized	Roadway Adversely Impacted	Approved Pk. Hr. Service Volume
								Table 02	Table 02	Table 2	Table 2	Table 3	F = D + E	G = E/L	Yes if G >= 1%	I = F/L	Yes if	
25.1		CR 16A (Lewis Spdwy)	SR 16 to Varella Ave.	UZ	2UC	D	0.98	869	17	14	900	73	973	5.07%	Yes	67.57%	No	1,440
25.2		CR 16A (Lewis Spdwy)	Varella Ave. to Woodlawn Rd.	UZ	2UC	D	0.35	767	16	87	870	73	943	5.07%	Yes	65.49%	No	1,440
26		CR 16A (Lewis Spdwy)	Woodlawn Rd. to SR 5 (US 1)	UZ	2UC	D	1.07	1,126	35	187	1,348	88	1,436	6.11%	Yes	99.72%	No	1,440
46		CR 214	Allen Nease Rd. to Holmes Blvd.	TR	2MaC	D	4.28	608	12	149	769	1	770	0.08%	No	58.78%	No	1,310
47		CR 214 (W. King St)	Holmes Blvd. to Volusia St.	UZ	2UC	E	0.64	428	9	82	519	-	519	0.00%	No	36.04%	No	1,440
48		CR 214 (W. King St)	Volusia St. to Palmer St.	UZ	2UC	E	0.94	1,013	20	97	1,130	1	1,131	0.07%	No	78.54%	No	1,440
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	UZ	2UC	D	0.95	1,069	21	79	1,169	14	1,183	0.97%	No	82.15%	No	1,440
62.1		Four Mile Rd./Volusia St.	CR 214 to Holmes Blvd.	UZ	2UC	D	0.95	781	22	22	825	-	825	0.00%	No	57.29%	No	1,440
62.2		Four Mile Rd.	Holmes Blvd. to SR 16	UZ	2UC	D	0.85	1,520	68	235	1,823	-	1,823	0.00%	No	158.52%	No	1,150
67.1		Holmes Blvd.	SR 207 to CR 214	UZ	2UC	D	1.75	1,863	72	426	2,361	-	2,361	0.00%	No	104.93%	No	2,250
67.2		Holmes Blvd.	CR 214 to Four Mile Rd.	UZ	2UC	D	1.61	1,586	65	429	2,080	2	2,082	0.09%	No	98.67%	No	2,110
67.3		Kenton Morrison Rd.	Four Mile Rd. to SR 16	UZ	2UC	D	0.47	920	42	139	1,101	2	1,103	0.14%	No	76.60%	No	1,440
71		Masters Dr./Palmer St.	CR 214 to SR 16	UZ	2UC	D	1.75	706	14	81	801	24	825	2.09%	Yes	71.74%	No	1,150
93.1		SR 16	SR 9 (I-95) to Inman Rd.	TR	4MA	D	0.34	3,772	124	2,321	6,217	7	6,224	0.21%	No	189.18%	No	3,290
93.2	6	SR 16	Inman Rd. to Four Mile Rd.	TR	4MA	D	2.00	3,663	104	1,962	5,729	10	5,739	0.28%	No	160.31%	No	3,580
94		SR 16	Four Mile Rd. to Woodlawn Rd.	UZ	4MA	D	0.77	2,284	82	1,094	3,460	10	3,470	0.18%	No	61.20%	No	5,670
95		SR 16	Woodlawn Rd. to Masters Dr.	UZ	4MA	D	1.61	2,341	47	968	3,356	2	3,358	0.06%	No	102.07%	No	3,290
96		SR 16	Masters Dr. to Lewis Spdwy. (CR 16A)	UZ	4MA	D	0.19	2,060	41	661	2,762	27	2,789	0.83%	No	85.82%	No	3,250
97		SR 16	Lewis Spdwy. (CR 16A) to St. Aug. Limits (W)	UZ	4MA	D	0.10	2,111	42	592	2,745	39	2,784	1.20%	Yes	85.66%	No	3,250
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	UZ	4MA	D	1.14	1,367	64	533	1,964	3	1,967	0.09%	No	59.79%	No	3,290
121	12	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	UZ	4PA	E	0.83	3,450	69	184	3,703	6	3,709	0.18%	No	112.74%	No	3,290
122	102	SR 5 (US 1)	St. Aug. Limits (N) to CR 16A (Lewis Spdwy)	UZ	8IF	D	0.80	1,949	61	555	2,565	9	2,574	0.07%	No	19.02%	No	13,530
123		SR 5 (US 1)	CR 16A (Lewis Spdwy) to Gun Club Rd.	UZ	8IF	D	2.43	2,326	47	1,052	3,425	11	3,436	0.33%	No	104.44%	No	3,290
140		SR A1A	SR 312 to St. Aug. City Limits (S)	UZ	4MA	D	0.90	2,069	44	10	2,123	-	2,123	0.00%	No	64.53%	No	3,290
141		SR A1A	St. Aug. Limits (N) to SR A1A (Cstl. Hwy.)	UZ	2MA	D	1.03	1,506	30	180	1,716	-	1,716	0.00%	No	108.61%	No	1,580
142		SR A1A	SR A1A (Vilano Rd.) to 3rd St.	UZ	2MA	D	2.87	1,092	28	35	1,155	3	1,158	0.15%	No	57.33%	No	2,020
143.1		SR A1A	3rd St. to Guana River Park Dam Use Entr.	TR	2MA	D	4.79	531	11	74	616	3	619	0.15%	No	30.64%	No	2,020
149		Varella Ave.	SR 16 to Lewis Speedway (CR 16A)	UZ	2UC	D	0.77	702	14	63	779	-	779	0.00%	No	67.74%	No	1,150
151.1		Woodlawn Rd.	SR 16 to Heritage Park Drive (N)	UZ	2UC	D	1.47	1,200	54	98	1,352	13	1,365	1.13%	Yes	118.70%	Yes	1,150
151.2		Woodlawn Rd.	Heritage Park Dr. (N) to Lewis Speedway (CR 16A)	UZ	2UC	D	0.90	969	60	102	1,131	13	1,144	0.90%	No	79.44%	No	1,440

Impacted Roadway Segments (Project Traffic greater than or equal to 1% of roadway MSV)

Adversely Impacted Roadway Segments (Project Traffic greater than or equal to 1% and total traffic greater than or equal to 100% of roadway MSV)

Table 05
Proportionate Share Calculations
Mills Place PUD CPA/Concurrency LDTA, St. Johns County, FL

MRN Link ID	Roadway	Termini	A Segment Length (Miles)	B Project Traffic for Proportionate Share	C Approved Pk. Hr. Service Volume	D Approved LOS Table MSV	Improvement Required	E Improved LOS Table MSV	F Increase in MSV	G Project Traffic % of Increase in MSV	Cost Per Mile Model Used	H Cost of Improvement Per Mile *	I Cost of Construction This Segment	J Cost of ROW (19% of Const.)	K Number of Signals for Modification	L Cost of Signal ** Modification	M Cost of Design and CEI (46% of ROW + Const)	N Total Cost of Improvement This Segment	O Project Proportionate Share
			Table 02	Table 04	Table 04	FDOT Q LOS		FDOT Q LOS	(E - D)	(B/F)	(Attachment G)	Attachment G	A * H	(19% of I)		K * \$300,000	46% of (I + J + K + L)	(I + J + L + M)	(G * N)
151.1	Woodlawn Rd.	SR 16 to Heritage Park Drive (N)	1.47	13	1,150	1,150	Widen from 2 to 4 Lanes	2,565	1,415	0.92%	Urban Widen from 2 to 4	\$ 6,549,630.01	\$ 9,627,956.00	1829312.0	\$ 1.00	\$ 600,000.00	\$ 5,546,343.00	\$ 17,603,611.00	\$ 161,729.00
																			\$ 161,729.00

* Attachment G - FDOT Cost Per Mile Models

Attachment A

Conceptual Site Plan
(Source: Dunn and Associates, Inc.)

Attachment B

Study Methodology Document

To: Ms. Jan Trantham
Senior Transportation Planner
St. Johns County Growth Management Department
4040 Lewis Speedway
St. Augustine, FL 32084

From: Rajesh K. Chindalur, P.E., PTOE
Project: Mills Place PUD CPA/Concurrency LDTA
Client: Arlington Properties
Project No.: 1048-210-051
Date: 10/15/2021

Introduction:

Chindalur Traffic Solutions, Inc. has been retained by KB Homes Inc., to perform a CPA/Concurrency Land Development Traffic Assessment (LDTA) for the proposed multi-family residential development in St. Johns County, Florida. The proposed development will be located on the westside of Lewis Speedway just north of Woodlawn Road. The proposed development is anticipated to include 103 single-family residential dwelling Units. Access to the proposed development will be provided via a driveway on Lewis Speedway. The proposed development is seeking a Comprehensive Plan Amendment and re-zoning. Attached **Figure 01** shows the location of the proposed development and **Figure 02** shows existing conditions on Lewis Speedway. Lewis Speedway is a two-lane undivided road with a posted speed of 35 miles per hour. A copy of the site plan for the proposed development is included. The following methodology will be adopted to complete the Comprehensive Plan Amendment and Concurrency Land Development Traffic Assessment (LDTA).

Trip Generation:

Trip generation and for the proposed development will be estimated using the rates and equations included in the Trip Generation Manual, 11th Edition published by the ITE. Attached **Table 01** summarizes the Daily, AM and PM peak trips anticipated by the proposed development. As shown in this table, the proposed development is anticipated to generate 1,103 Daily trips that will include 94 AM peak and 94 PM peak trips.

Study Area:

Since the proposed development is anticipated to generate a total of 102 gross PM peak trips, 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 02/01/2021). **Table 02** summarizes the roadway segments within the 4-mile study area radius. Previously mentioned **Figure 03** also shows the study area roadway segments within four-mile radius of the proposed development.

Planned and Programmed Roadways:

The County Capital Improvement Plan (CIP), FDOT Planned and Programmed Improvements and NFTP0 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 16 – South Francis Road to West Mall Entrance | Widen from 2 to 4 Lanes (South Francis Road to Grand Oaks Eastern Entrance)
- SR 16 – West Mall Entrance to I-95 (FDOT Interchange Improvements)
- SR 16 – I-95 to Inman Road (FDOT Interchange Improvements)

Project Traffic Distribution & Assignment:

Project traffic distribution percentages on the study roadway segments using the interim year 2025 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.

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 K. Chindalur, P.E., PTOE
8833 Perimeter Park Boulevard, Suite 103, Jacksonville, FL 32216
(904) 619-3368 | Chindalur@ctrfficsolutions.com

Attachment C

Transportation Analysis
Spreadsheet Dated 02/01/2021



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



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
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

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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	Loneleaf 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		Loneleaf 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		Loneleaf 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		Loneleaf 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		Loneleaf 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		Loneleaf 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 Loneleaf 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	Loneleaf 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



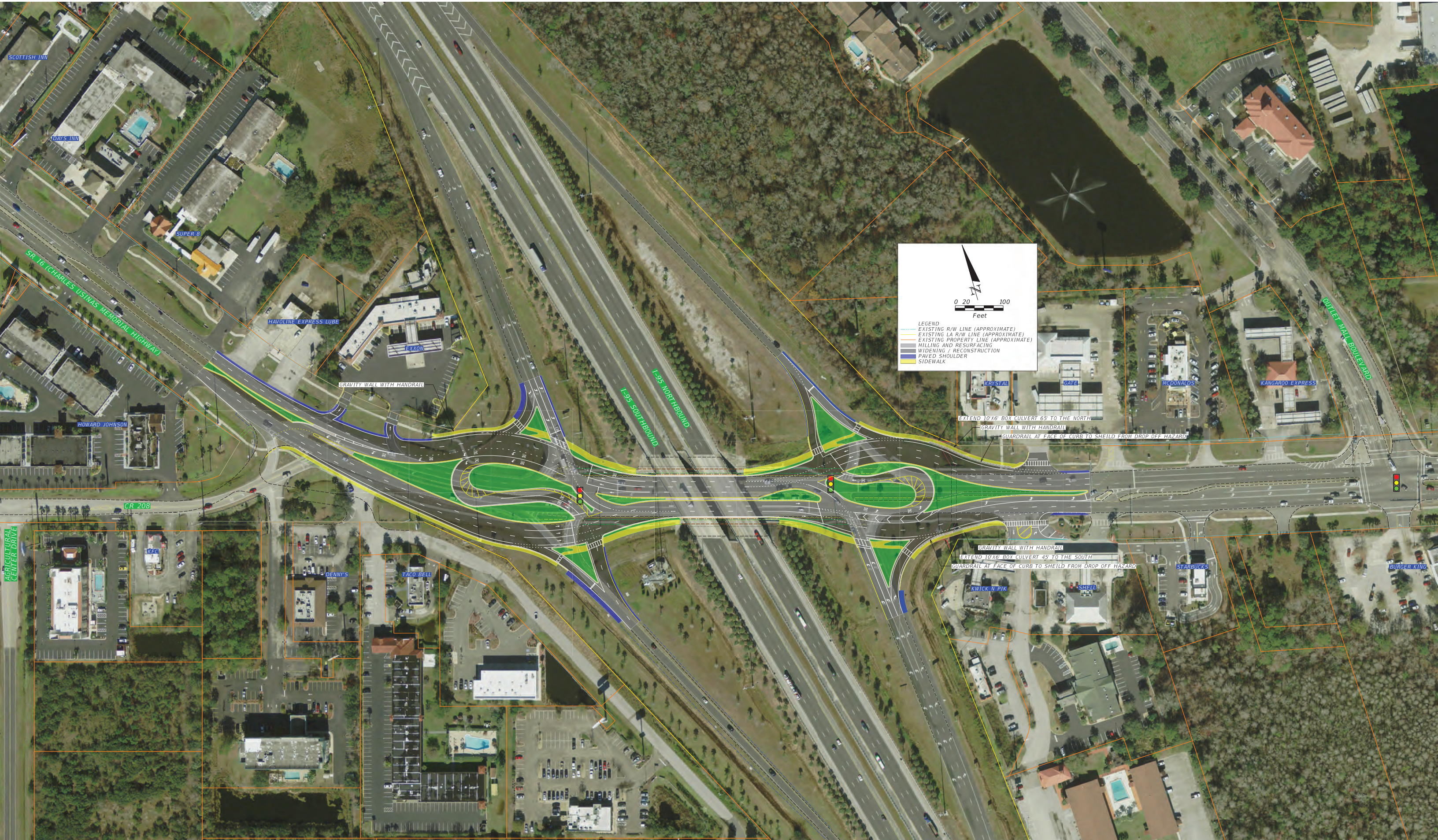
St. Johns County Transportation Analysis Spreadsheet

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



0 20 100
Feet

LEGEND
 - EXISTING R/W LINE (APPROXIMATE)
 - EXISTING LA R/W LINE (APPROXIMATE)
 - EXISTING PROPERTY LINE (APPROXIMATE)
 - MILLING AND RESURFACING
 - WIDENING / RECONSTRUCTION
 - PAVED SHOULDER
 - SIDEWALK

GRAVITY WALL WITH HANDRAIL

EXTEND 10'x6' BOX CULVERT 65' TO THE NORTH
GRAVITY WALL WITH HANDRAIL
GUARDRAIL AT FACE OF CURB TO SHIELD FROM DROP OFF HAZARD

GRAVITY WALL WITH HANDRAIL
EXTEND 10'x6' BOX CULVERT 45' TO THE SOUTH
GUARDRAIL AT FACE OF CURB TO SHIELD FROM DROP OFF HAZARD

SR 16 (CHARLES USTINAS MEMORIAL HIGHWAY)

OUTLET MALE BOULEVARD

I-95 SOUTHBOUND
I-95 NORTHBOUND

CR 208

AGRICULTURAL CENTER DRIVE

Attachment E

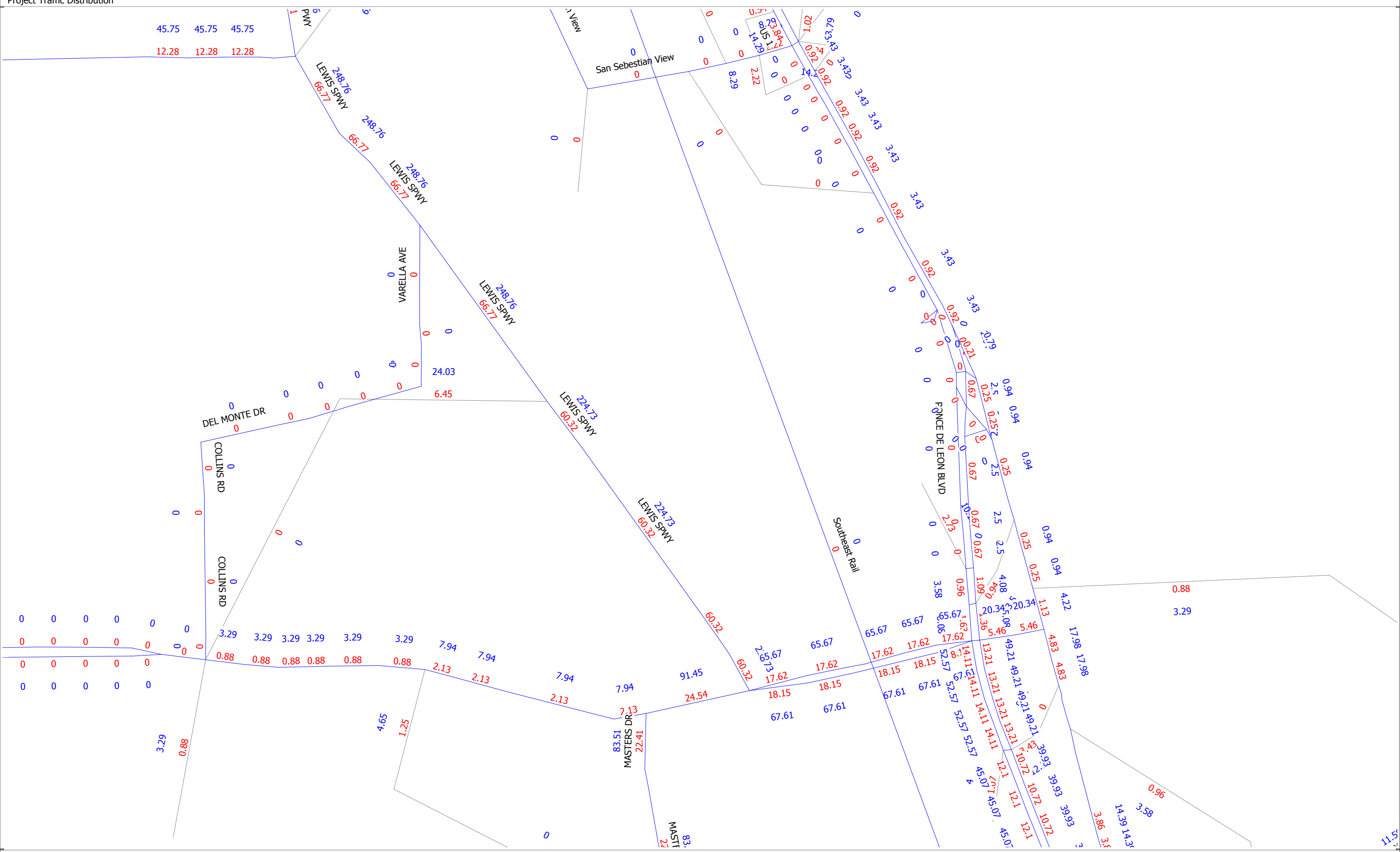
Socio-Economic Data Variables

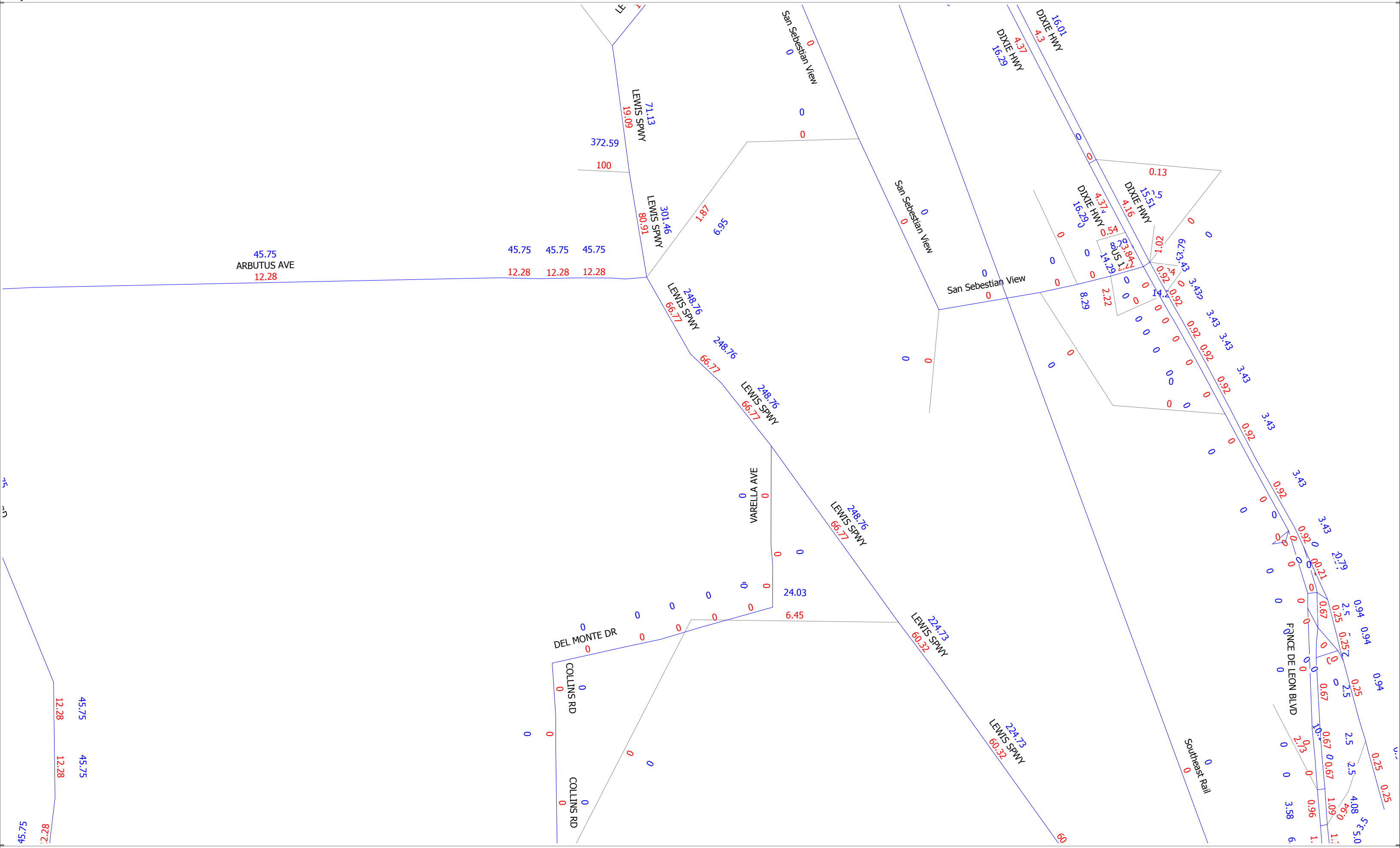
Attachment - E
Mills Place PUD - Documentation of ZDATA Variables Used for Project Traffic Distribution

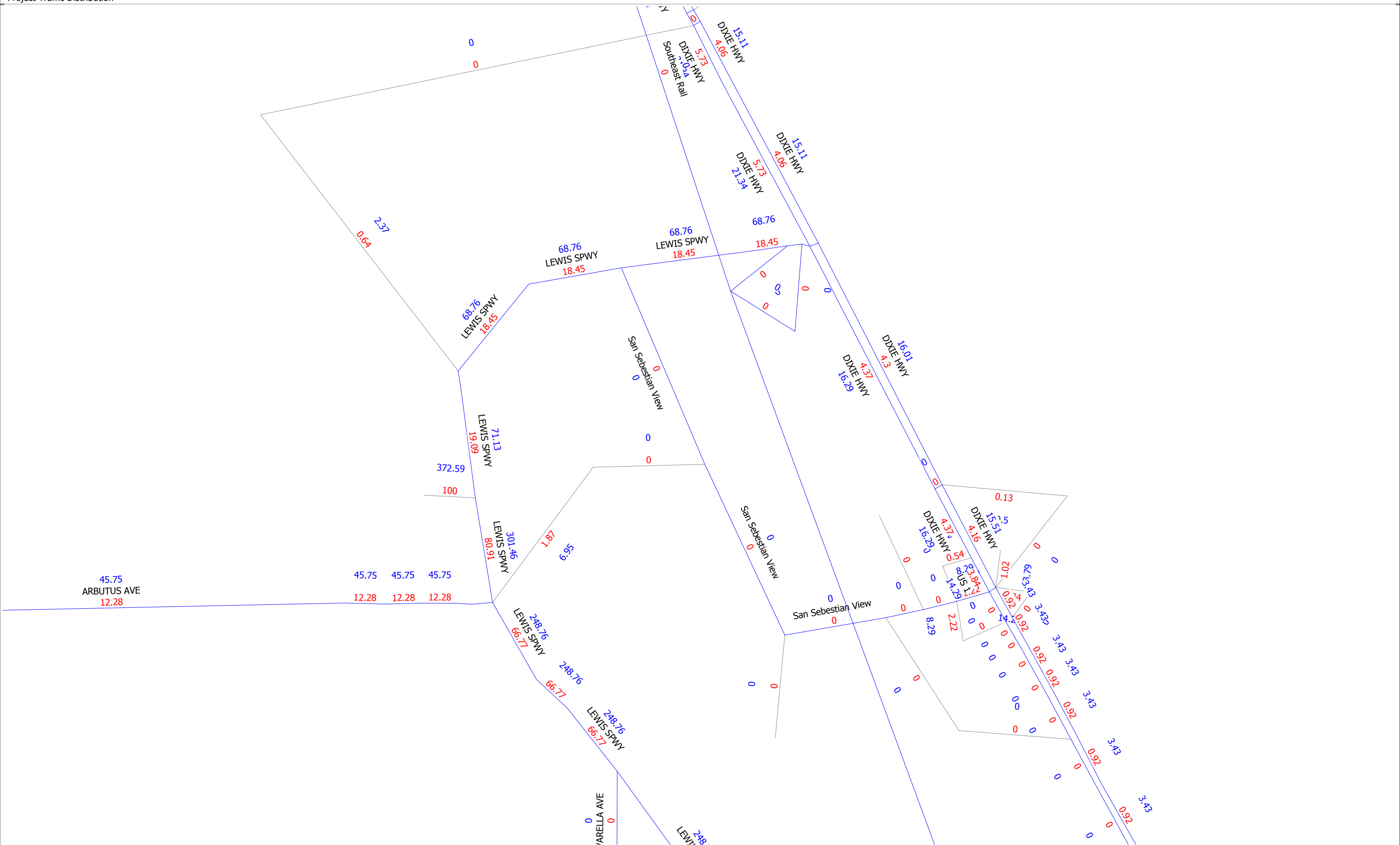
TAZ	County	Development	Production Variables							Attraction Variables																			
			Single Family		Multi-Family		Hotel-Motel			Industrial		Manufacturing		Retail		Service										School			
			DU's 9-13	Pop. 20-24	DU's 34-38	Pop. 45-49	Rooms 59-63	% Occ. 64-66	Hotel Pop. 67-71	Total Dwelling Units	Total Population	SF	Empl. 9-14			SF	Empl. 15-20	SF	Empl.	18 Hole Golf	Movie Theater	Ele School	Mid School	High School	Hotel Rooms	Empl.	Svc. Sum 21-26	Empl. Sum 27-32	School Enroll. 33-38
Revised 2025 Data Set Variables (SR 16 Golf Site CPA/Concurrency LDTA)																													
1270	St. Johns County	Trail Mark (St. Johns DRI)	2,200	6,160	-	-	-	70%	-	2,200	6,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1248	St. Johns County	SilverLeaf Plantation DRI - Phase 1	4,340	12,152	-	-	-	70%	-	4,340	12,152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1249	St. Johns County	SilverLeaf Plantation DRI - Phase 1	-	-	2,460	4,895	-	70%	-	2,460	4,895	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1250	St. Johns County	SilverLeaf Plantation DRI - Phase 1	-	-	-	-	-	70%	-	-	-	60,000	74	60,000	74	400,000	1,000	150,000	359	-	-	-	-	-	-	359	1,507	-	
1228	St. Johns County	Bartram Park DRI (West of Bartram Park Blvd.)	616	1,725	-	-	-	70%	-	616	1,725	-	-	-	-	135,529	339	14,944	36	-	-	-	-	-	-	36	375	-	
557	St. Johns County	Bartram Park DRI (Bartram Springs Residential)	1,400	3,920	592	1,178	-	70%	-	1,992	5,098	-	-	-	-	-	-	-	-	25	-	-	-	-	25	25	800		
561	St. Johns County	Bartram Park DRI (Bartram Springs Non-Residential)	-	-	-	-	-	70%	-	-	-	-	-	-	-	271,057	678	29,888	71	-	-	-	-	-	71	749	-		
578	Duval County	Bartram Park DRI (West Commercial)	-	-	-	-	-	70%	-	-	-	-	-	-	-	318,173	795	-	-	-	-	-	-	-	-	795	-		
579	Duval County	Bartram Park DRI (East Commercial)	-	-	-	-	-	70%	-	-	-	-	-	-	-	61,000	153	-	-	-	-	-	-	-	-	153	-		
555	Duval County	Bartram Park DRI	-	2,538	5,051	114	70%	120	2,538	5,051	-	-	-	-	287,830	720	771,385	1,844	-	-	-	-	114	31	1,875	2,595	-		
2099	Duval County	Bartram Park DRI	-	2,539	5,053	165	70%	173	2,539	5,053	-	-	-	-	287,830	720	771,385	1,844	-	-	-	-	165	45	1,889	2,609	-		
1239	St. Johns County	Durbin Crossing DRI	910	2,548	556	1,106	-	70%	-	1,466	3,654	-	-	-	58,700	147	41,090	98	-	-	-	-	-	-	98	245	-		
1240	St. Johns County	Durbin Crossing DRI	641	1,795	391	778	-	70%	-	1,032	2,573	-	-	-	41,300	103	28,910	69	-	60	-	-	-	-	129	232	800		
1238	St. Johns County	Aberdeen DRI	1,623	4,544	395	786	-	70%	-	2,018	5,330	-	-	-	60,000	150	40,000	96	-	60	-	-	-	-	156	306	800		
1265	St. Johns County	Ashford Mills DRI	1,771	4,959	538	1,071	-	70%	-	2,309	6,030	-	-	-	178,571	446	30,000	72	-	-	-	-	-	-	72	518	-		
1251	St. Johns County	RiverTown DRI	5,176	14,493	1,080	2,149	-	70%	-	6,256	16,642	50,000	125	50,000	62	300,000	928	100,000	310	-	110	100	100	-	620	1,735	2,890		
1213	St. Johns County	Saint Johns DRI - Northeast Quadrant	1,000	2,800	-	-	-	70%	-	1,000	2,800	710,417	881	710,417	881	-	1,420,833	3,396	-	-	-	-	-	-	3,396	5,158	-		
1261	St. Johns County	Saint Johns DRI - Northwest Quadrant	887	2,484	1,379	2,744	383	70%	402	2,266	5,228	-	-	-	235,125	588	248,521	594	-	-	-	-	383	106	700	1,288	-		
1199	St. Johns County	Saint Johns DRI - Southeast Quadrant	20	56	-	510	70%	536	20	56	95,851	119	95,851	119	165,827	415	-	-	-	-	-	-	510	140	140	793	-		
2355	St. Johns County	Saint Johns DRI - Six Mile Creek Parcel	3,409	9,545	982	1,954	70%	-	4,391	11,499	-	-	-	-	125,833	315	-	-	-	25	-	-	-	-	25	340	800		
1213	St. Johns County	Bannon Lakes	849	2,377	150	299	70%	-	999	2,676	-	-	-	-	105,000	263	15,000	36	-	-	-	-	-	-	36	299	-		
1259	St. Johns County	Grand Oaks	899	2,517	-	-	70%	-	899	2,517	-	-	-	-	100,000	250	50,000	120	-	-	-	-	-	-	120	370	-		

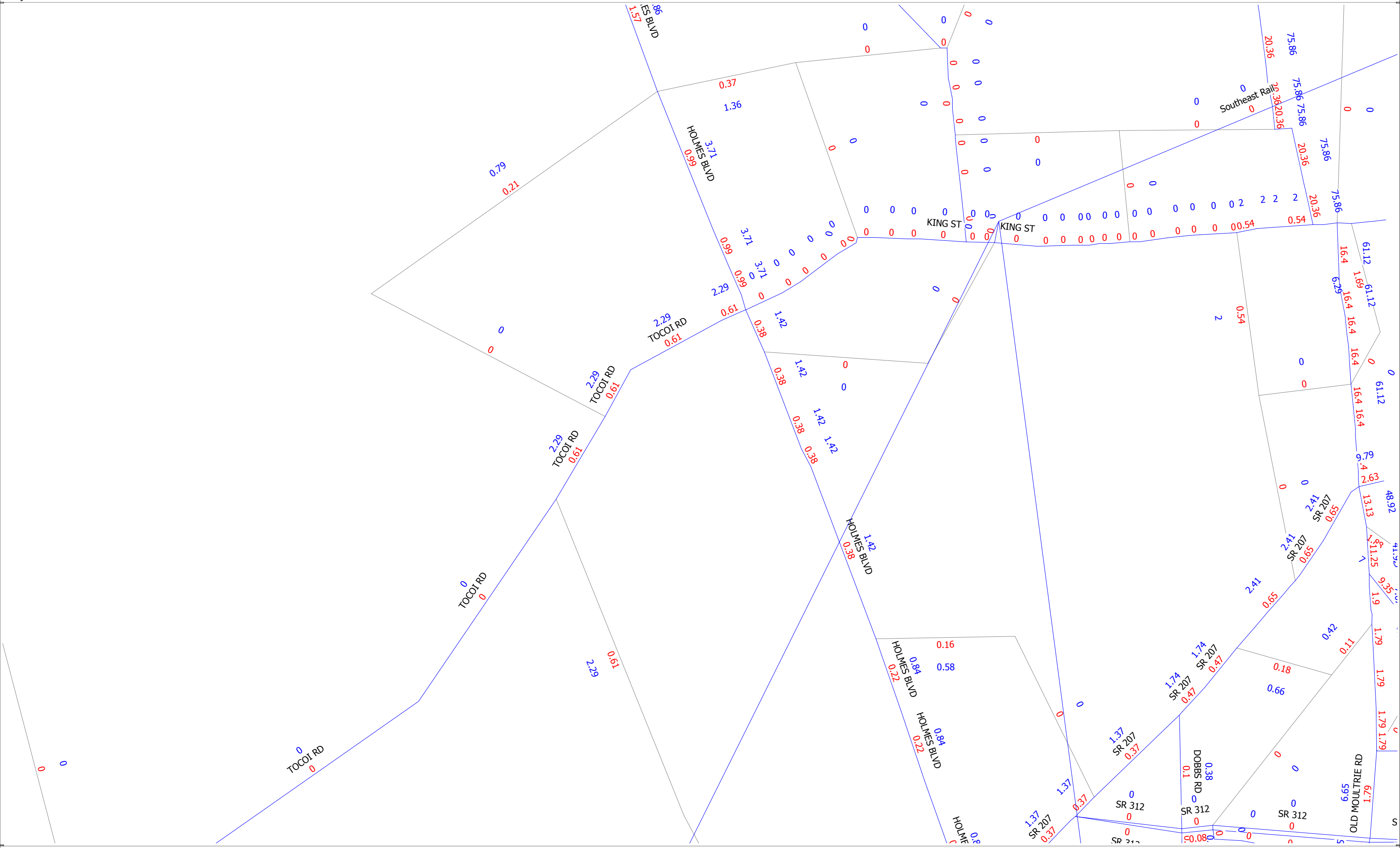
Attachment F

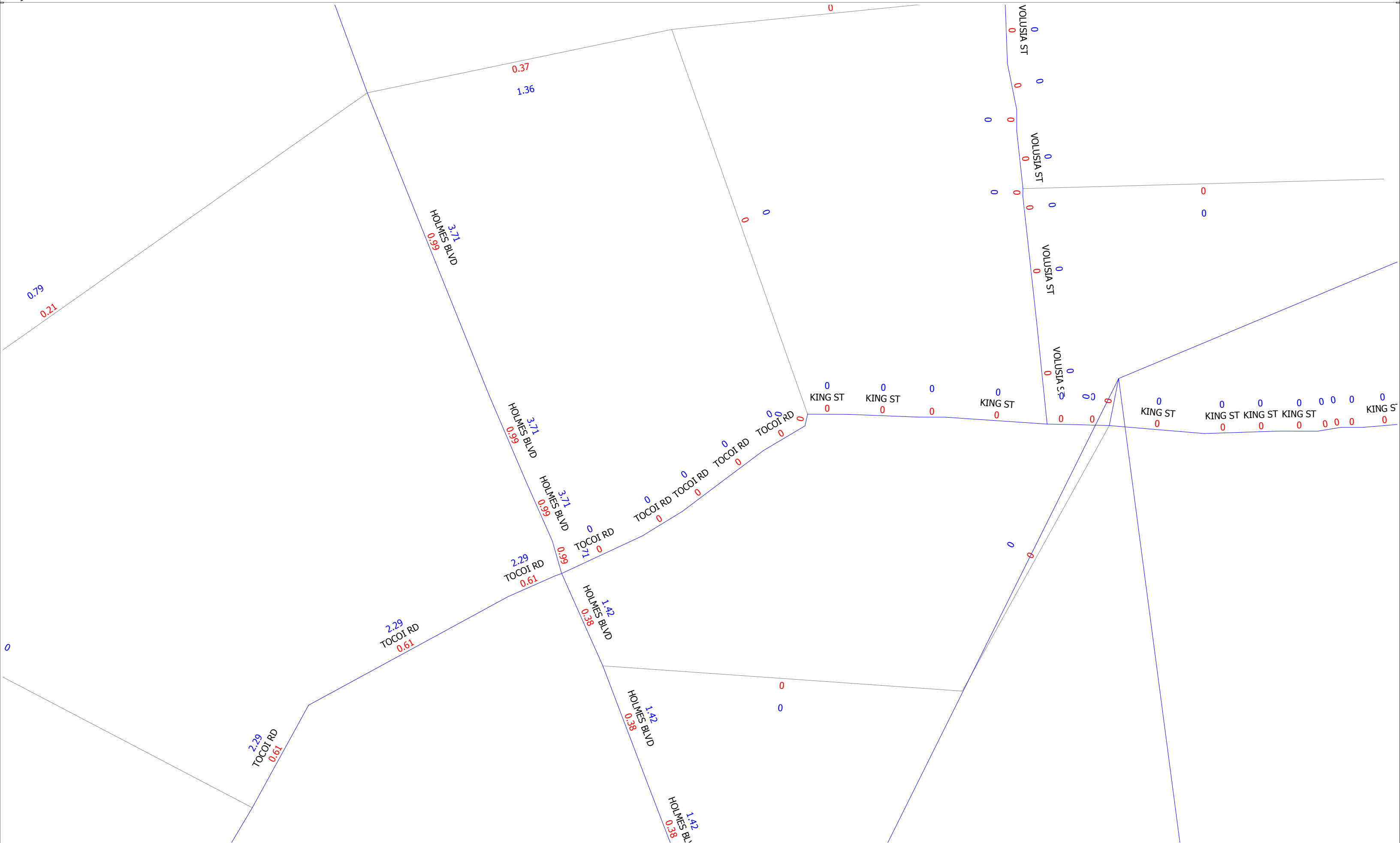
Travel Demand Model Plots
(NERPM_ABv3)

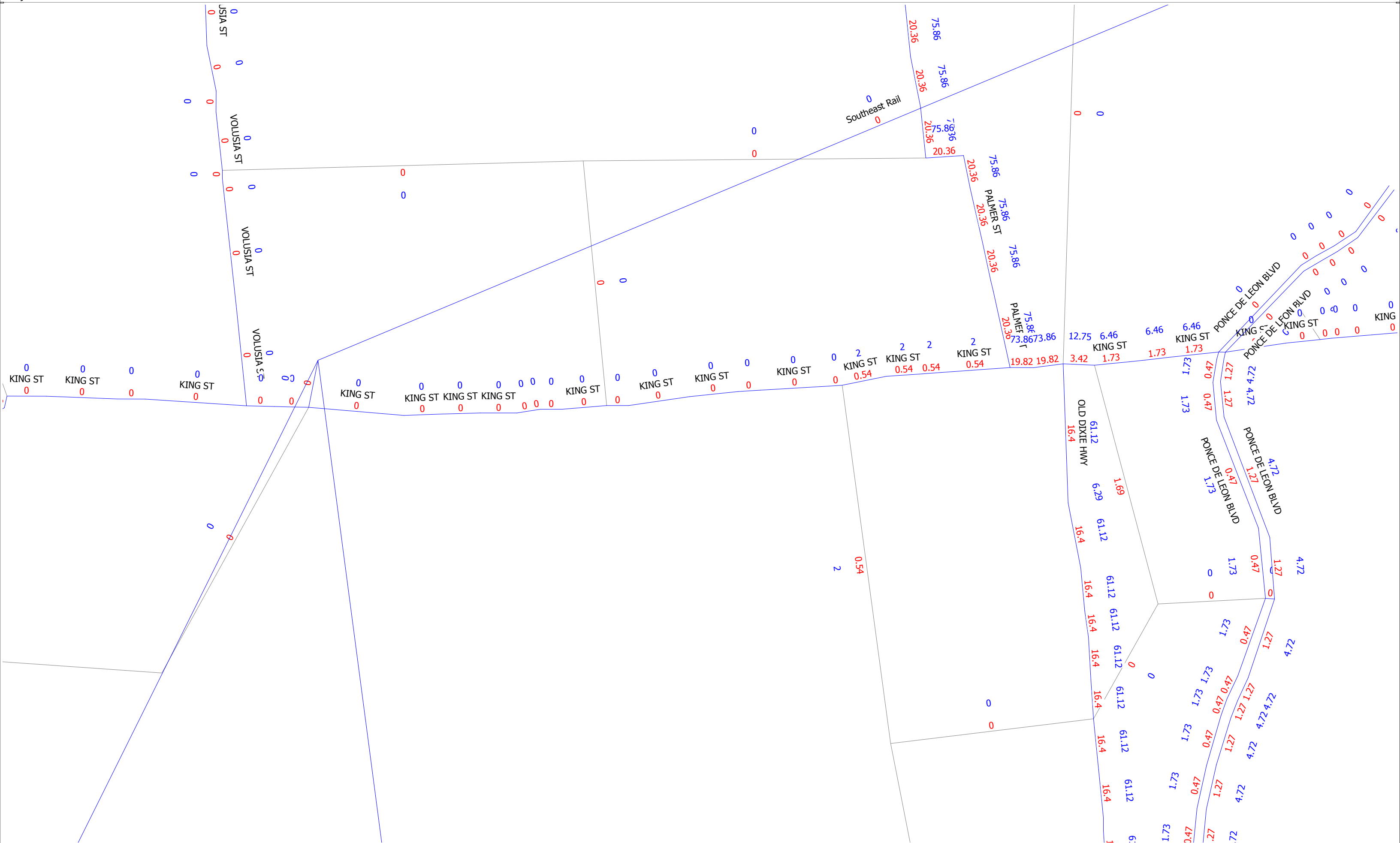


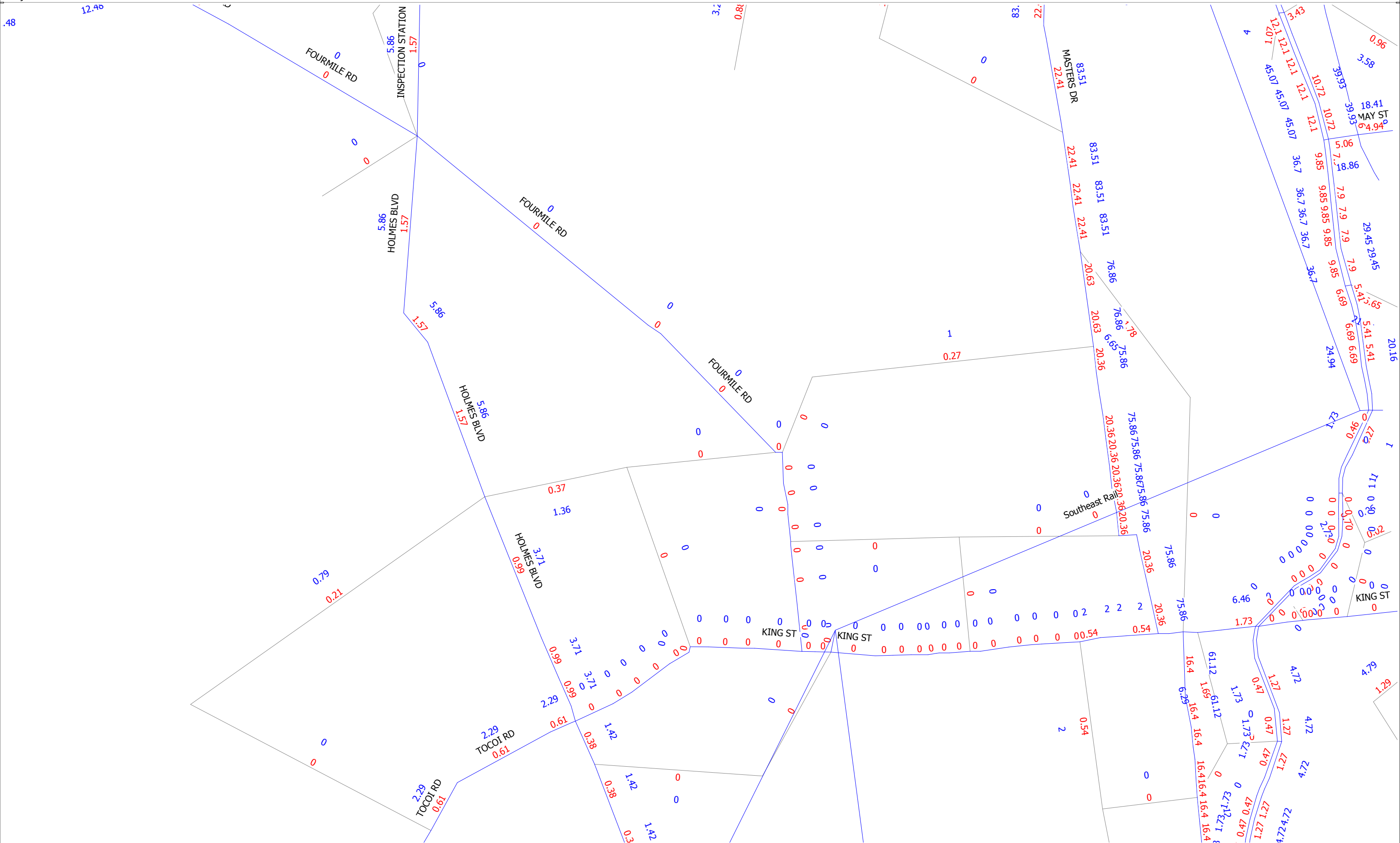


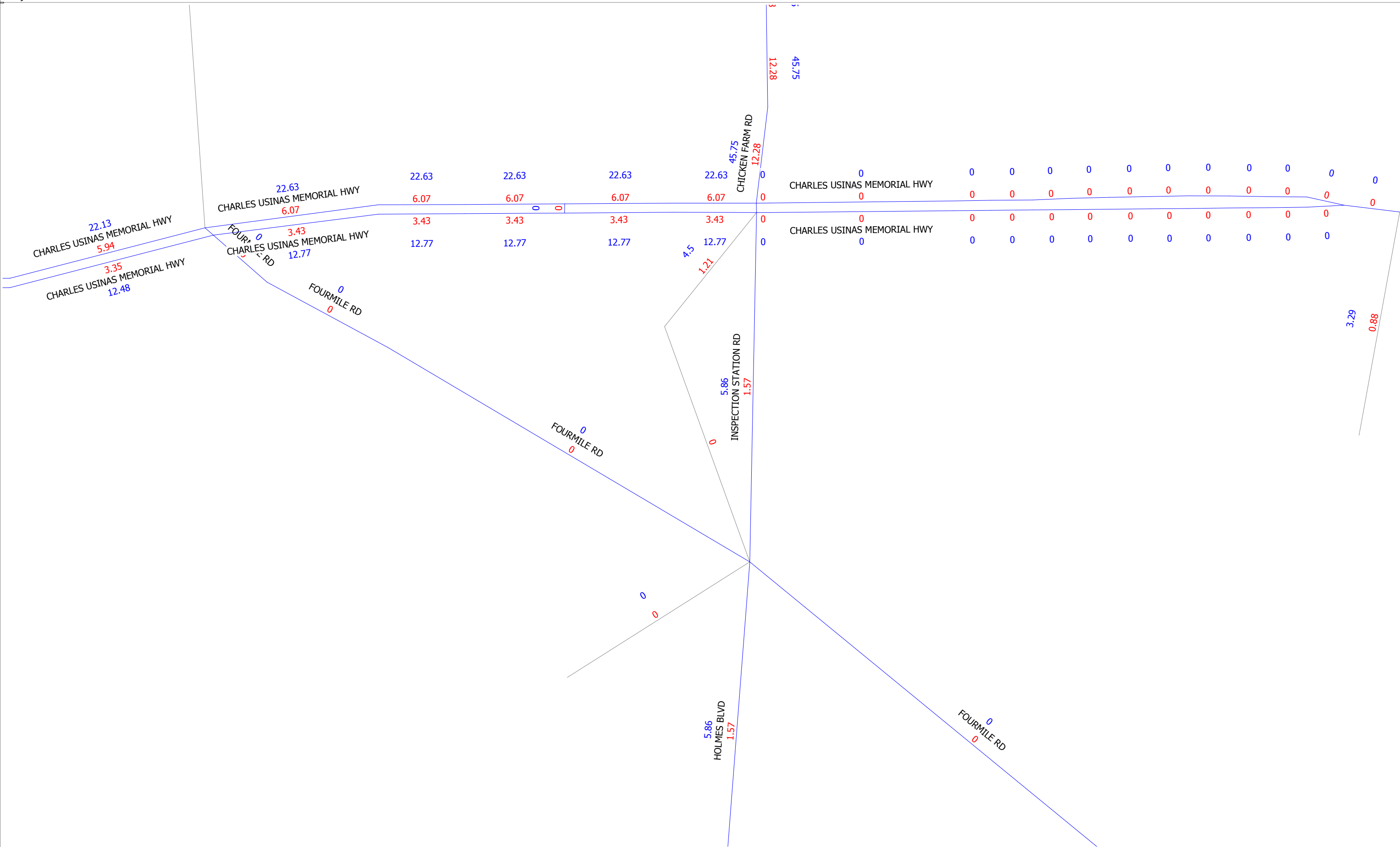


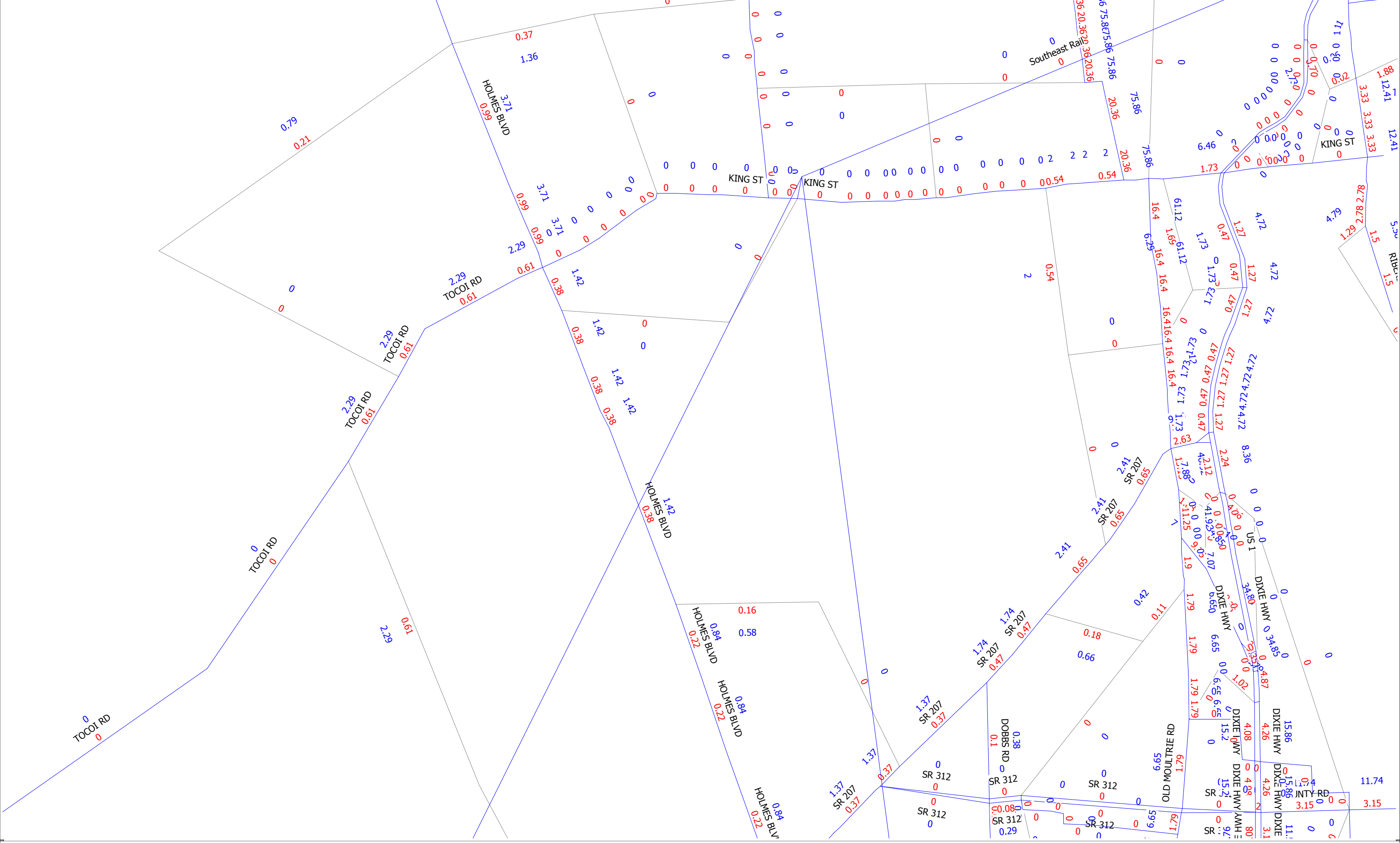


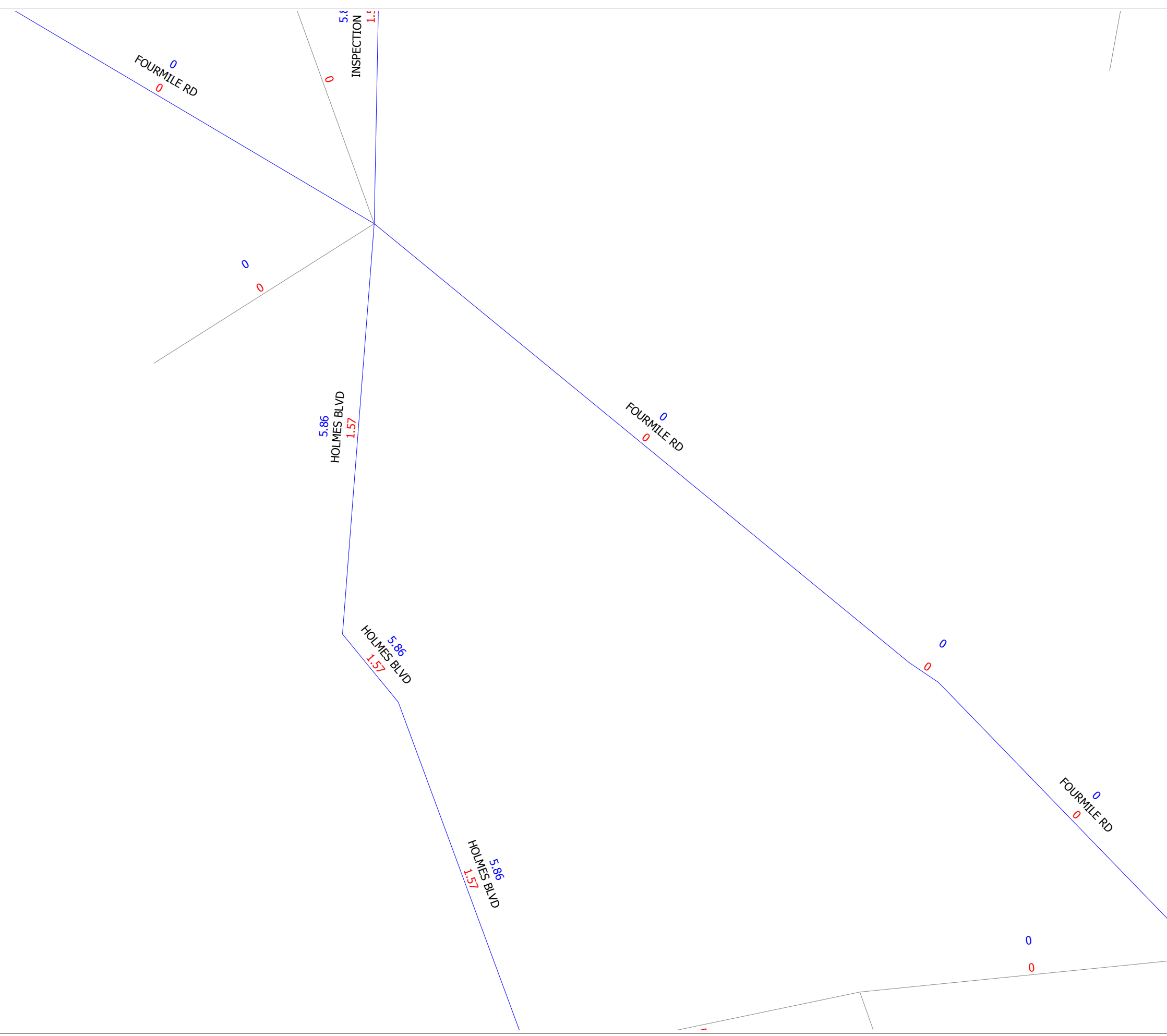


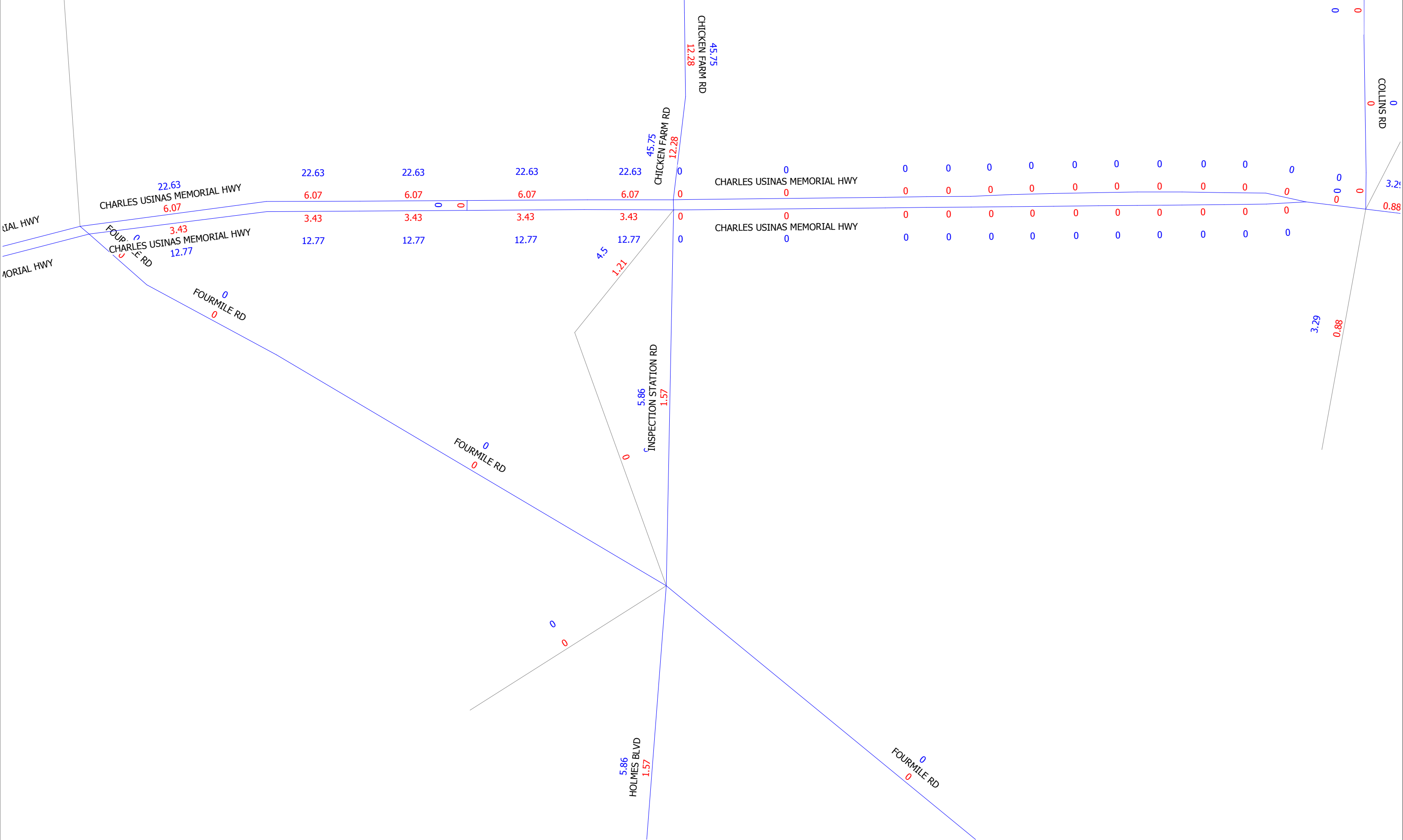


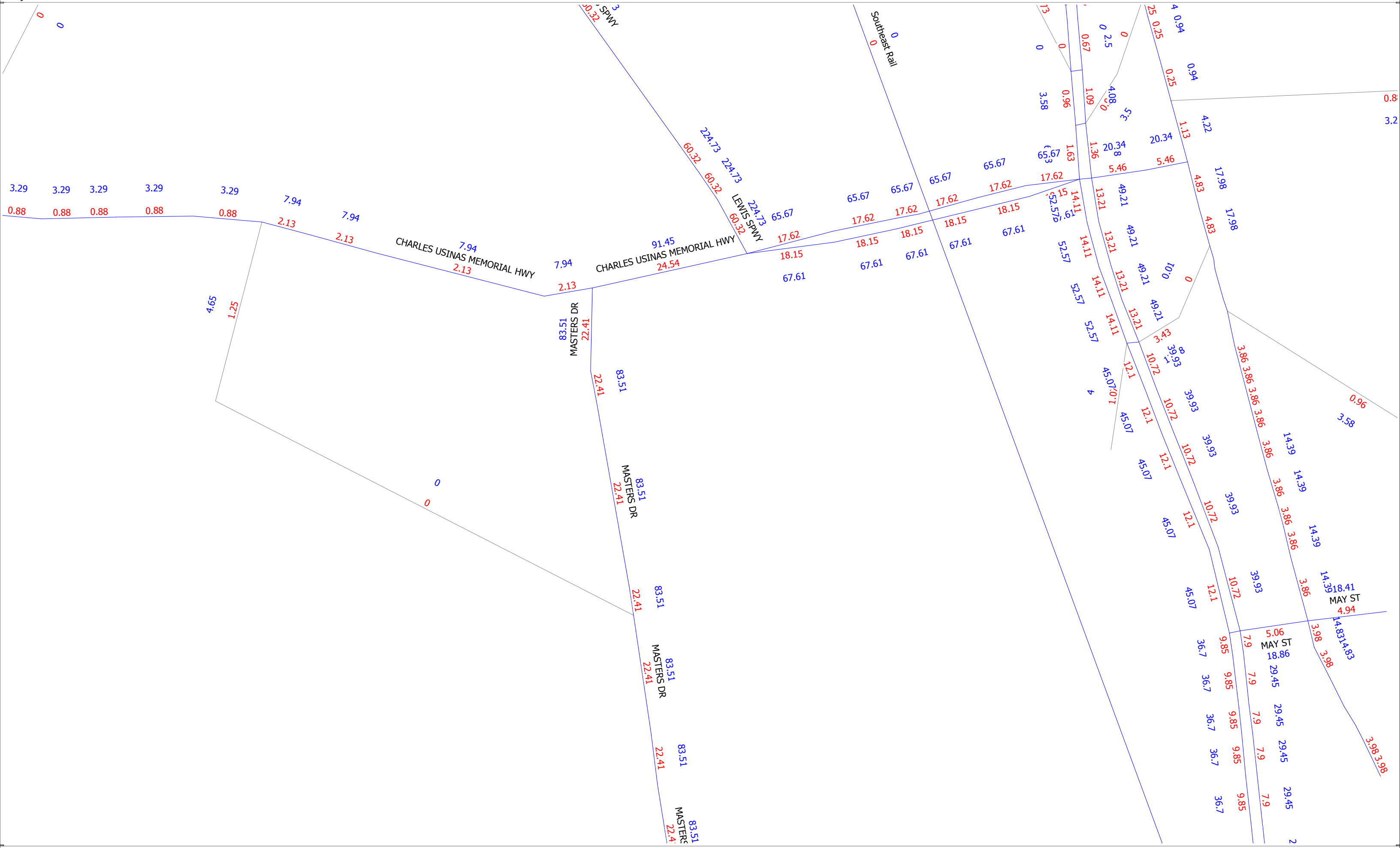


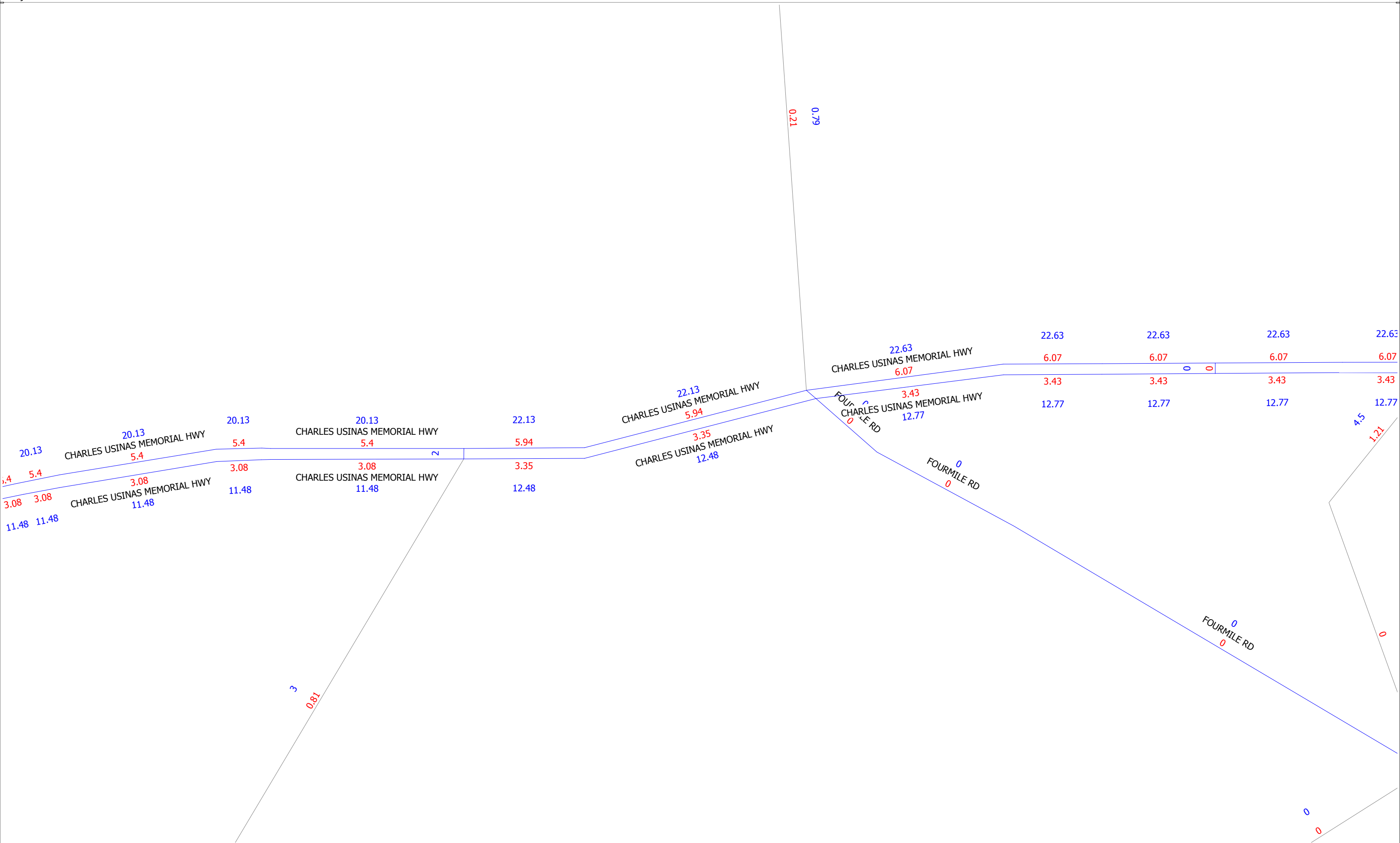


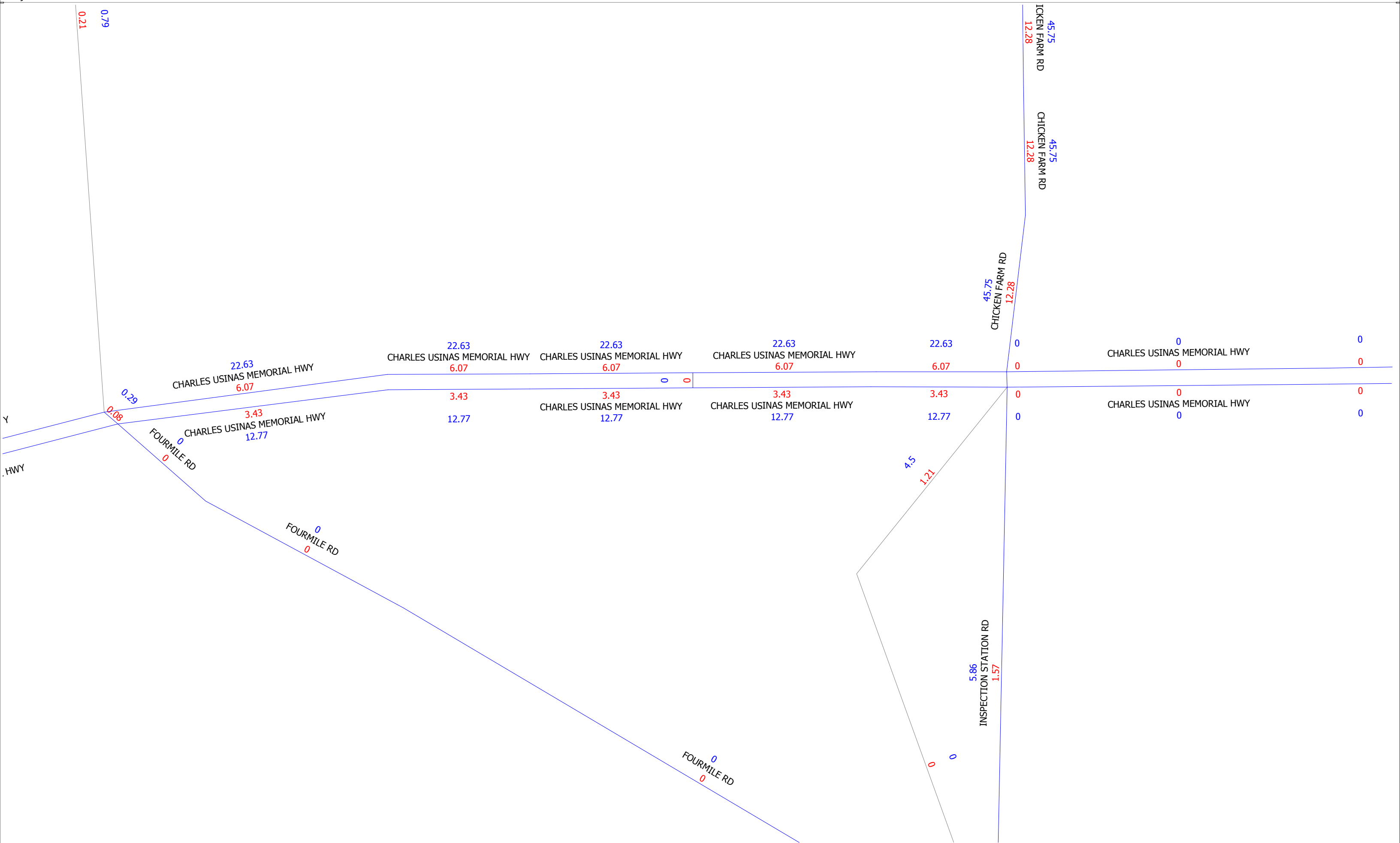


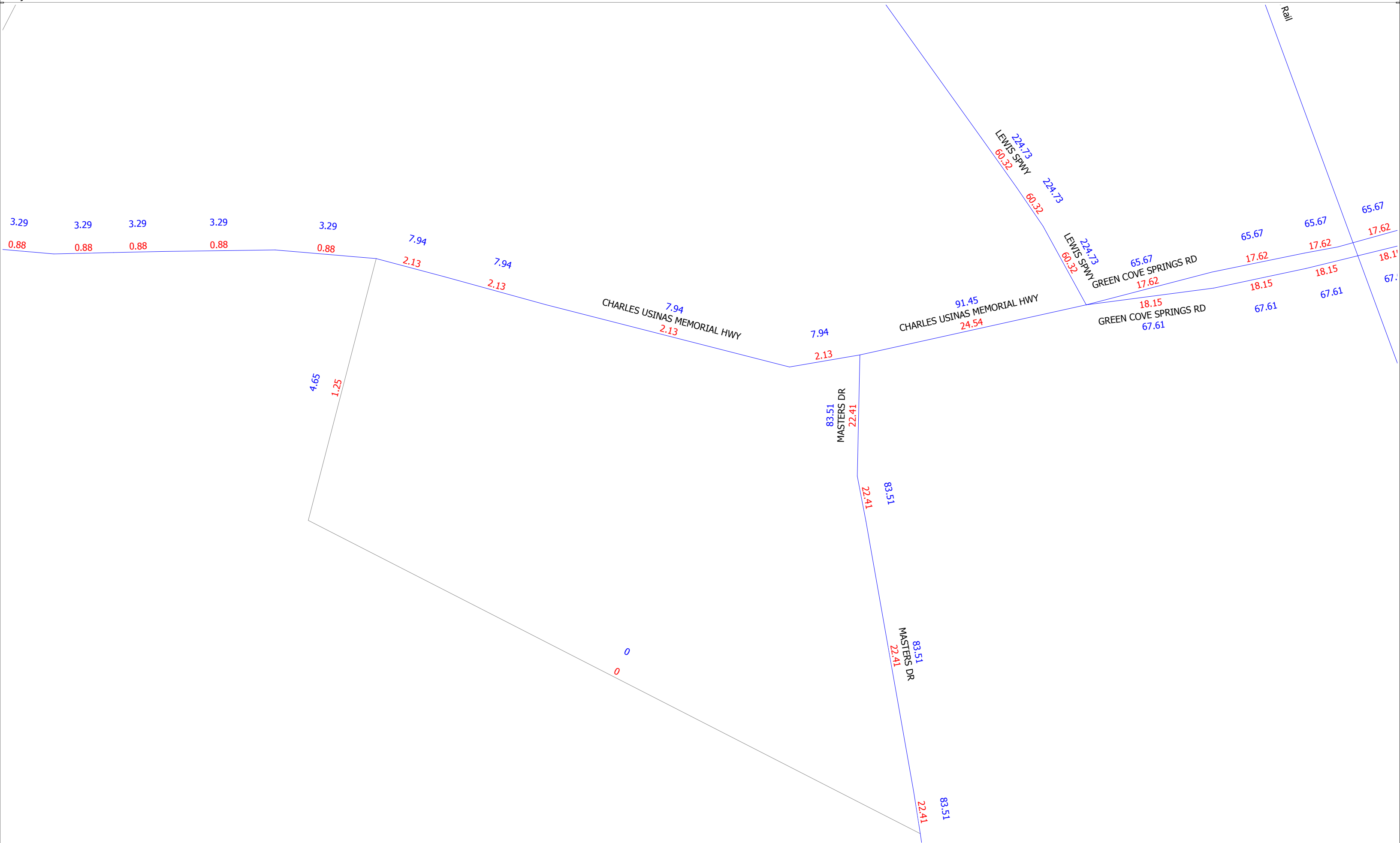


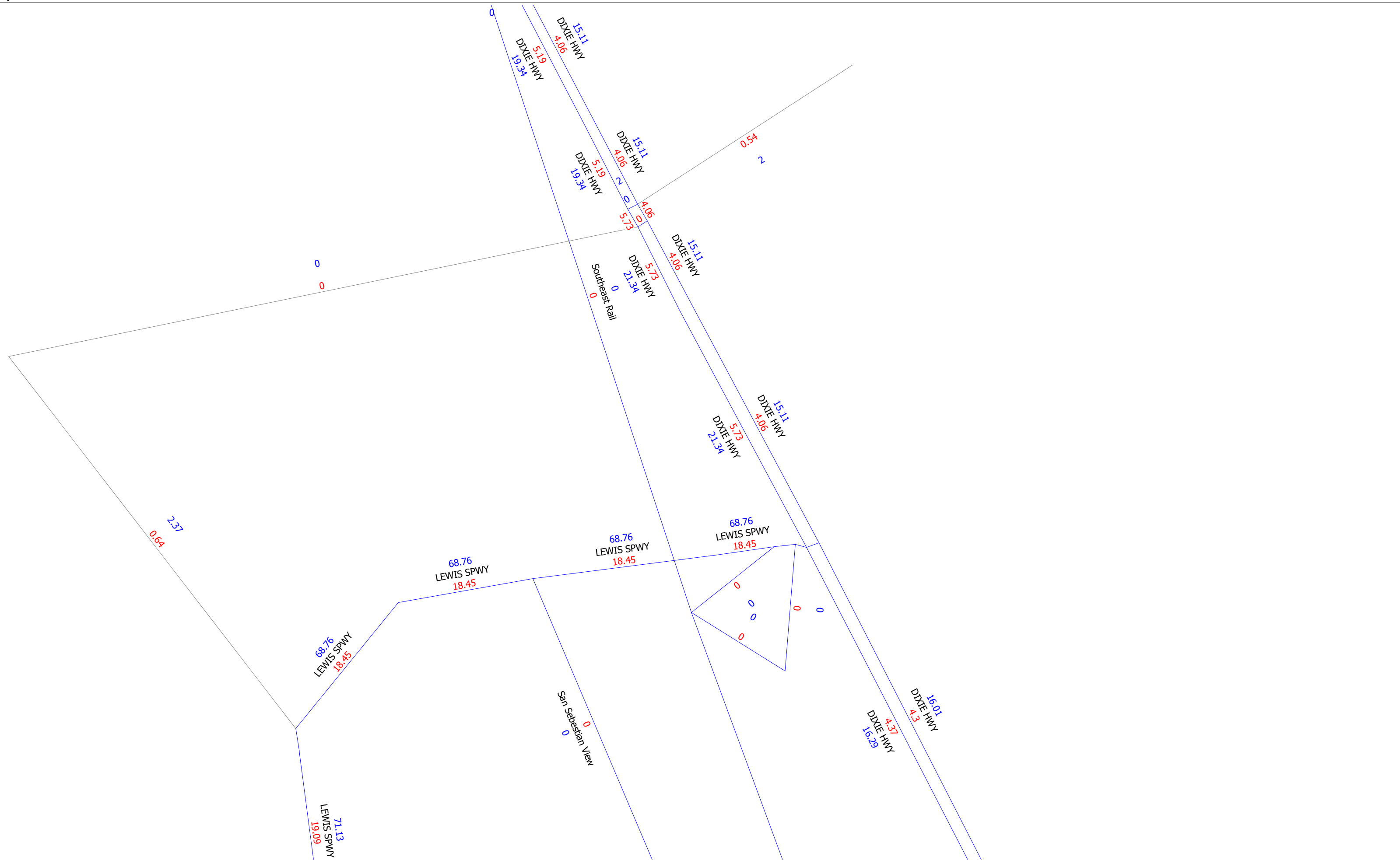


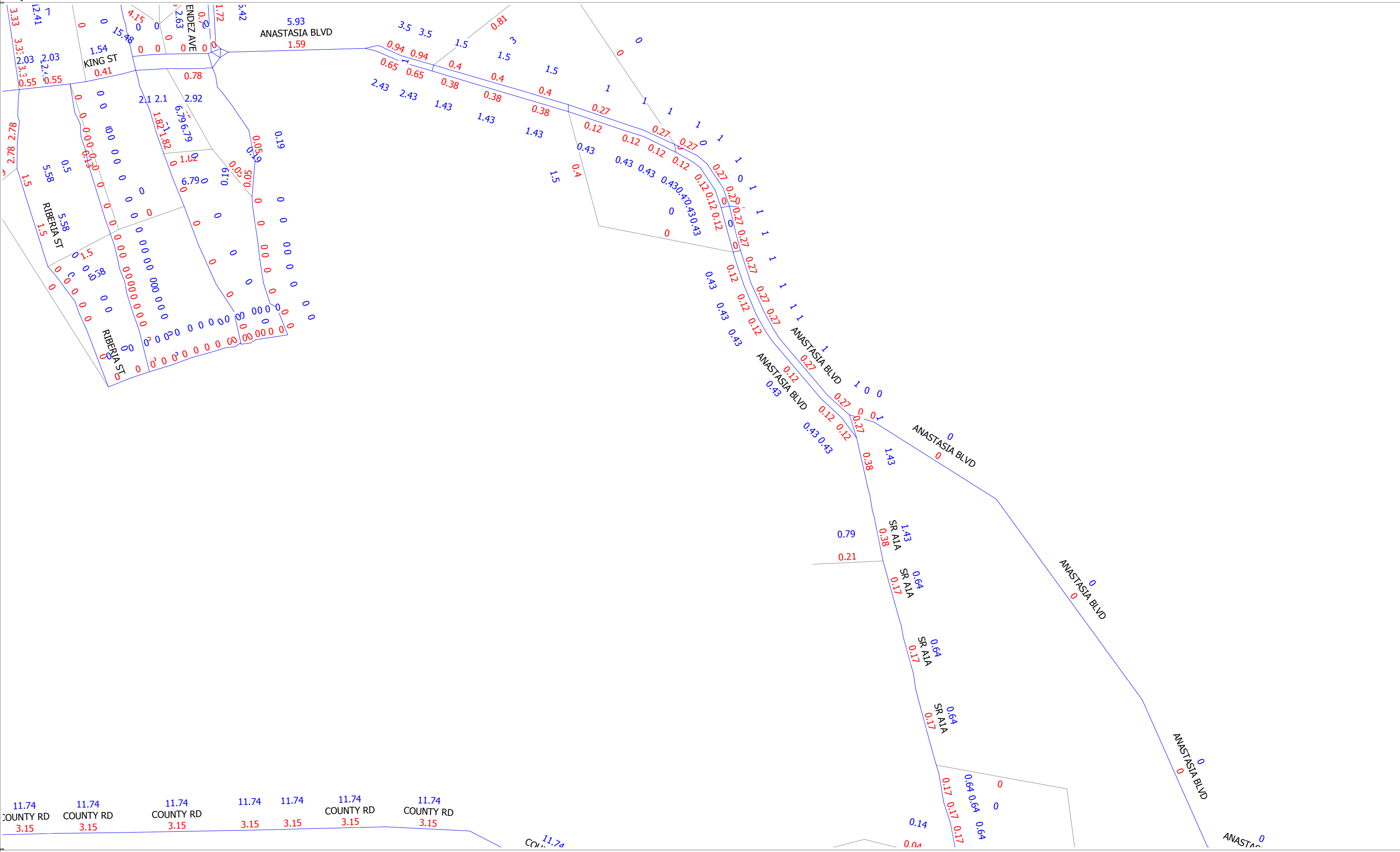


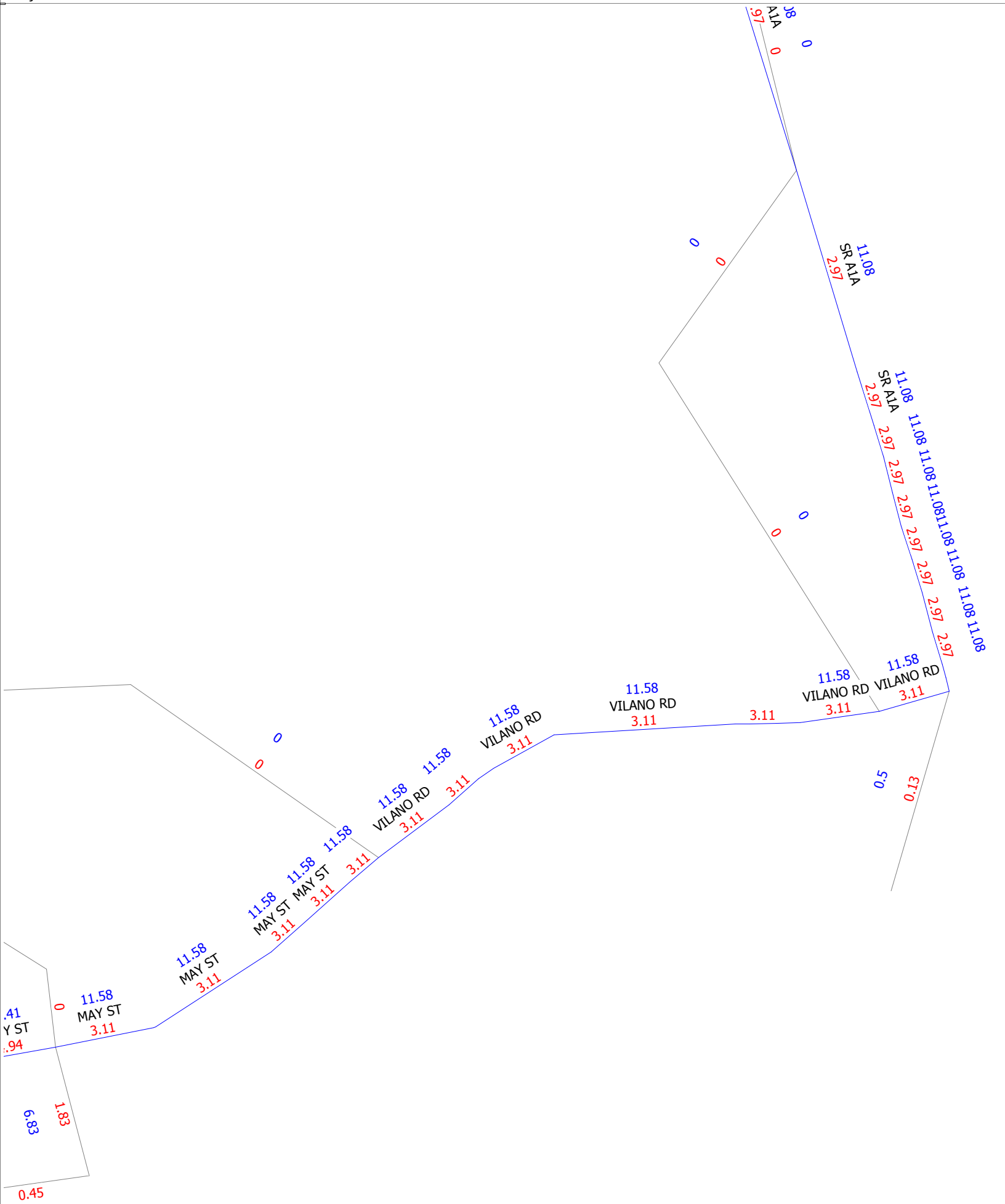


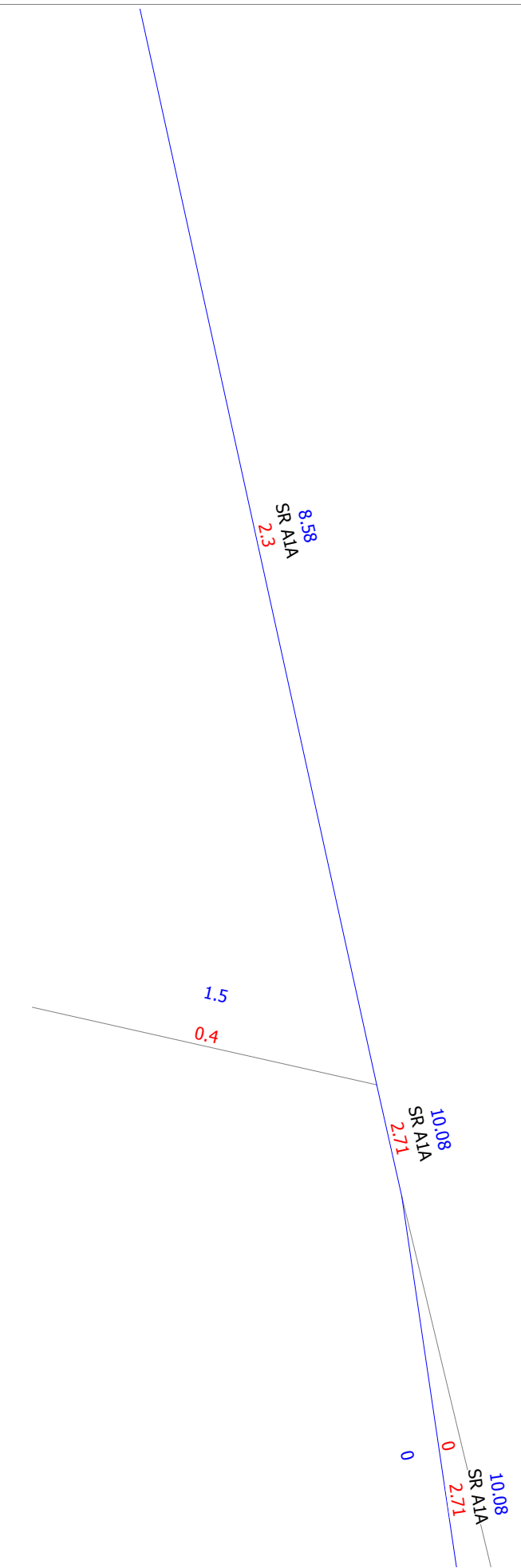


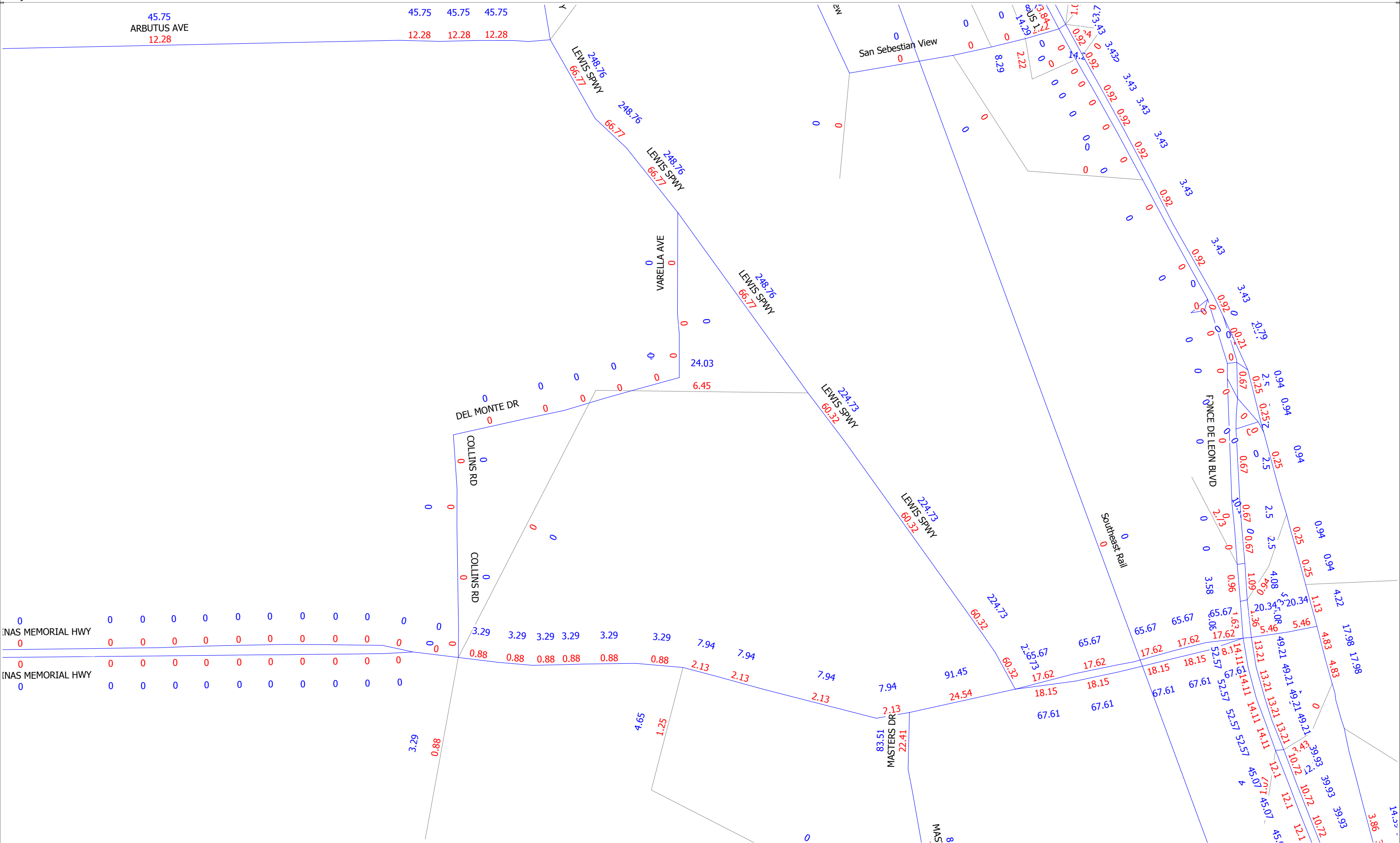


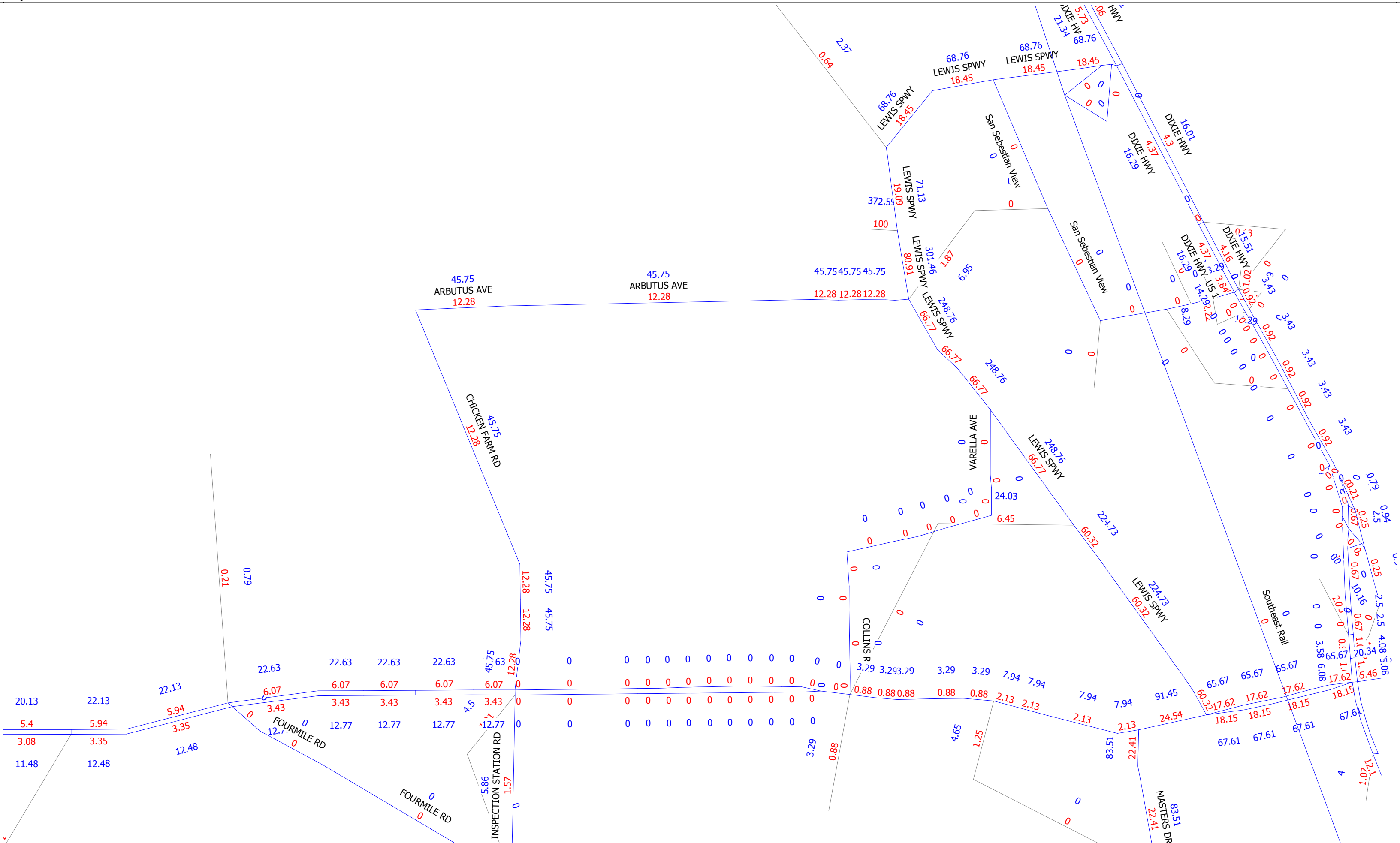












Attachment G

FDOT Construction Cost Per Mile
Models



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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

For assistance, please contact [Estimates Systems Support](#).



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605 Suwannee St.
Tallahassee, FL 32399
Phone: (850) 414-4100
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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.



Description	Quantity	Units	Unit Cost	Amount
A. Demolition and Clearing				
Silt Fence Type III (Regular)	2000	LF	\$ 2.50	\$ 5,000
Hay Bales	20	EA	\$ 15.00	\$ 300
Maintenance of Traffic	1	LS	\$ -	\$ -
Demo Storm Pipe	140	LF	\$ 100.00	\$ 14,000
Demo Existing MES	6	EA	\$ 2,000.00	\$ 12,000
Demo Sidewalks & Conc. Drives	2300	SF	\$ 30.00	\$ 69,000
Mill Existing Asphalt	2000	SY	\$ 9.00	\$ 18,000
Clearing	0.75	AC	\$ 25,000.00	\$ 18,750
Demolition and Clearing Subtotal				\$ 137,050
B. Earthwork				
Site Fill	3000	CY	\$ 15.00	\$ 45,000
Final Dressout	3630	SY	\$ 1.50	\$ 5,445
Roadside Ditch Grading	5000	LF	\$ 4.00	\$ 20,000
Site Sod	3630	SY	\$ 3.00	\$ 10,890
Earthwork Subtotal				\$ 81,335
C. Roadway				
Subsoil Stabilization	5700	SY	\$ 10.00	\$ 57,000
10" Limerock	1100	SY	\$ 33.00	\$ 36,300
2" Asphalt Pavement (1st Lift new pavement sections)	1100	SY	\$ 22.00	\$ 24,200
1 1/2" Asphalt Pavement (Final Lift over new and milled)	3100	SY	\$ 18.00	\$ 55,800
18" Curb (moundable or standard)	1500	LF	\$ 10.00	\$ 15,000
Striping and Signs	1	LS	\$ 50,000.00	\$ 50,000
10" Concrete Center Circle	2500	SF	\$ 17.00	\$ 42,500
4" Doweled Concrete Medians	2100	SF	\$ 8.00	\$ 16,800
4" Sidewalk	3200	SF	\$ 7.00	\$ 22,400
A.D.A Handicap Ramps	4	EA	\$ 350.00	\$ 1,400
Roadway Subtotal				\$ 321,400
E. Storm Drain				
Storm Inlets	4	EA	\$ 6,000.00	\$ 24,000
Storm Manhole	2	EA	\$ 6,500.00	\$ 13,000
24" Mitered End Section	4	EA	\$ 2,500.00	\$ 10,000
24" RCP	140	LF	\$ 300.00	\$ 42,000
30" Mitered End Section	4	EA	\$ 2,500.00	\$ 10,000
30" RCP	400	LF	\$ 300.00	\$ 120,000
Storm Drain Subtotal				\$ 688,500
Construction Cost Subtotal				\$ 1,228,285
15% Total Contract Value				\$ 184,243
TOTAL OPINION OF COST				\$ 1,412,528

OPINION OF PROBABLE COST DISCLAIMER

Because the Consultant does not control the cost of labor, materials, equipment or services furnished by others, methods of determining prices, or competitive bidding or market conditions, any opinions rendered as to costs, including but not limited to opinions as to the costs of construction and materials, shall be made on the basis of its experience and represent its judgment as an experienced and qualified professional, familiar with the industry. The Consultant cannot and does not guarantee that proposals, bids or actual costs will not vary from its opinions of cost.

ATTACHMENT 3
CORRESPONDENCE

Trevor Steven

From: Fran Mitchell <kayakfran@yahoo.com>
Sent: Monday, December 18, 2023 1:29 PM
To: Trevor Steven
Subject: Mills project

Trevor, thank you for listening about my concern for the Mills Workforce housing project. I am concerned because of the increase in traffic and possibility of accidents, etc..

Thank you so much for all your help, Fran Mitchell Sent from my iPhone

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Trevor Steven

From: Debra A Taber <debtaber@msn.com>
Sent: Wednesday, December 20, 2023 10:32 AM
To: Trevor Steven
Subject: Mills Workforce Housing Rezoning

Good morning,

My name is Debbie Taber and I live at 5285E Porter Rd Ext in St. Augustine.

I understand there will be a rezoning meeting Thursday, December 21st on the above subject.

I cannot attend the meeting to voice my HUGE disapproval of this project rezoning. The project was initially opposed and denied for the 92 houses. Now the applicant is asking to add 145 houses. Have you been to the area where this development is being proposed? Have you driven there during peak driving hours? Do you drive on Lewis Speedway frequently? Well we all do that live in the area. I know someone who lives off of Old Lewis Speedway and was recently rear ended waiting to take a left onto Old Lewis Speedway. Where this development is being proposed is right near the curve.

When is this insane building in St Johns County going to stop for awhile!!!!

Thank you for taking my disapproval into consideration.

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Trevor Steven

From: c greel <irish359@hotmail.com>
Sent: Thursday, December 21, 2023 11:40 AM
To: Trevor Steven
Subject: Re: Mills Workforce Housing District Rezoning

Dear Mr. Steven:

I'm unable to attend today's County PZA meeting, so I'd like to quickly comment here. Regarding the potential rezoning, my husband and I, who've lived for many years on Horseshoe Road, are opposed. Our neighborhood is in the process of becoming overdeveloped already. Progress is one thing, and development is understood, but overkill is something else, especially when so many years-long residents are opposed.

Please do not vote to rezone.

Thank you,

Carolyn and Lou

Horseshoe Road

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Trevor Steven

From: Ellen Hendrix <Inhendrix@yahoo.com>
Sent: Thursday, January 11, 2024 8:40 AM
To: Trevor Steven
Subject: Mills Workforce Housing Rezoning

Dear Mr. Steven,

I live off of Saddle Brook Lane, a street off of Horseshoe Rd which is across Lewis Speedway from this proposed development. I work so cannot attend county meetings but did want to express my concern. I have recently learned that there is a proposal for even more homes in this new development for workforce housing. I just want you to know that I disagree with this higher density project as Lewis Speedway can not support that much more traffic! As I am sure you know, another study has shown that Lewis Speedway can not be expanded as there is no room to do so. Already, there is a blind curve at one of the 2 entrances into/out of our neighborhood. With speed and limited visibility, I am certain that there will be accidents at that intersection. Please consider our safety and impact on our neighborhood and resist this new request for even more housing density.

Thank you,
Ellen Hendrix

Sent from [Mail](#) for Windows

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