5	**AGENDA ITEM** **ST. JOHNS COUNTY BOARD OF COUNTY COMMISSIONERS**
	Deadline for Submission - Wednesday 9 a.m. – Thirteen Days Prior to BCC Meeting

12/1/2026

BCC MEETING DATE

TO: **Joy Andrews, County Administrator** **DATE:** **November 2, 2026**

FROM: **Abrielle Genest, Senior Planner** **PHONE:** **904 209-0598**

SUBJECT OR TITLE: **MAJMOD 2026-11 Hanania Auto Group**

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

BACKGROUND INFORMATION:

Request for a Major Modification to the Travel Center at State Road 207 PUD (Ordinance 2019-06, as amended) to add approximately 0.64 acres (Parcel ID 136550-0000): currently zoned Commercial Highway Tourist (CHT), to increase the maximum square footage of commercial space from 40,000 square feet to 180,000 square feet, to change the name of the PUD from "Travel Center at State Road 207" to "Hanania Auto Group" and provide other revisions within an updated MDP Text and Map. The Planning and Zoning Agency heard this request at its regularly scheduled public hearing on November 19, 2026. Agency discussion focused on site access, the increase in square footage, and traffic generation. No public comment was received. Following discussion, the Agency voted to recommend approval of the Major Modification with a condition that a culvert is added along the western access to Deerpark Boulevard by a vote of 5-0. Support was made by members Hilsenbeck, Speigel, Perkins, Labanowski, and Olson.

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 2026-___ approving MAJMOD 2026-11 Hanania Auto Group based upon six (6) findings of fact as provided in the Staff Report.
DENY: Motion to deny MAJMOD 2026-11 Hanania Auto Group based upon seven (7) findings of fact as provided in the Staff Report.

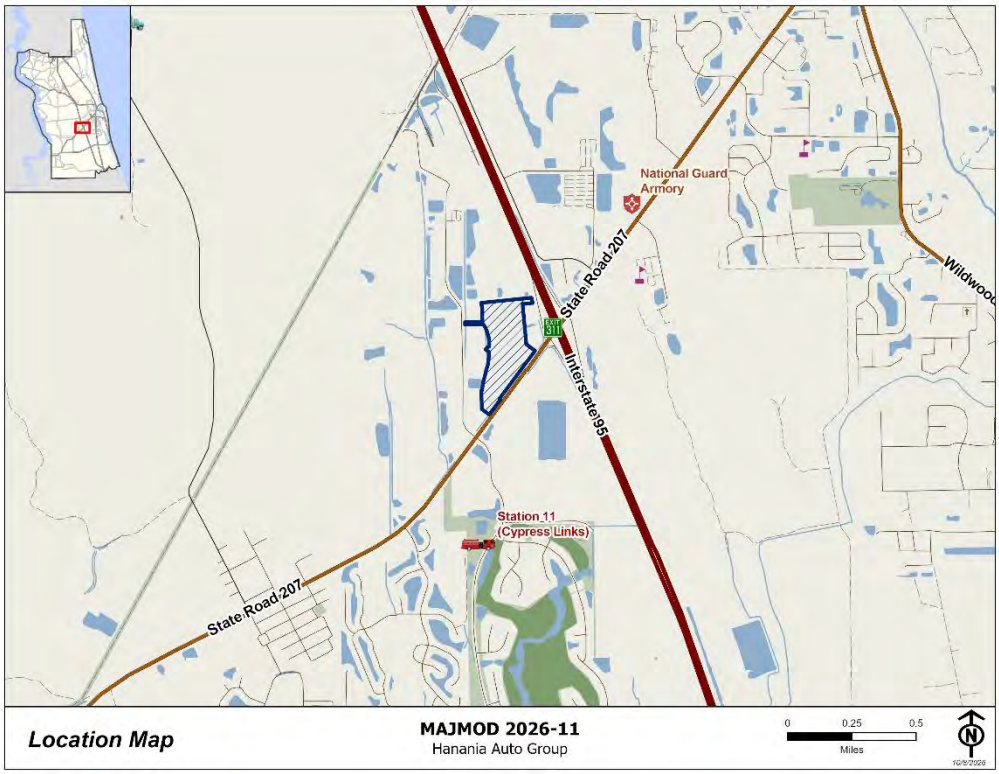
For Administration Use Only:
Legal: Kealey West 11/13/2026 **OMB: LF 11/13/2026** **Admin: Brad Bradley 11/18/2026**

Growth Management Department
Planning Division Report
Application for Major Modification to PUD
MAJMOD 2026-11 Hanania Auto Group

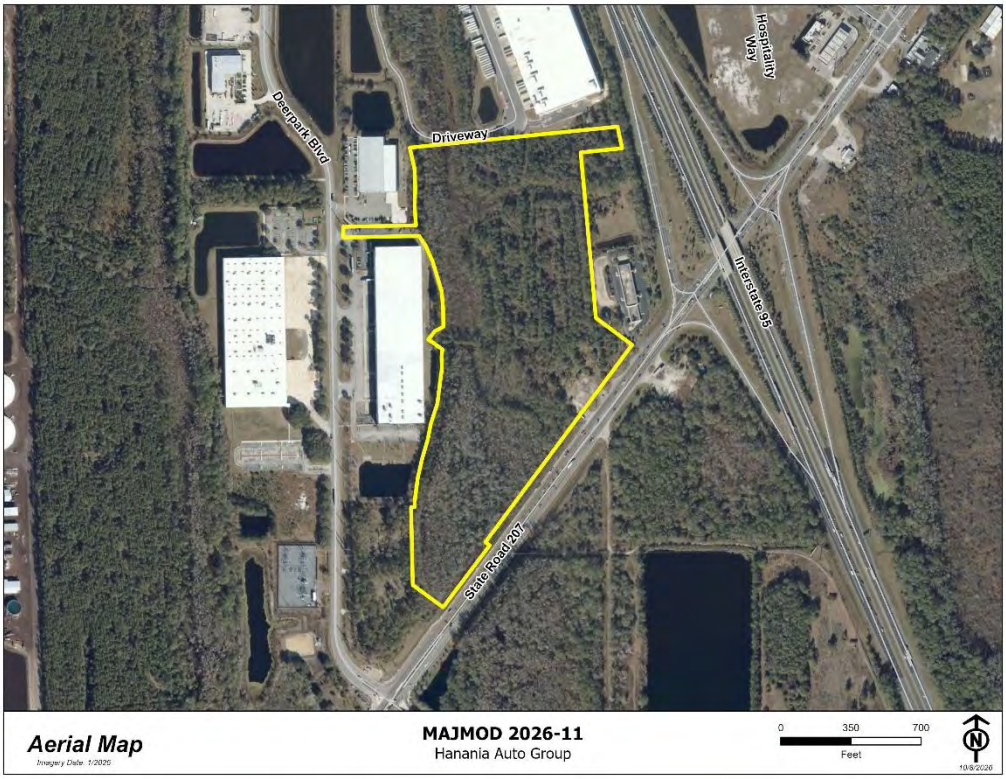
To:	Planning and Zoning Agency
From:	Abrielle Genest, Senior Planner
Date:	November 20, 2026
Subject:	**MAJMOD 2026-11 Hanania Auto Group,** a request for a Major Modification to the Travel Center at State Road 207 PUD (Ordinance 2019-06, as amended) to add approximately 0.64 acres (Parcel ID 136550-0000): currently zoned Commercial Highway Tourist (CHT), to increase the maximum square footage of commercial space from 40,000 square feet to 180,000 square feet, to change the name of the PUD from "Travel Center at State Road 207" to "Hanania Auto Group" and provide other revisions within an updated MDP Text and Map.
Applicant:	Shannon Acevedo, AICP | SD Planning Solutions
Owner:	H3 St Augustine, LLC
Hearing Dates:	Planning and Zoning Agency – November 19, 2026 Board of County Commissioners – December 1, 2026
Commissioner District:	District 3

MAP SERIES

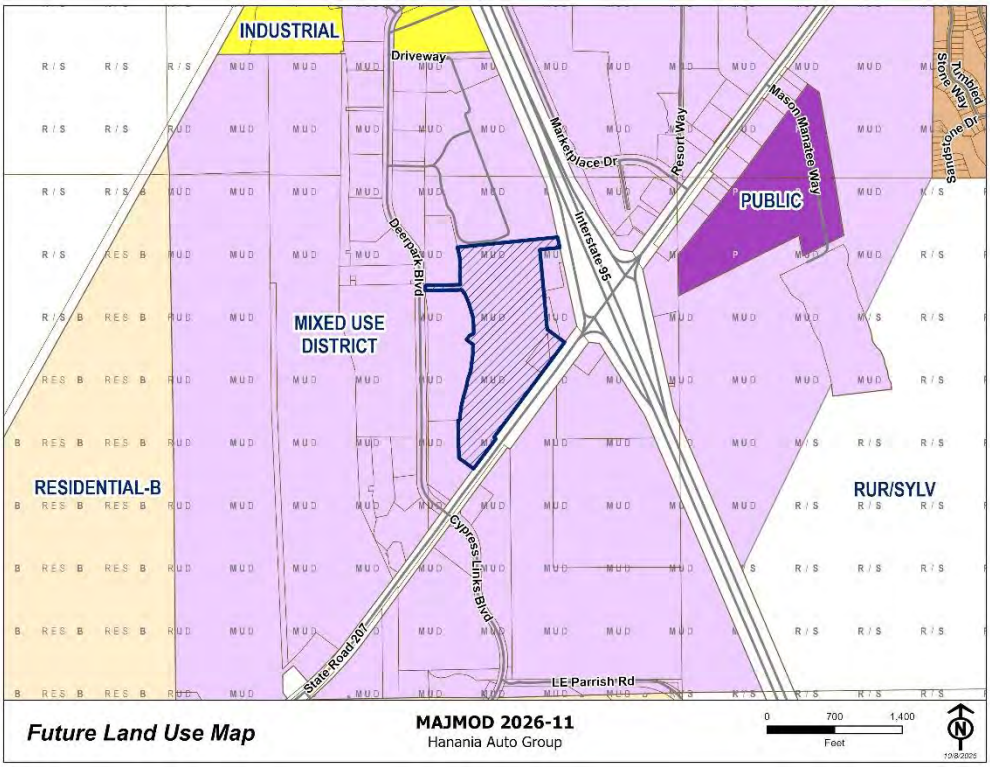
Location: The subject property is located east of Deerpark Boulevard, west of Interstate 95, and north of State Road 207.



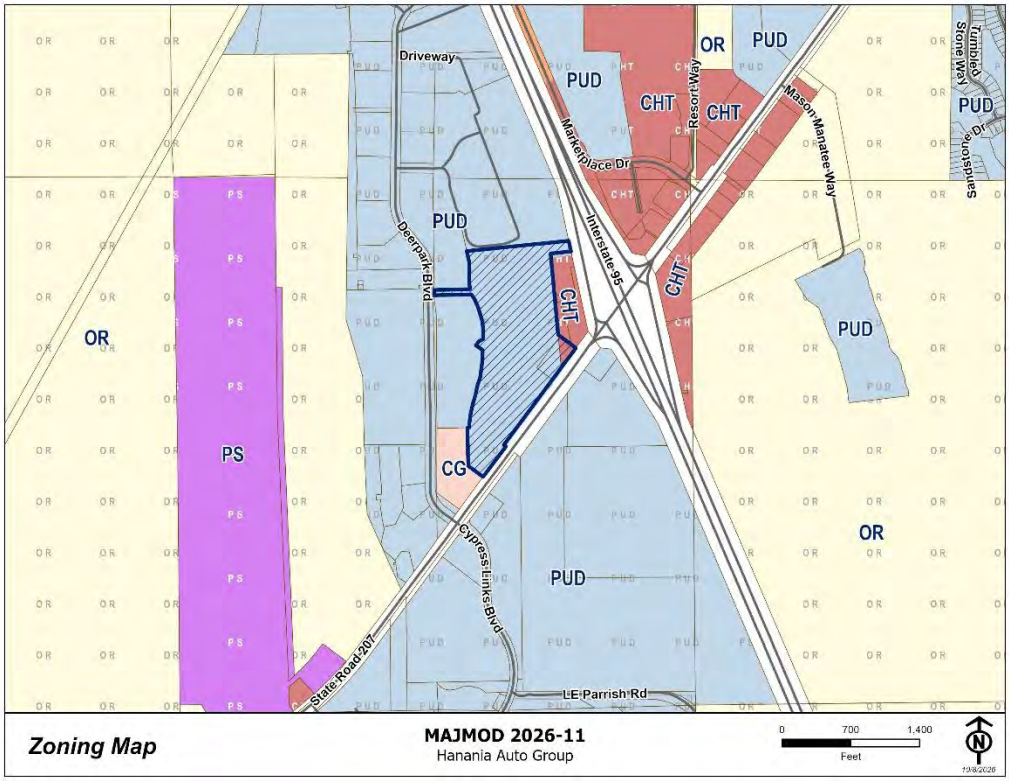
Aerial Imagery: The subject parcel is comprised of approximately 1.2 acres of undeveloped land. The area to the north and west of the project boundary is developed with industrial uses and buildings for warehousing and distribution. The area to the east of the project boundary consists of a motel.



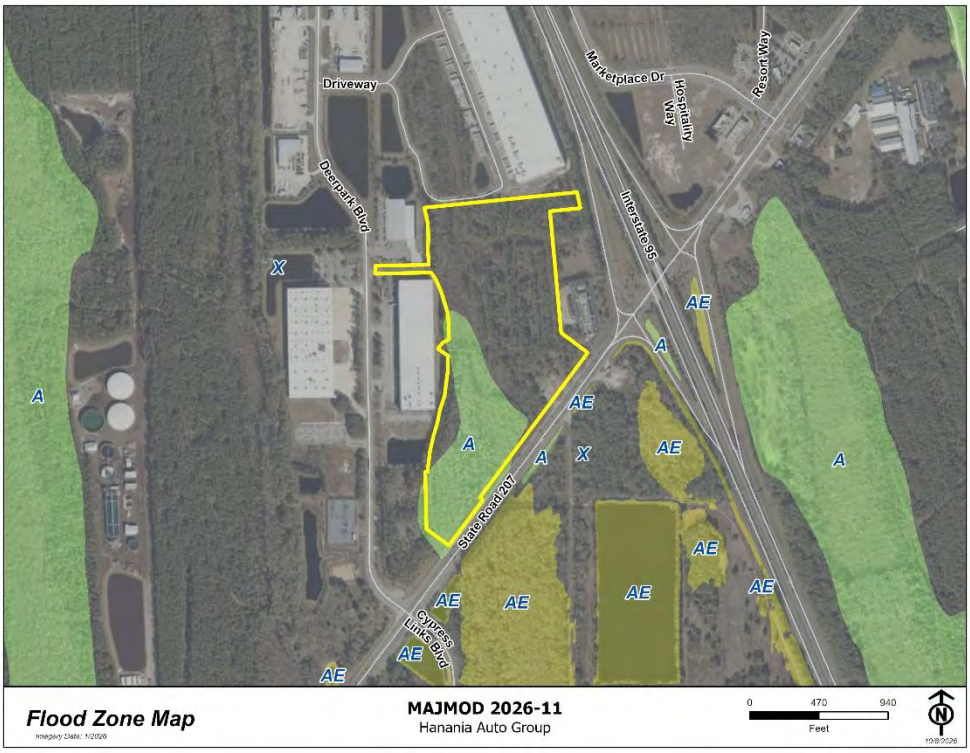
Future Land Use: The subject property and surrounding area are designated Mixed Use on the Future Land Use Map.



Zoning District: The subject property is zoned Planned Unit Development (PUD) within the Graham and Company Distribution PUD (Ordinance 2007-5, as amended), specifically Phase 3, identified as Travel Center at 207 PUD and most recently amended by Ordinance 2019-6. Approximately 0.64 acres of the project boundary is currently zoned Commercial Highway Tourism (CHT) and is proposed for rezoning into the existing PUD. Adjacent properties are zoned Commercial General (CG), CHT, and St. Augustine 500,000 Warehouse PUD.



Flood Zone: The subject property is located in X and A flood zones.



APPLICATION SUMMARY

The Applicant is seeking to modify the Travel Center at State Road 207 PUD (Ord. 2007-05, as amended) located at the northwest intersection of State Road 207 and Interstate 95. The modification is to include the following changes:

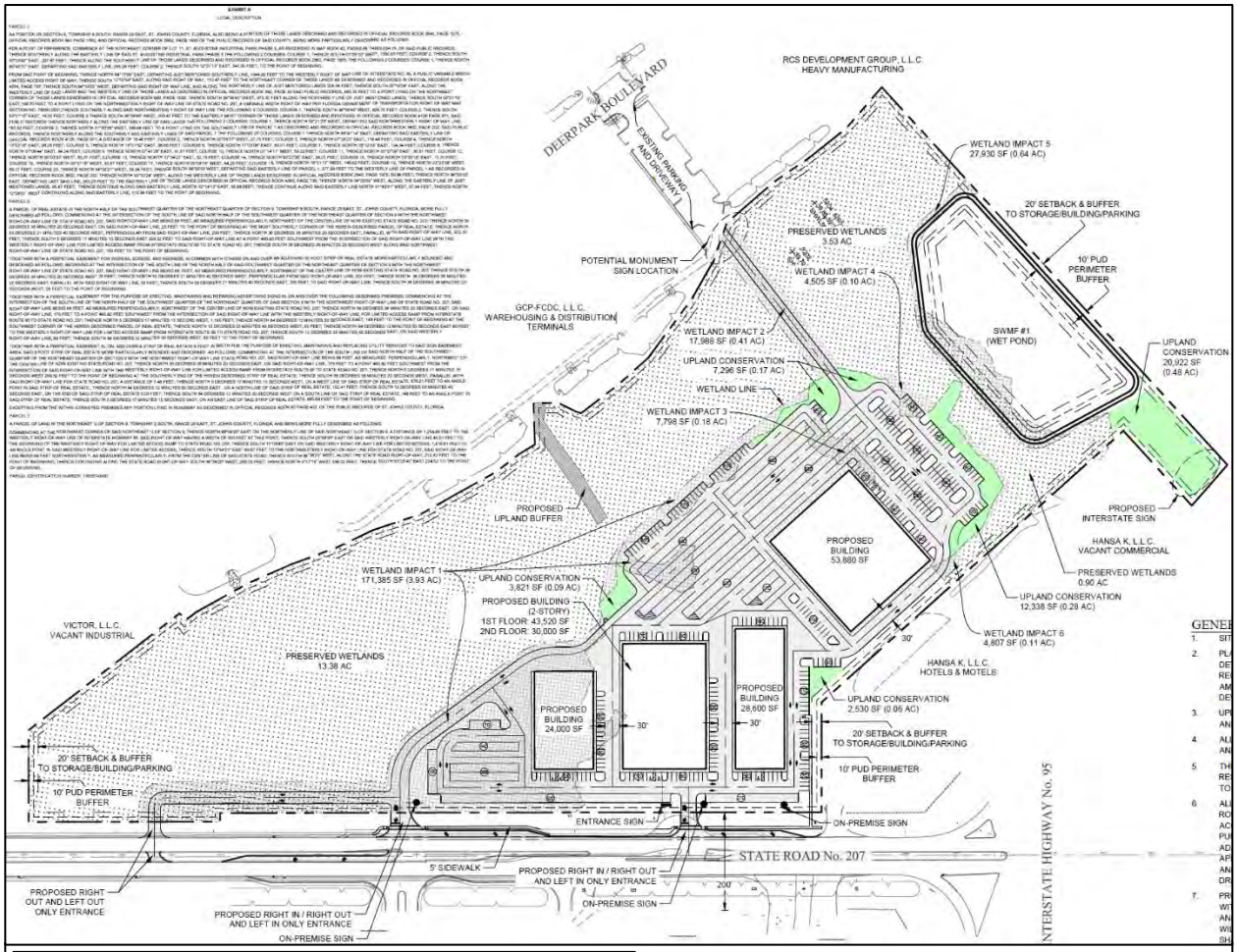
1. Incorporate an approximately 0.64-acre parcel, currently zoned Commercial Highway Tourism (CHT), into the PUD (parcel ID# 136550-0000)
2. Increase the maximum square footage of Phase 3 from 40,000 square feet of commercial space to 180,000 square feet
3. Change the name of the PUD from Travel Center at SR 207 to Hanania Auto Group

The Hanania Auto Group PUD, previously known as the Travel Center at State Road 207 PUD and Graham and Company Distribution Project PUD, consists of approximately 36.9 acres and was originally adopted by Ordinance 2007-05. This PUD has been developed in three (3) phases, with this Major Modification request only applying to the third and final phase of the PUD. According to the Master Development Plan (MDP) text, Phase 1 includes 203,320 square feet of developed industrial space, and Phase 2 includes 32,867 square feet of developed industrial space.

Ordinance 2019-6 modified Phase 3 of this PUD to change the project from industrial warehouse development to a commercial project, with the intent to provide commercial/retail space, including a fuel and convenience center serving the Interstate 95 and State Road 207 area. This proposed Major Modification intends to keep the commercial nature of the site while increasing the maximum square footage by 140,000 square feet.

The revised Master Development Plan (MDP) Text can be found in **Attachment 1 - Recorded Documents**. The red-line marked-up version of changes made to the Text versus the original Text approved through Ordinance 2020-20 can be found in **Attachment 2 – Supporting Documents**.

PROPOSED MASTER DEVELOPMENT PLAN (MDP) MAP (provided in part):



SITE DATA TABLE		
TOTAL SITE	36.91 AC	1,607,725 SF
WETLANDS	23.21 AC	1,011,050 SF
WETLAND IMPACT	4.59 AC	199,914 SF
WETLAND PRESERVED	18.62 AC	811,136 SF
UPLAND BUFFER REQUIRED		6,998 SF
UPLAND BUFFER PROVIDED		7,279 SF
MAXIMUM BUILDING AREA		180,000 SF
PARCEL INFORMATION		
PARCEL NUMBER(S)		136550-0000, 136530-0000, 136387-0000
911 ADDRESS		2645 SR 207
FEMA PANEL NUMBER		12109C0360J
FLOOD ZONE		(ZONE(S) X AND A)
ZONING ORDINANCE		2007-5, AS AMENDED
FLUM DESIGNATION		INDUSTRIAL (I)
ZONING DESIGNATION		PUD (2019-06)
MAXIMUM ISR		75%
MAXIMUM FAR		70%
SETBACKS (FRONT/SIDE/YARD)		20' / 20' / 20'
MAXIMUM BUILDING HEIGHT		45'
MINIMUM BUILDING SEPARATION		10'
MINIMUM OPEN SPACE		25% (9.27 AC)
MINIMUM UPLAND NATURAL VEGETATION		5% (0.95 AC)
UPLAND NATURAL VEGETATION PROVIDED		7.88% (1.08 AC)

PARKING CALCULATIONS			
BUSINESS/COMMERCIAL SERVICE - INTERIOR SALES/DISPLAY AREA		1 SPACE PER	500 SF
BUSINESS/COMMERCIAL SERVICE AREA (INTERIOR)		180,000 SF	360 SPACES
TOTAL REQUIRED	=	360 SPACES	

HATCH LEGEND	
ASPHALT PAVEMENT	
CONCRETE	
WETLANDS	
WETLANDS IMPACTS	
UPLAND BUFFER	

The MDP map depicts the approximate 36.9-acre subject site. The previously recorded MDP text and map allow only 40,00 square feet of commercial space and depicted a single convenience store with automobile fuel pumps, truck fuel pumps, and truck parking. Per the proposed MDP map, the 180,00 square feet of commercial space will be dispersed across the 36.9-acre site in 4 buildings, ranging from a 24,000-square-foot building to a 73,520-square-foot, 2-story building. To accomplish this, the project will preserve 17.82 acres of wetlands while impacting 5.38 acres of wetlands.

At the Planning and Zoning Agency hearing, the applicant provided an updated MDP Map reflecting an additional access point to State Road 207. This access was added following coordination with the Florida Department of Transportation (FDOT). Due to the proposed nonresidential development south of the subject property and the access previously approved for that development, FDOT required the subject site to provide a third access point. The additional access resulted in an increase of 0.79 acres in proposed wetland impacts. The updated MDP map is shown on the previous page. The full MDP Map is included within **Attachment 1 - Recorded Documents.**

APPLICABLE CODE REGULATIONS

Land Development Code (LDC) Section 5.03.05 Changes In Approved Planned Unit Developments

Changes to approved PUDs may be made in one of three (3) ways: Small Adjustments, Minor Modifications and Major Modifications. The County Administrator is authorized to approve Small Adjustments in the approved plans of PUD districts, as long as they are in harmony with the originally approved PUD district, but shall not have the power to approve changes that constitute a Minor Modification or a Major Modification. A Minor Modification shall require approval by the Planning and Zoning Agency pursuant to the requirements of Section 9.06.04 of this Code. A Major Modification shall require approval of the Board of County Commissioners and shall be handled in the same manner as the original approval pursuant to Section 9.06.04 of this Code.

C. Major Modification

The Board of County Commissioners may approve Major Modifications to approved PUDs, under the authority of these provisions upon application by the original Applicant or successors in interest, and upon making a finding that any of the following conditions are met:

1. The changes will result in an increase in density or intensity of Use, greater than two thousand (2,000) square feet of usable floor area, or an increase greater than ten (10) Dwelling Units, or an increase of more than five percent (5%) in the amount of outside land area devoted to sales, displays, or demonstrations over the entire PUD. In no case shall the overall intensity or density be increased over the maximum allowed by the Comprehensive Plan;
2. The changes will result in an increase in Structure height;
3. The changes will result in an addition or deletion of a Use from the specifically approved PUD Uses. Requests to allow a Special Use referenced in Section 2.03.00 on an individual Parcel may be processed as a Minor Modification. Such requests shall adhere to the criteria within Section 2.03.00. Deviations to the criteria may be considered as part of the Minor Modification application in accordance with the Land Development Code. Requests to allow for Special Uses within the entire PUD district shall be processed as a Major Modification.
4. The changes will result in a decrease in required Yards by more than ten percent (10%) other than for a single residential Lot;
5. The changes will result in an increase in the area allocated to any land Use type, except open space/recreation area, by more than five percent (5%);
6. The changes will result in a change to the location, number, or type of pedestrian or vehicular accesses, unless reconfiguration of internal pedestrian or vehicular accesses is determined by the County Administrator to be of a minor nature that may be approved as a Minor Modification;
7. The changes will result in an increase in traffic generation by more than five percent (5%);
8. The changes will result in a change in the location of specific land Use(s) by more than ten percent (10%) of the total land area of the specific land Use(s); and
9. The change is an extension of more than one (1) year in the commencement or completion term of the PUD.

The changes shall be in accordance with all applicable regulations currently in effect and the PUD regulations of this Code.

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 (Fla. 1993). Pursuant to Section 5.03.05 of the Land Development Code, Major Modifications to Planned Unit Developments are handled in the same manner as the original approval and are considered rezonings. 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). Per LDC 10.02.03.B.4, the PUD ordinance must be amended to comply with the existing Code at the time any Major Modification or extension of the term of the PUD is approved by the County.

Fire Services:

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.

ISO applies the following classification to properties in St Johns County:

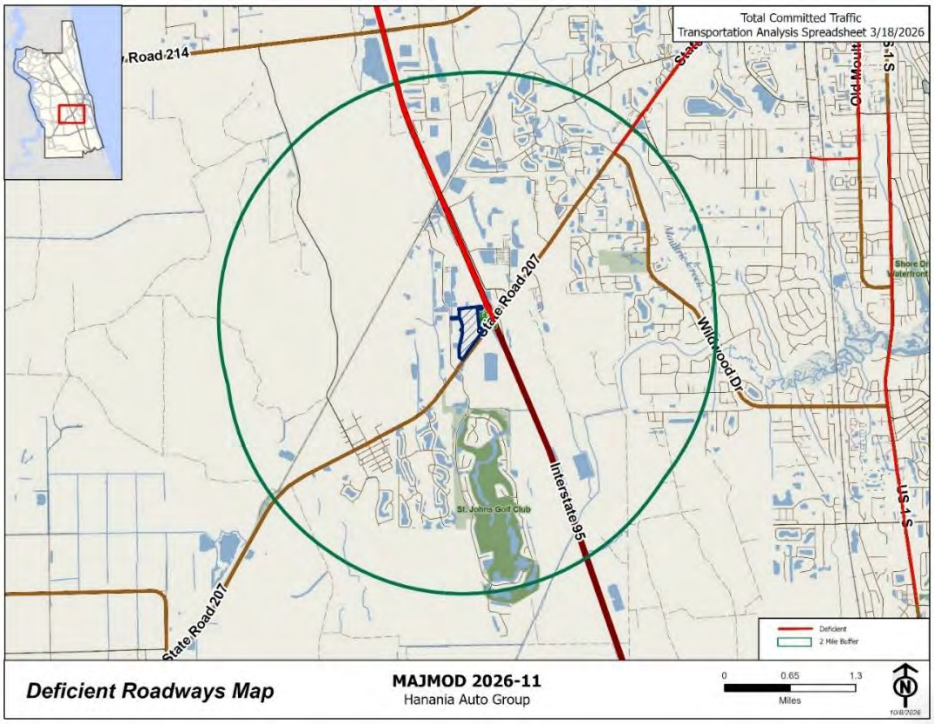
- Class 3- property within 5 road miles of an existing fire rescue station and within 1000 feet of a creditable water supply such as a fire hydrant, suction point, or dry hydrant.
- Class 3X- property within 5 road miles of an existing fire rescue station but beyond 1000 feet of a creditable water supply.
- Class 10- property beyond 5 road miles of a recognized fire rescue station.

Based on this project submitted, parcel #136387-0000, as well as the current primary fire station location at 4435 Cypress Links Blvd. and creditable water supply, ISO would assign a rating of Class 3.

Concurrency/Transportation Planning Review:
The applicant is requesting to modify the Travel Center at State Road 207 PUD to add additional acreage, change the name of the PUD, and increase the maximum square footage to a total of 180,000 square feet of commercial uses. The MDP text states that uses may include those within the Highway Commercial, High Intensity Commercial, General Business and Commercial Uses. A detailed site access analysis and operational analysis is required prior to Construction Plan approval for all non-residential developments generating 300 or more P.M. peak hour trips to determine if improvements are needed within the immediate impact area to provide for safe and efficient access to the proposed development. Any access or improvements on SR 207 will be subject to FDOT permitting. The proposed development is exempt from concurrency and is not required to pay proportionate share; however, the proposed development is required to pay road impact fees at the time of permitting for non-residential development.

The directly accessed roadway segment, Link 107.3 (SR 207 from Cypress Links Blvd. to I-95), is currently operating at 58% of capacity based on existing 2025 P.M. peak hour traffic, and 79.8% of capacity based on total committed peak hour traffic.

Deficient Roadways Map: The following map displays deficient roadway segments within a 2-mile radius of the project boundaries. The proposed development is exempt from concurrency and is not required to pay proportionate share; however, the proposed development is required to pay road impact fees at the time of permitting for non-residential development.



Planning and Zoning Division Review:

The applicant is requesting a Major Modification to the Travel Center at 207 PUD, enacted through Ordinance 2007-5, as amended, with the most recent amendment through Ordinance 2019-6.

Project History

Ordinance 2007-5	Project: PUD 2006-11 Graham and Company Distribution Project Rezoning from OR to PUD for 39.9 acres to allow: • 500,000 square feet of industrial uses • Developed in 1 Phase, with commencement and completion within 5 years of PUD approval
Ordinance 2015-73	Project: MAJMOD 2015-11 Graham and Company Distribution Project PUD • Revised the phasing for Phases 2 and 3, commencement within 10 years of modification, completion within 10 years of commencement
Ordinance 2019-6	Project: MAJMOD 2018-11 Travel Center at 207 • Modified Phase 3 of the PUD • Renamed the Phase to Travel Center at 207 PUD • Added approx. 15 acres to the development • Changed the proposed development from Industrial Warehouse to Commercial • Allowed a maximum 40,000 square feet of commercial space

The application includes the following requested changes:

1. **Incorporate an approximately 0.64-acre parcel, currently zoned Commercial Highway Tourism (CHT) to the PUD (parcel ID# 136550-0000)**

   Existing: The Hanania Auto Group PUD currently consists of approximately 36.3 acres. Parcel ID# 136550-0000 is directly adjacent to the subject PUD, located to the southeast.

   Modification: The applicant is requesting to rezone the 0.64-acre parcel from CHT to PUD to incorporate the property into the overall PUD boundary.

   Staff Review: During the 2019 Major Modification to this PUD, enacted by Ordinance 2019-6, a companion Special Use Permit was requested to allow the proposed truck stop development to extend onto the CHT parcel located southeast of the then-named Travel Center at SR 207 PUD. At that time, the owner of the CHT parcel did not oppose including the property in the truck stop development but did not want the parcel incorporated into the PUD through a Major Modification. The Special Use Permit, SUPMAJ 2018-15, was approved by the PZA; however, since development did not commence within one year of approval, the approval is null and void.

   In 2022, the CHT parcel was sold to the owner of the Phase 3 lands of the subject property. The parcel is now proposed to be incorporated into the PUD as part of this Major Modification, thereby formally including the property within the PUD in conjunction with the planned development of the Phase 3 lands.

   Staff review finds no projected issues with including this parcel in the Hanania Auto Group PUD. The approximately 0.64-acre parcel is relatively small in size and is contiguous with the existing Phase 3 lands under common ownership. Incorporation of the parcel into the PUD would allow for coordinated planning and development of the property with the surrounding Phase 3 lands and would eliminate the need to address the parcel as a separate tract outside of the PUD boundary.

2. **Increase the maximum square footage of Phase 3 from 40,000 square feet of commercial space to 180,000 square feet**

   Existing: Pursuant to Ordinance 2019-6, Phase 3 of the PUD was modified from the previously approved industrial warehouse development to a commercial development, with a maximum of 40,000 square feet of development permitted within the Phase 3 area.

   Modification: The applicant is requesting to increase the maximum allowable development within Phase 3 from 40,000 square feet to 180,000 square feet. This modification would allow for a greater intensity of commercial development within the Phase 3 area while maintaining the property's development standards and commercial nature.

   Staff Review: Per LDC Section 5.03.05.C.1, a change that will result in an increase in intensity of Use greater than two thousand (2,000) square feet of usable floor area to an already approved Planned Unit Development (PUD) triggers a Major Modification. The proposed modification does not change the underlying commercial character of Phase 3, but rather increases the amount of commercial development that may occur within the area.

   The proposed increase in maximum development intensity from 40,000 square feet to 180,000 square feet in allowable square footage. While this represents a substantial increase in development intensity, the additional square footage is associated with the development of a large automobile sales facility and does not appear to be intended to accommodate a general commercial center with a broad mix of unrelated uses. Section F of the MDP Text indicates uses may include those within the Highway Commercial, High Intensity Commercial, and General Business and Commercial Uses categories, as defined in LDC Section 2.02.01, as may be amended.

   State Road 207 in the vicinity of the property contains a mix of commercial and industrial uses, with larger-scale industrial and warehouse development located generally west of Interstate 95. Existing uses east of Interstate 95 include automobile dealerships, convenience stores with fuel pumps, and fast-food restaurants. Although the proposed 180,000-square-foot development represents a significant increase over the previously approved 40,000 square feet, the increase is associated with a use that is consistent with the existing commercial character of the area.

3. **Change the name of the PUD from Travel Center at SR 207 to Hanania Auto Group**

   Existing: According to Ordinance 2019-6, the development name is Travel Center at SR 207.

   Modification: As provided within the MDP Text, the applicant is requesting a name change to Hanania Auto Group PUD.

   Staff Review: This Phase of the PUD has changed its name once before this request. A new name does not appear as a problem.

Figures 2 and 3 provide a compatibility analysis and map of adjacent lands. The subject property is surrounded by existing warehouse facilities, industrial sites, and a hotel.

Figure 2: Compatibility Analysis

Criteria	Subject Property	Property 1	Property 2	Property 3	Property 4	Property 5
FLUM	Mixed Use District	Mixed Use District	Mixed Use District	Mixed Use District	Mixed Use District	Mixed Use District
Zoning	Travel Center at 207 PUD (Ord. 2007-05, as amended)	The Quadrant PUD (Ord. 2022-63)	Commercial Highway Tourism (CHT)	Deerpark Commerce Center PUD (Ord. 2005-91, as amended)	St. Augustine Industrial Park (Ord. 1994-10, as amended)	Graham and Company Distribution Project (Ord. 2007-05, as amended)
Present / Proposed Use	Current: Vacant Proposed: 180,000 square feet of non-residential development	Current: Vacant Proposed: 1,350,000 square feet of non-residential development	Hotel/Motel	Warehousing, storage, packaging and assembly plant, light manufacturing, and related office uses	Industrial and commercial/office space	Industrial space
Property Area	18.3 acres	110.6 acres	2.66 acres	36.8 acres	169.3 acres	18.58
Density/ Intensity	Max. 9,836 square feet per acre	Max. 12,206 square feet per acre	# of rooms unknown	Max. 14,809.8 square feet per acre	Industrial: Max. 12,024 square feet per acre Commercial/office: Max. 10,204 square feet per acre	12,711.9 square feet per acre

Figure 3: Compatibility Map

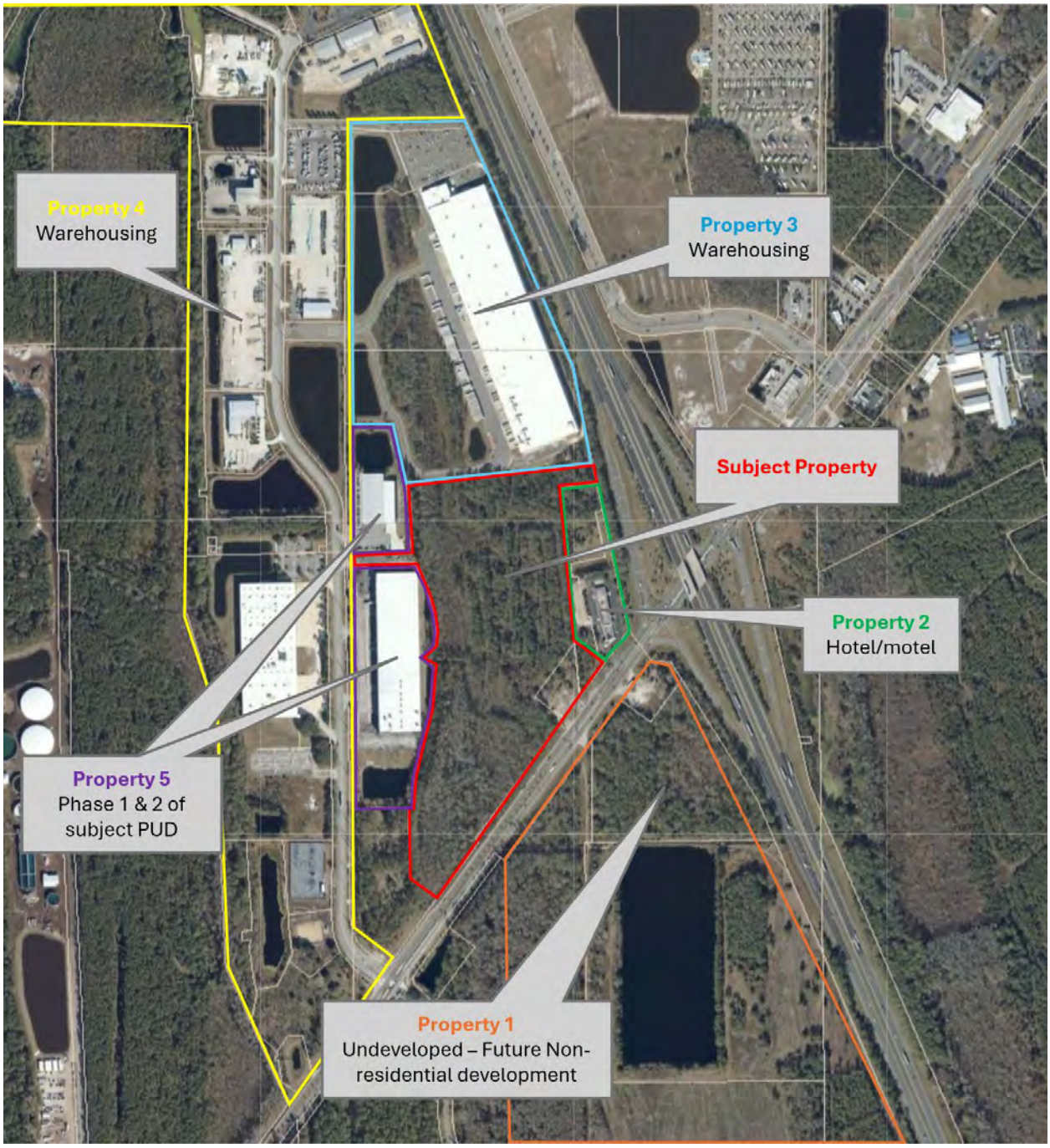


Figure 4 below depicts three (3) car dealerships located east of Interstate 95 (I-95) within areas designated for Commercial Intensive zoning and Business Commerce land use. The properties are situated approximately 0.79 miles North of State Road 207. The total building floor areas on the individual sites are 24,845 square feet, 37,941 square feet, and 118,702 square feet, respectively. In comparison, the subject property is proposing 180,000 square feet of floor area.

Figure 4: Nearby Car Dealerships



This PUD has been amended twice through Major Modifications since its original approval in 2007 along with several Development Order Extensions and Small Adjustments. The amendments have included changes to the development name, site area, permitted uses, development intensity, and phasing. The current Major Modification proposes a substantial change to the maximum intensity within the MDP Text and Map. Overall, the request maintains the development standards of the PUD while increasing the square footage from 40,000 square feet to 180,000 square feet of commercial space.

PLANNING AND ZONING AGENCY

This request was heard before the Planning and Zoning Agency (PZA) at their regularly scheduled public hearing on November 19th, 2026. The applicant, Ms. Avery-Smith, presented an updated MDP Map reflecting the access requirements established by the Florida Department of Transportation (FDOT) and provided information from a recently completed traffic impact analysis. The updated MDP Map included a third access point to the site from State Road 207, in consideration of the proposed roadway improvements and anticipated future development south of the subject property. Ms. Avery-Smith reported that the traffic impact analysis indicated the proposed use would generate significantly less traffic than the previously proposed truck stop and gas station.

Mr. Labanowski expressed concerns regarding the proposed wetland impacts associated with the east-west connection to Deerpark Boulevard and requested that the connection be eliminated. In response, Ms. Avery-Smith explained that the connection was included in the previously approved site plan. Rajesh Chindalur, Traffic Engineer, stated that the access was necessary to direct truck traffic to the signalized intersection of State Road 207 and Deerpark Boulevard.

Mr. Olson expressed concerns regarding the substantial increase in building square footage and the retention of nonresidential uses within the PUD, specifically the truck stop that was previously proposed. Ms. Avery-Smith confirmed that the list of permitted uses remained unchanged from the previously approved Major Modification. She further explained that the prospective developer wished to retain the approved list of uses in the event the proposed project does not move forward. Ms. Avery-Smith stated the MDP text would be revised to state that if a convenience store and truck stop were constructed on the site in the future, it would be limited to 40,000 square feet. Mr. Chindalur reviewed the traffic impact analysis and reported that the proposed automobile dealership would generate less traffic than the previously proposed truck stop.

The Agency voted to recommend approval of the Major Modification with a condition that a culvert is added along the western access to Deerpark Boulevard by a vote of 5-0. Support was made by members Hilsenbeck, Speigel, Perkins, Labanowski, and Olson.

CORRESPONDENCE/PHONE CALLS

As of the writing of this staff report, Staff has not received any correspondence for this request.

ACTION

Staff offers six (6) findings of fact to support a motion to approve or seven (7) findings of fact to deny. These findings may be subject to other competent substantial evidence received at the quasi-judicial public hearing.

ATTACHMENTS

1. Recorded Documents Section
2. Supporting Documents

PROPOSED FINDINGS OF FACT MAJMOD 2026-11 Hanania Auto Group	
APPROVE	**DENY**
1. The request for a Major Modification has been fully considered after public hearing pursuant to the legal notice as required by Florida law and the St. Johns County Land Development Code.	**1.** The request for a Major Modification has been fully considered after public hearing pursuant to the legal notice as required by Florida law and the St. Johns County Land Development Code.
2. As modified, the **Hanania Auto Group PUD** is consistent with the goals, objectives and policies of the 2050 St. Johns County Comprehensive Plan.	**2.** The request is not consistent with the goals, objectives and policies of the 2050 St. Johns County Comprehensive Plan.
3. As modified, the **Hanania Auto Group PUD** is consistent with Part 5.03.05.C of the St. Johns County Land Development Code, which provides conditions for Major Modifications to approved PUDs.	**3.** The request is not consistent with Part 5.03.05.C of the St. Johns County Land Development Code, which provides conditions for Major Modifications to approved PUDs.
4. As modified, the **Hanania Auto Group PUD** is consistent with Part 5.03.00 of the St. Johns County Land Development Code, which provides standards for Planned Unit Developments and with the General Standards of Section 5.03.02 with respect to (B) location, (C) minimum size, (D) compatibility, and (E) adequacy of facilities.	**4.** The request is not consistent with Part 5.03.00 of the St. Johns County Land Development Code, which provides standards for Planned Unit Developments and with the General Standards of Section 5.03.02 with respect to (B) location, (C) minimum size, (D) compatibility, and (E) adequacy of facilities.
5. The Master Development Plan Text and Map for the **Hanania Auto Group PUD** meet all requirements of Section 5.03.02.G of the St. Johns County Land Development Code.	**5.** The modification to the Master Development Plan Map and Text does not meet all requirements of Section 5.03.02.G of the St. Johns County Land Development Code.
6. As modified, the **Hanania Auto Group PUD** is consistent with Policy A.1.4.11 of the 2050 St. Johns County Comprehensive Plan in that it does not adversely affect the orderly development of St. Johns County and is compatible with the development trends of the surrounding area.	**6.** The request is not consistent with Policy A.1.4.11 of the 2050 St. Johns County Comprehensive plan in that it adversely affects the orderly development of St. Johns County and is not compatible with the development trends of the surrounding area.
	7. 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 NO. 2026 - _____

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, APPROVING A MAJOR MODIFICATION TO THE TRAVEL CENTER AT SR 207 UNIT DEVELOPMENT (PUD), ORDINANCE NUMBER 2007-05, AS AMENDED; MAKING FINDINGS OF FACT; PROVIDING A SAVINGS CLAUSE; REQUIRING RECORDATION; AND PROVIDING FOR AN EFFECTIVE DATE.

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

WHEREAS, the development of lands within this Major Modification shall proceed in accordance with the application dated July 9, 2026, in addition to the supporting documents and statements from the applicant **which are a part of file MAJMOD 2026-11 Hanania Auto Group**, for an amendment to the Travel Center at SR 207 PUD, Ordinance Number 2007-05, as amended, and as approved by the Board of County Commissioners, and incorporated into and made part hereof this Ordinance. In the case of conflict between the application, the supporting documents, and the below special provisions of this Ordinance, the below described provisions shall prevail.

SECTION 1. That development of lands within the Hanania Auto Group PUD, described in the attached Exhibit "A" (Legal), shall proceed in accordance with Ordinance Number 2007-05, as amended, including the Application for Major Modification and attached hereto and made a part hereof as Exhibit "B" (MDP Text) and Exhibit "C" (MDP Map).

SECTION 2. That the need and justification for modification of the Hanania Auto Group PUD has been considered in accordance with Section 5.03.05.C of the St. Johns County Land Development Code and the St. Johns County Comprehensive Plan, whereby:

1. The request for a Major Modification has been fully considered after public hearing pursuant to the legal notice duly published as required by Florida law and the St. Johns County Land Development Code.

2. As modified, the Hanania Auto Group PUD is consistent with the goals, objectives and policies of the 2050 St. Johns County Comprehensive Plan.

3. As modified, the Hanania Auto Group PUD is consistent with Part 5.03.05.C of the St. Johns County Land Development Code, which provides conditions for Major Modifications to approved PUDs.

4. As modified, the Hanania Auto Group PUD is consistent with Part 5.03.00 of the St. Johns County Land Development Code, which provides standards for Planned Unit Developments and with the General Standards of Section 5.03.02 with respect to (B) location; (C) minimum size, (D) compatibility, and (E) adequacy of facilities.

5. The Master Development Plan Text and Map for the Hanania Auto Group PUD meets all requirements of Section 5.03.02.G of the St. Johns County Land Development Code.

6. As modified, the Hanania Auto Group PUD is consistent with Policy A.1.4.11 of the 2050 St. Johns County Comprehensive Plan in that it does not adversely affect the orderly development of St. Johns County and is compatible with the development trends of the surrounding area.

SECTION 3. That all other provisions of Ordinance 2007-05, as amended, not in conflict with the provision of this Ordinance, shall remain in full force and effect.

SECTION 4. Except to the extent that they conflict with specific provisions of the approved development plan or PUD Ordinance, all building code, zoning ordinance, and other land use and development regulations of St. Johns County, including, without limitation, the Concurrency Management Ordinance and the St. Johns County Comprehensive Plan, as may be amended from time to time shall be applicable to this development, except modification to approved development plans by variance or special use shall be prohibited except where allowed by the Land Development Code. Notwithstanding any provision of this ordinance, no portion of any impact fee ordinance, concurrency provision, building code, comprehensive plan or any Land Development Code ordinance or regulation shall be deemed waived or varied by any provision herein.

SECTION 5. It is the intent of the St. Johns County Board of County Commissioners that scriveners 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. That the terms of this modification to the PUD shall take effect immediately upon receipt of the Ordinance 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.

PASSED AND ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, THIS _____ DAY OF _____2026.

BOARD OF COUNTY COMMISSIONERS OF
ST. JOHNS COUNTY, FLORIDA

BY: _____
Ann Taylor, Chair

ATTEST: BRANDON J. PATTY,
Clerk of the Circuit Court & Comptroller

BY: _____
Deputy Clerk

Effective Date: _____

EXHIBIT A

A PORTION OF SECTION 9, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, ALSO BEING A PORTION OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2640, PAGE 1075, OFFICIAL RECORDS BOOK 880, PAGE 1092, AND OFFICIAL RECORDS BOOK 2862, PAGE 1835 OF THE PUBLIC RECORDS OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHEAST CORNER OF LOT 11, ST. AUGUSTINE INDUSTRIAL PARK PHASE 3, AS RECORDED IN MAP BOOK 42, PAGES 65 THROUGH 73, OF SAID PUBLIC RECORDS; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ST. AUGUSTINE INDUSTRIAL PARK PHASE 3 THE FOLLOWING 2 COURSES: COURSE 1, THENCE SOUTH 01°02'12" WEST, 1382.63 FEET; COURSE 2, THENCE SOUTH 00°32'45" EAST, 297.87 FEET; THENCE ALONG THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2862, PAGE 1835, THE FOLLOWING 2 COURSES: COURSE 1, THENCE NORTH 89°42'33" EAST, DEPARTING SAID EASTERLY LINE, 265.26 FEET; COURSE 2, THENCE SOUTH 12°34'11" EAST, 340.00 FEET, TO THE POINT OF BEGINNING.

FROM SAID POINT OF BEGINNING, THENCE NORTH 84°14'08" EAST, DEPARTING JUST MENTIONED SOUTHERLY LINE, 1046.13 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE No. 95, A PUBLIC VARIABLE WIDTH LIMITED ACCESS RIGHT OF WAY; THENCE SOUTH 12°03'41" EAST, ALONG SAID RIGHT OF WAY, 49.10 FEET TO THE NORTHEAST CORNER OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2640, PAGE 1075; THENCE CONTINUING ALONG SAID WESTERLY RIGHT OF WAY SOUTH 12°03'41" EAST, 61.37 FEET TO THE NORTHEAST CORNER AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4074, PAGE 797; THENCE SOUTH 84°12'50" WEST, DEPARTING SAID RIGHT OF WAY LINE, AND ALONG THE NORHTLY LINE OF JUST MENTIONED LANDS, 208.00 FEET; THENCE SOUTH 05°17'15" EAST, ALONG THE WESTERLY LINE OF SAID LANDS AND THE WESTERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 382, PAGE 30, SAID PUBLIC RECORDS, 1165.00 FEET;
TO A POINT LYING ON THE NORTHWESTERLY RIGHT OF WAY LINE IF STATE ROAD NO. 207, A VARIABLE WIDTH RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 78050-2531; THENCE SOUTHERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE THE FOLLOWING 3 COURSES: COURSE 1, THENCE SOUTH 36°38'20" WEST, 976.88 FEET; COURSE 2, THENCE SOUTH 53°21'40" EAST, 18.00 FEET; COURSE 3, THENCE SOUTH 36°38'20" WEST, 390.83 FEET TO THE EASTERLY MOST CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4126, PAGE 971, SAID PUBLIC RECORDS; THENCE

NORTHERLY ALONG THE EASTERLY LINE OF SAID LANDS THE FOLLOWING 2 COURSES : COURSE 1, THENCE NORTH 53°21'45" WEST, DEPARTING SAID NORTHWESTERLY RIGHT OF WAY LINE, 187.75 FEET; COURSE 2, THENCE NORTH 01°00'51" WEST, 389.66 FEET TO A POINT LYING ON THE SOUTHERLY LINE OF PARCEL 1 AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 3802, PAGE 202, SAID PUBLIC RECORDS; THENCE NORTHERLY ALONG THE SOUTHERLY AND EASTERLY LINES OF SAID PARCEL 1 THE FOLLOWING 20 COURSES; COURSE 1, THENCE NORTH 88°46'53" EAST, DEPARTING SAID EASTERLY LINE OF OFFICIAL RECORDS BOOK 4126, PAGE 971, A DISTANCE OF 18.46 FEET; COURSE 2, THENCE NORTH 00°28'48" WEST, 27.75 FEET; COURSE 3, THENCE NORTH 07°27'59" EAST, 118.48 FEET; COURSE 4, THENCE NORTH 13°02'57" EAST, 98.25 FEET; COURSE 5, THENCE NORTH 16°21'31" EAST, 98.65 FEET; COURSE 6, THENCE NORTH 11°02'47" EAST, 83.01 FEET; COURSE 7, THENCE NORTH 18°12'12" EAST, 104.34 FEET; COURSE 8, THENCE NORTH 07°06'23" EAST, 84.24 FEET; COURSE 9, THENCE NORTH 07°41'07" EAST, 91.67 FEET; COURSE 10, THENCE NORTH 01°14'32" WEST 59.22 FEET; COURSE 11, THENCE NORTH 05°36'48" EAST, 36.81 FEET; COURSE 12, THENCE NORTH 55°03'54" WEST, 85.31 FEET; COURSE 13, THENCE NORTH 37°34'00" EAST, 52.15 FEET; COURSE 14, THENCE NORTH 63°27'15" EAST, 38.01 FEET; COURSE 15, THENCE NORTH 53°54'57" EAST, 11.30 FEET; COURSE 16, THENCE NORTH 00°37'39" WEST, 93.67 FEET; COURSE 17, THENCE NORTH 05°08'39" WEST, 84.25 FEET; COURSE 18, THENCE NORTH 16°51'38" WEST, 149.62 FEET; COURSE 19, THENCE NORTH 23°26'19" WEST, 89.17 FEET; COURSE 20, THENCE NORTH 34°00'42" WEST, 4.81 FEET; THENCE SOUTH 88°59'52 WEST, DEPARTING SAID EASTERLY LINE OF PARCEL 1, 409.28 FEET TO THE EASTERLY RIGHT OF WAY LINE OF DEERPARK BOULEVARD, A 100 FOOT PUBLIC RIGHT OF WAY; THENCE NORTH 07°20'27' WEST, ALONG THE AFOREMENTIONED EASTERLY RIGHT OF WAY LINE, 24.13 FEET; THENCE NORTH 00°34'20" WEST CONTINUING ALONG SAID EASTERLY RIGHT OF WAY, 67.35 FEET; THENCE NORTH 89°05'17" EAST, DEPARTING SAID RIGHT OF WAY LINE, AND ALONG THE SOUTHELRY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4360, PAGE 735 OF SAID PUBLIC RECORDS, 367.60 FEET; THENCE NORTH 04°16'16" WEST, ALONG THE EASTERLY LINE OF JUST MENTIONED LANDS, 101.78 FEET; THENCE CONTINUE ALONG SAID EASTERLY LINE NORTH 02°13'52" EAST, 85.68 FEET; THENCE CONTINUE ALONG SAID EASTERLY NORTH 01°49'35" WEST, 97.94 FEET; THENCE NORTH 12°35'05" WEST CONTINING ALONG SAID EASTERLY LINE, 110.98 FEET TO THE POINT OF BEGINNING.

EXHIBIT "B"

HANANIA AUTO GROUP

PLANNED UNIT DEVELOPMENT

(f/k/a Travel Center at SR 207 PUD)

St. Johns County, Florida

November 20, 2026

EXHIBIT "B"
MASTER DEVELOPMENT PLAN TEXT

This Master Development Plan text is part of an application for a Major Modification (the "**Application**") to Hanania Auto Group Planned Unit Development, formerly known as the Travel Center at State Road 207 Planned Unit Development, as approved under St. Johns County Ordinance No. 2007-5 (the "**Original PUD**"), as modified by St. Johns County Ordinance Nos. 2015-73 and 2019-6, in compliance with Section 5.03.02.G.1 of the St. Johns County Land Development Code (the "**LDC**" or "**Code**"). This application is filed on behalf of the property owner, H3 St. Augustine, LLC, (the "**Applicant**") for the purpose of adding an additional 0.64 acres, increasing the maximum allowable square footage of commercial space in Phase 3 from 40,000 square feet to 180,000 square feet, and to change the name from "Travel Center at State Road 207" to "Hanania Auto Group".

A. General Description

This application proposes a major modification to Phase 3 of the Travel Center at State Road 207 (FKA Graham and Company Distribution) Planned Unit Development ("PUD"), approved as St. Johns County Ordinance No. 2007-5, as modified by Ordinance No. 2015-73, and Ordinance No. 2019-6 to:

1. Include adjacent Parcel 136550-0000, zoned Commercial Highway Tourist ("CHT.
2. Change the maximum allowable Phase 3 non-residential development to 180,000 square feet of commercial space.
3. Change the project name from Travel Center at State Road 207 to Hanania Auto Group.

This application does not include lands within Phases 1 and 2 of the Graham and Company PUD and does not modify Ordinance Nos. 2007-5 and 2015-73 with respect to Phases 1 and 2. Phase 1 includes 203,320 square feet of industrial space which is constructed and currently owned by ES 4030 Deer Park LLC, and Phase 2 is currently owned by SCP 2009-C34-017 LLC which includes 32,867 square feet of industrial space plus an additional storage expansion of 13,844 square feet. The development summaries set forth in this PUD text and related Master Development Plan ("MDP") Map, **Exhibit "C"**, only relate to Phase 3 of the PUD.

The Hanania Auto Group project (the "Project") includes approximately 36.9 acres owned by H3 St. Augustine LLC, which is described in **Exhibit "A"** attached hereto (the "Property"). The Property has a Future Land Use Map designation of Mixed Use District. The Property is located along State Road 207, west of Interstate 95 and east of Deerpark Boulevard in Elkton, Florida. The Property is comprised of St. Johns County Parcel Identification Nos. 136387-0000, 136530-0000 and 136550-0000.

The proposed “Hanania Auto Group Planned Unit Development” is designed as a primarily commercial project providing for a maximum of 180,000 square feet of commercial/retail space.

Lands to the north, south, east and west of the Property have FLUM designation of Mixed Use District. Lands to the north are zoned PUD, to the south and east are zoned CHT, to the west are zoned PUD, CG and OR. The adjacent PUD-zoned property includes industrial warehouse uses. The CHT-zoned land to the east and south includes a gas station, hotel and other commercial uses.

The Applicant will preserve most of the on-site wetlands to enhance the natural attributes of the site. The design for the PUD may implement Low Impact Development (LID) principles in common landscaped areas, with such principles including planting native vegetation and using bio-swales to collect localized stormwater runoff. It is anticipated that the architectural style of the development will result in a unified, cohesive and compatible plan of development that will:

- Provide commercial services for area residents and passersby on Interstate 95.
- Provide businesses and jobs (including high paying jobs) within the southern portion of the County.
- Permit a creative approach to the development of the land and accomplish a more desirable environment than would be possible through the strict application of the minimum requirements of the St. Johns County and Land Development Code (the “Code” or “LDC”).
- Conform to the limitations of use, design, density, coverage and phasing stipulated on the proposed development plan.
- Provide development consistent with the Mixed Use District Future Land Use Map (“FLUM”) designation and the uses of surrounding lands.

B. Total Acreage

Approximately 36.9 acres.

C. Wetland Acreage

The total number of wetlands acres present on the site is approximately 23.2 acres.

D. Development Area

The maximum amount of developable acres, including approximately 5.38 acres of filled wetlands, is approximately 19.1 acres. Development parcels are illustrated on the MDP Map attached hereto as **Exhibit "C".**

E. Residential Density

Not applicable.

F. Intensity of Non-Residential Development

As referenced in Ord. 2007-5, 203,320 sf and 64,896 sf were entitled for the first two phases respectively. There are currently 18,185 sf of entitlements left for the first two phases of the PUD which are not subject to this Major Modification. Ord. 2007-5 had originally entitled Phase 3 for 208,000 sf of industrial built space. This was reduced when Phase 3 of the PUD was modified for the unique use of a Travel Center and now requests 180,000 sf as the maximum square footage of built space.

The Property (Phase 3 of the existing PUD) has a FLUM designation of Mixed Use District and will include a maximum of 180,000 square feet of commercial space. Impervious surface will not exceed 75 percent of the Property, and maximum built space is far below the 150 % maximum FAR for the Mixed Use District, pursuant to St. Johns County Comprehensive A.1.13.3

Non-residential uses may include those within the Highway Commercial, High Intensity Commercial, and General Business and Commercial Use categories, as defined in the LDC Section 2.02.01, as may be amended.

Retail uses may include development with up to 75,000 square feet per tenant/user in a single building or continuous space and shall not be classified as "large-scale discount supercenters" or "big box" retailers.

The following Special Uses shall be allowed by right within the Property: sale of alcoholic beverages, and truck stops. Any convenience store and truck stop located on the Property will be limited to a maximum of seven (7) fueling stations for trucks and a maximum of 60 fueling stations for cars. It is estimated that of the vehicles visiting the convenience store and truck stop, approximately 80 percent will be cars and the other 20 percent will be trucks. Any convenience store and truck stop (with the fueling stations referenced above in this paragraph) constructed on the Property (Phase 3 of the existing PUD) shall not exceed 40,000 square feet.

G. Setbacks, Parking, Signs, and Height

Commercial/Office Development Standards for the Property (Phase 3 of the existing PUD):

1. Setbacks: Building setbacks from external site boundary lines shall not be less than 20 feet, as provided in LDC Section 5.03.03.B.2, which setbacks apply to parking and storage adjacent to road rights-of-way. Setbacks shall be measured in accordance with the Code. Building separation will meet LDC Section 6.03.00.
2. Building height: Buildings shall not exceed 45 feet in height. All buildings over 35-feet will be protected with an automatic fire sprinkler system.
3. Maximum impervious surface ratio: 75 percent of the overall Property.
4. Maximum lot coverage by buildings: 70 percent of the overall Property.
5. Maximum floor area ratio: 70 percent of the overall Property.
6. Parking: Parking will be provided via surface parking. The total number of parking spaces to be provided will comply with applicable Code requirements. Landscaping within parking lots will be provided in accordance with applicable Code requirements. Loading areas will comply with applicable provisions of LDC Section 6.05.02.K.
7. Signage: All Project signs will comply with applicable provisions of LDC Parts 7.02.00 and 7.06.00. Any service station of truck stop located on the Property shall be permitted to have signage on each side of the canopy over the gas pump area that does not exceed 1.5 square feet of advertising display area ("ADA") per linear foot of the applicable canopy, not to exceed 48 square feet. Maximum height for lettering on the canopy is 2.5 feet. A maximum of three (3) canopy signs shall be permitted. The Project will include on-site signage in compliance with LDC 7.02.04, and entry sign in compliance with 7.06.01.B and also include an interstate sign. The location of signage may vary slightly, but is generally depicted on the MDP Map.
8. Lighting: Project lighting will comply with the provisions of the LDC Sections 5.03.06.H.6 and 6.09.00.

H. Infrastructure

1. Drainage: Stormwater will be treated on site within the retention and detention areas. All drainage structures and facilities will be designed and constructed in compliance with the Code in effect at the time of permitting and all applicable rules of the St. Johns River Water Management District. All necessary permits

will be acquired and construction plans approved prior to commencement of any construction. The Stormwater Management System will be maintained by the property owner(s) or property owners' association. The extent feasible, however, the stormwater ponds shall incorporate natural features into their design providing vegetation and buffers promoting wildlife habitat. Native trees and grasses will be planted on portions of the pond bands.

2. Vehicular Access/Interconnectivity: As depicted on the MDP Map, Exhibit "C", there will be entrance/exit points to the Property with Parcel Identification No. 136550-000 from State Road 207 and from Deerpark Boulevard (Grant of Reciprocal Access Easements recorded in Official Records Book 3802, Page 243, Public Records of St. Johns County, Florida). The number, locations and types of access points along State Road 207 will be determined during permitting by the Florida Department of Transportation ("FDOT") in cooperation with St. Johns County. State Road 207 access drives for cars may be separated from access drives for trucks and traffic flow and safety purposes. Some of the State Road 207 access points may be right in or right out only. Both cars and trucks can use the Deerpark Boulevard access. The section of the access road from the Phase 3 Property to Deerpark Boulevard depicted on the MDP Map, Exhibit "C", that has not been constructed as of December 1, 2026 shall include a culvert or bridge where such road crosses the wetland that depicted on the MDP Map to allow water to flow from the portion of the wetland located north of the road to the portion of the wetland situated to the south. Interconnection will be provided throughout the Property and to lands to the south and west via the aforementioned roads. Interconnection to the north is not possible due to the location of wetlands. Potential future interconnection to the east is shown on the MDP Map. If project traffic warrants improvements to Deerpark Boulevard as it approaches State Road 207, the Applicant will make such improvements if permitted by the County and FDOT.
3. Pedestrian Access/Sidewalks: Pedestrian circulation will be provided via sidewalks within the Property. The Applicant will construct sidewalks along State Road 207, in locations permitted by FDOT. Such sidewalks will be constructed in conformance with the requirements of the Code. All pedestrian accessible routes shall meet the requirements of the Code, Florida Accessibility Code for Building Construction ("FACBC") and Americans Disability Act Accessibility Guidelines ("ADAAG") established by Florida law and 28 CFR Part 36.
4. Open Space: The project will provide a minimum of five percent (5%) conservation of upland natural vegetation, pursuant to LDC Section 5.03.03.A.3. The Project will provide a minimum of 25 percent open space, pursuant to LDC Section 5.03.03.A.1. There are approximately 23.2 acres of wetland within the Property, and approximately 18.6 acres of such wetland will be preserved.

5. Utilities: All electrical, telephone and cable lines will be installed underground on the site. Water and sewer service will be provided by the St. Johns County Utility Department ("SJCUD"). Electricity will be provided by Florida Power and Light. Utility Availability Letters have been provided. The Applicant will coordinate the relocation of an existing Easement for Utilities recorded at Official Records Book 2979, Page 974, Public Records of St. Johns County within the Property with the SJCUD prior to construction plan approval.
6. Solid Waste: Solid waste will be handled by the licensed franchisee in the area. Dumpster screening will be consistent with LDC Section 6.06.04.B.8.
7. Fire Protection: Fire Protection will be provided in accordance with LDC Section 6.03.00
8. Parking: Parking will be provided in accordance with applicable provisions of LDC Section 6.05.02.E.

I. Water and Sewer

Water and sewer services will be obtained from St. Johns County Utilities via central utility systems. All on-site utilities will be public. Water and sewer lines that are to be dedication to the St. Johns County Utility Department ("SJCUD") for ownership that are not located in public right-of-way shall require an easement/restoration agreement. All utility construction shall be designed in accordance with SJCUD standards.

All utility construction projects are subject to current construction standards within the Manual of Water, Wastewater, and Reuse Design Standards & Specifications at the time of review. Utility connection points shall be installed as listed in the availability letter to minimize impact to the existing infrastructure or to the existing level of service. Water, sewer and/or reuse lines that are to be dedicated to the SJCUD for ownership that are not in public right-of-way shall require an easement/restoration agreement. No improvements such as pavement, sidewalks, and/or concrete walks are to be placed on top of water, reuse and/or sewer pressurized mains unless otherwise approved by SJCUD. Landscaping trees and landscaping buffers shall be placed at a minimum of 7.5 feet away from the centerline of utility pipelines.

J. Soils

Based on the soil survey of St. Johns County, Florida, the following soils are present on the Property (**Environmental Report as provided on Ordinance 2019-6):** 41 Tomoka muck; 26 Samsula muck; 3 Myakka fine sand; 13 St. Johns fine sand; and 30 Westconnett fine sand, frequently flooded.

K. Land Use Cover and Classification

Five (5) types of land use cover classifications were identified in the Environmental Site Assessment (Environmental Report as provided on Ordinance 2019-6) filed with this application. The applicable Florida Land Use, Covers and Forms Classification System ("FLUCFCS") designations for the Property are summarized as follows: Commercial and Services (140); Pine Flatwoods/Pine Plantation (441); Hydric Pine Flatwoods (620), Wetland Forested Mixed (630); and Trailroad (814).

L. Significant Natural Communities Habitat

There is no Significant Natural Communities Habitat on the Property and no listed species were observed (Environmental Report as provided on Ordinance 2019-6).

M. Historic Resources

There are no known or observed Historic Resources, as defined in the Code, located within the Property.

N. Buffering and Landscaping

The Applicant shall provide a ten (10) foot perimeter buffer with screening as required by LDC Section 5.03.03.A.4, and a twenty (20) foot setback around the property perimeter.. An averaged 25-foot natural vegetative upland buffer and an additional 25-foot building setback to the buffer are provided adjacent to contiguous wetlands, consistent with LDC Section 4.01.06.B. All landscaping, tree removal and tree protection shall be in compliance with the Code in effect at the time of construction plan submittal.

Screening of mechanical equipment located on the ground and/or rooftop will be in compliance with LDC Section 6.06.04.B.9.

O. Special Districts

The PUD is not located within a Special District defined by the Code.

P. Temporary Uses

Development of the site and construction of the improvements will require temporary uses such as construction trailers, sales offices, temporary signage and temporary access. The location of these uses will be depicted on construction plans. Temporary construction and sales trailers shall be removed no later than 30 days following the issuance of a certificate of occupancy for the last building constructed on the Property. The Applicant shall be permitted to erect temporary on-site construction and real estate signage on the Property, in conformance with LDC Section 7.02.03.

Q. Accessory Uses

The Project may include Accessory Uses for non-residential structures, as permitted by the Code. Air conditioning units and/or heating/cooling units may be placed on roofs, provided they are screened from view from adjacent public rights-of-way, or located on the ground and screened from view from any adjacent public right-of-way. Trash receptacles, dumpsters, utility meters, above-ground tanks, satellite dishes (except a provided by Florida law), antenna and other similar structures shall be similarly screened. Off-street parking and loading shall also be permitted.

All Accessory structures shall comply with appropriate Florida Building Codes, including life safety issues, fire separations, and Florida Accessibility Code for Building Construction requirements.

R. Phasing Schedule

The Project will be constructed in one (1), 10-year phase. Construction shall commence within five (5) years of PUD Ordinance approval. For purposes of this PUD, “commencement” shall mean securing approved construction drawings. “Completion” shall be defined as the installation of horizontal infrastructure and St. Johns County approval of as-builts.

S. Impact of Project

The Property has a Comprehensive Plan Future Land Use Map designation of Mixed Use, which allows for the types of uses included within this application. The Comprehensive Plan encourages a mixed use development within the Mixed Use areas pursuant to Objective A.1.9, which states “The County shall provide a mixture

of land uses within designated Mixed Use Districts to encourage large concentrations of commercial, office, light industrial, residential, recreation and cultural facilities at a scale which is capable of serving large segments of the County and region." Policy A.1.9.3 encourages a mixture of uses within the Mixed Use development parcels 40 acres and larger, with each use comprising at least 10 percent of the developable land within the project. That policy continues by stating that "While the County requires a mixture of uses on 40 acres or greater, the County recognizes that not all development sites and projects may be appropriate for mixed use development, in such cases, the County may consider a single use project on 40 acres or greater."

The overall area is ideally suited to this type of development and this tract is suitable in character and location for the structure and uses proposed. It has access to major roadways.

- The PUD will not adversely affect the orderly development of St. Johns County as embodied by the LDC, the 2025 St. County Comprehensive Plan. The Property is identified as Mixed Use District on the Future Land Use Map of the St. Johns County Comprehensive Plan, which allows the requested respective development activities as proposed within this application. As described, this use is compatible with the surrounding zoning and Comprehensive Plan as well as the overall trend of the area. Development of the subject project is consistent with the St. Johns County Comprehensive Plan.
- The proposed PUD will be a benefit to the future occupants of the PUD and to the residents of St. Johns County in that the County will be afforded strict control over development of this project. The PUD will not adversely affect the health, safety and welfare of the residents or workers in the area, will no be detrimental to the natural environment or to the development of adjacent properties or the neighborhood and will accomplish the objectives, standards and criteria set forth in the LDC.

Therefore, the type of uses included in the application will be compatible with the emerging development patterns of the area, are consistent with the St. Johns County Comprehensive Plan and all County requirements and guidelines, as well as consistent with the overall development trend for the area.

T. Waivers

There are no waivers requested for this Major Modification.

U. Binding Successors and Assigns

The Applicant, its successors and or assigns, hereby agree and stipulate to proceed with the proposed development in accordance with the PUD Ordinance for this application as adopted by the St. Johns County Board of County Commissioners. The Applicant (including its successors and/or assigns) also agrees to comply with all conditions and safeguards established by the St. Johns County Planning and Zoning Agency and the St. Johns County Board of County Commissioners regarding said PUD specifically outlined as follows:

"To the extent that they do not conflict with the unique specific and detailed provisions of this approved PUD ordinance, all provisions of the Land Development Code, as such may be amended from time to time, shall be applicable to this development; except (a) that modification to this PUD by variance or special use shall be prohibited; and except (b) to the degree that the development may qualify for vested rights in accordance with applicable ordinances and laws. Notwithstanding any provision of this ordinance, no portion of any impact fee ordinance, concurrency ordinance, building code, comprehensive plan or any other non-Land Development Code ordinance or regulation shall be deemed waived or varied by and provision herein."

All roads, drainage facilities and common areas, located within the PUD for the common use and benefit of all property owners, shall initially be constructed, owned and maintained by the Applicant, its successors and/or assigns. The site shall be maintained in a clean and orderly manner in accordance with all provisions of this PUD and conditions included within the adopting Ordinance. Legal documents and agreements for common ownership by property owners and/or a property association, shall meet the requirements of the St. Johns County Land Development Code in effect at the time of establishment.

V. Land Use Designations

The Property is located within the Mixed Use District designation on the 2025 Future Land Use Map of the St. Johns County Comprehensive Plan.

EXHIBIT A

LEGAL DESCRIPTION

PARCEL 1:

AA PORTION OF SECTION 9, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, ALSO BEING A PORTION OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2640, PAGE 1075, OFFICIAL RECORDS BOOK 880 PAGE 1082, AND OFFICIAL RECORDS BOOK 2882, PAGE 1835 OF THE PUBLIC RECORDS OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHEAST CORNER OF LOT 11, ST. AUGUSTINE INDUSTRIAL PARK PHASE 3, AS RECORDED IN MAP BOOK 42, PAGES 65 THROUGH 70, OF SAID PUBLIC RECORDS; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ST. AUGUSTINE INDUSTRIAL PARK PHASE 3 THE FOLLOWING 2 COURSES: COURSE 1, THENCE SOUTH 01°05'10" WEST, 1382.63 FEET; COURSE 2, THENCE SOUTH 00°29'47" EAST, 297.87 FEET; THENCE ALONG THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2882, PAGE 1835, THE FOLLOWING 2 COURSES: COURSE 1, THENCE NORTH 89°40'51" EAST, DEPARTING SAID EASTERLY LINE, 260.24 FEET; COURSE 2, THENCE SOUTH 12°31'31" EAST, 340.00 FEET, TO THE POINT OF BEGINNING;

FROM SAID POINT OF BEGINNING, THENCE NORTH 84°17'36" EAST, DEPARTING JUST MENTIONED SOUTHERLY LINE, 1044.82 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE NO. 95, A PUBLIC VARIABLE WIDTH RIGHT OF WAY AS NOW ESTABLISHED; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE THE FOLLOWING 3 COURSES: COURSE 1, THENCE SOUTH 05°42'24" WEST, 1000.00 FEET; COURSE 2, THENCE SOUTH 84°17'05" WEST, DEPARTING SAID RIGHT OF WAY LINE, AND ALONG THE NORTHERLY LINE OF JUST MENTIONED LANDS 298.98 FEET; THENCE SOUTH 05°16'54" EAST, ALONG THE WESTERLY LINE OF SAID LANDS AND THE WESTERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 382, PAGE 50 SAID PUBLIC RECORDS, 865.35 FEET TO A POINT LYING ON THE NORTHEAST CORNER OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 880, PAGE 1082; THENCE SOUTH 38°39'45" WEST, 372.32 FEET ALONG THE NORTHERLY LINE OF JUST MENTIONED LANDS; THENCE SOUTH 33°21'13" EAST, 189.19 FEET TO A POINT LYING ON THE NORTHWESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 207, A VARIABLE WIDTH RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 78050-2501 THENCE SOUTHERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE THE FOLLOWING 5 COURSES: COURSE 1, THENCE SOUTH 56°38'16" WEST, 535.70 FEET; COURSE 2, THENCE SOUTH 53°21'10" EAST, 19.00 FEET; COURSE 3 THENCE SOUTH 36°38'45" WEST, 390.47 FEET TO THE EASTERLY MOST CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4126 PAGE 971, SAID PUBLIC RECORDS; THENCE NORTHERLY ALONG THE EASTERLY LINES OF SAID LANDS THE FOLLOWING 3 COURSES: COURSE 1, THENCE NORTH 53°21'55" WEST, 1000.00 FEET; COURSE 2, THENCE NORTH 36°38'05" EAST, 187.62 FEET; COURSE 3, THENCE NORTH 01°19'29" WEST, 389.66 FEET TO A POINT LYING ON THE SOUTHERLY LINE OF PARCEL 1, AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 3802, PAGE 202, SAID PUBLIC RECORDS; THENCE NORTHERLY ALONG THE SOUTHERLY AND EASTERLY LINES OF SAID PARCEL 1 THE FOLLOWING 20 COURSES: COURSE 1 THENCE NORTH 89°47'14" EAST, DEPARTING SAID EASTERLY LINE OF OFFICIAL RECORDS BOOK 4126, PAGE 971, A DISTANCE OF 18.48 FEET; COURSE 2, THENCE NORTH 00°28'27" WEST, 27.73 FEET; COURSE 3, THENCE NORTH 07°28'28" EAST, 118.46 FEET; COURSE 4, THENCE NORTH 13°33'18" EAST, 89.29 FEET; COURSE 5, THENCE NORTH 16°31'52" EAST, 86.65 FEET; COURSE 6, THENCE NORTH 11°05'58" EAST, 83.01 FEET; COURSE 7, THENCE NORTH 18°12'33" EAST, 104.34 FEET; COURSE 8, THENCE NORTH 15°31'57" EAST, 84.00 FEET; COURSE 9, THENCE NORTH 11°05'58" EAST, 83.01 FEET; COURSE 10, THENCE NORTH 06°59'23" EAST, 84.00 FEET; COURSE 11, THENCE NORTH 01°53'07" WEST, 85.31 FEET; COURSE 12, THENCE NORTH 01°34'47" EAST, 32.15 FEET; COURSE 13, THENCE NORTH 37°34'01" EAST, 32.15 FEET; COURSE 14, THENCE NORTH 03°27'36" EAST, 34.01 FEET; COURSE 15, THENCE NORTH 13°51'11" WEST, 149.62 FEET; COURSE 16, THENCE NORTH 01°37'18" WEST, 83.67 FEET; COURSE 17, THENCE NORTH 03°38'18" WEST, 84.29 FEET; COURSE 18, THENCE NORTH 16°31'17" WEST, 149.62 FEET; COURSE 19, THENCE NORTH 23°25'56" WEST, 69.17 FEET; COURSE 20, THENCE NORTH 34°50'27" WEST, 39.34 FEET; THENCE SOUTH 89°59'03" WEST, DEPARTING SAID EASTERLY LINE OF PARCEL 1, 7.89 FEET TO THE WESTERLY LINE OF PARCEL 1 AS RECORDED IN OFFICIAL RECORDS BOOK 3802, PAGE 202; THENCE NORTH 00°32'24" WEST, ALONG THE WESTERLY LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2640, PAGE 1075, 55.96 FEET; THENCE NORTH 88°55'03" EAST, DEPARTING LAST SAID LINE, 350.25 FEET TO THE EASTERLY LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4340, PAGE 735; THENCE NORTH 34°09'56" WEST, ALONG THE EASTERLY LINE OF JUST MENTIONED LANDS, 95.87 FEET , THENCE CONTINUE ALONG SAID EASTERLY LINE, NORTH 00°14'13" EAST, 65.66 FEET; THENCE CONTINUE ALONG SAID EASTERLY LINE NORTH 01°16'05" WEST, 97.94 FEET; THENCE NORTH 00°14'13" EAST CONTINUING ALONG SAID EASTERLY LINE, 13.98 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

A PARCEL OF REAL ESTATE IN THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF SAID NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 68 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, ON SAID RIGHT-OF-WAY LINE, 25 FEET TO THE POINT OF BEGINNING AT THE MOST SOUTHERLY CORNER OF THE HEREIN DESCRIBED PARCEL OF REAL ESTATE; THENCE NORTH 53 DEGREES 21 MINUTES 40 SECONDS WEST, PERPENDICULAR FROM SAID RIGHT-OF-WAY LINE, 200 FEET; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, PARALLEL WITH SAID RIGHT-OF-WAY LINE, 372.70 FEET; THENCE SOUTH 5 DEGREES 17 MINUTES 15 SECONDS EAST 206.32 FEET TO SAID RIGHT-OF-WAY LINE AT A POINT 460.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE SOUTH 36 DEGREES 38 MINUTES 20 SECONDS WEST ALONG SAID NORTHWEST RIGHT-OF-WAY LINE, 557.30 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH A PERPETUAL EASEMENT FOR INGRESS, EGRESS, AND RECIPROCAL IN COMMON WITH OTHERS ON AND OVER AN ADJOINING 30 FOOT STRIP OF REAL ESTATE MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 68, FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS WEST 25 FEET; THENCE NORTH 53 DEGREES 21 MINUTES 40 SECONDS WEST, PERPENDICULAR FROM SAID RIGHT-OF-WAY LINE, 200 FEET; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, PARALLEL WITH SAID RIGHT-OF-WAY LINE, 55 FEET; THENCE SOUTH 53 DEGREES 21 MINUTES 40 SECONDS EAST, 200 FEET TO SAID RIGHT-OF-WAY LINE; THENCE SOUTH 36 DEGREES 38 MINUTES 20 SECONDS WEST, 25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH A PERPETUAL EASEMENT FOR THE PURPOSE OF ERECTING, MAINTAINING AND REPAIRING ADVERTISING SIGNS IN, ON AND OVER THE FOLLOWING DESCRIBED PREMISES: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 68 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, ON SAID RIGHT-OF-WAY LINE, 175 FEET TO A POINT 460.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE NORTH 5 DEGREES 17 MINUTES 15 SECONDS WEST, 206.32 FEET TO A POINT 460.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, 148 FEET TO THE POINT OF BEGINNING AT THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED PARCEL OF REAL ESTATE; THENCE NORTH 53 DEGREES 21 MINUTES 40 SECONDS WEST, 60 FEET; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST 60 FEET TO THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE SOUTH 12 DEGREES 03 MINUTES 40 SECONDS EAST, ON SAID WESTERLY RIGHT-OF-WAY LINE, 69 FEET; THENCE SOUTH 84 DEGREES 13 MINUTES 55 SECONDS WEST, 46 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH A PERPETUAL EASEMENT IN, ON, AND OVER A STRIP OF REAL ESTATE 5 FOOT IN WIDTH FOR THE PURPOSE OF ERECTING, MAINTAINING AND REPLACING UTILITY SERVICES TO SAID NON EASEMENT PROPERTY, SAID STRIP OF REAL ESTATE BEING 2.5 FEET, MEASURED PERPENDICULARLY, ON EACH SIDE OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 68 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, ON SAID RIGHT-OF-WAY LINE, 175 FEET TO A POINT 460.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE NORTH 5 DEGREES 17 MINUTES 15 SECONDS WEST, 206.32 FEET; THENCE NORTH 84 DEGREES 13 MINUTES 55 SECONDS EAST, 46 FEET TO THE POINT OF BEGINNING; THENCE NORTH 12 DEGREES 03 MINUTES 40 SECONDS EAST, 69 FEET TO THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207, THENCE SOUTH 12 DEGREES 03 MINUTES 40 SECONDS EAST, ON SAID WESTERLY RIGHT-OF-WAY LINE, 69 FEET; THENCE SOUTH 84 DEGREES 13 MINUTES 55 SECONDS WEST, 46 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH A PERPETUAL EASEMENT IN, ON, AND OVER A STRIP OF REAL ESTATE 5 FOOT IN WIDTH FOR THE PURPOSE OF ERECTING, MAINTAINING AND REPLACING UTILITY SERVICES TO SAID NON EASEMENT PROPERTY, SAID STRIP OF REAL ESTATE BEING 2.5 FEET, MEASURED PERPENDICULARLY, ON EACH SIDE OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 68 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, ON SAID RIGHT-OF-WAY LINE, 175 FEET TO A POINT 460.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE NORTH 5 DEGREES 17 MINUTES 15 SECONDS WEST, 206.32 FEET; THENCE NORTH 84 DEGREES 13 MINUTES 55 SECONDS EAST, 46 FEET TO THE POINT OF BEGINNING; THENCE NORTH 12 DEGREES 03 MINUTES 40 SECONDS EAST, ON THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207, 69 FEET; THENCE SOUTH 84 DEGREES 13 MINUTES 55 SECONDS WEST, 46 FEET TO THE POINT OF BEGINNING.

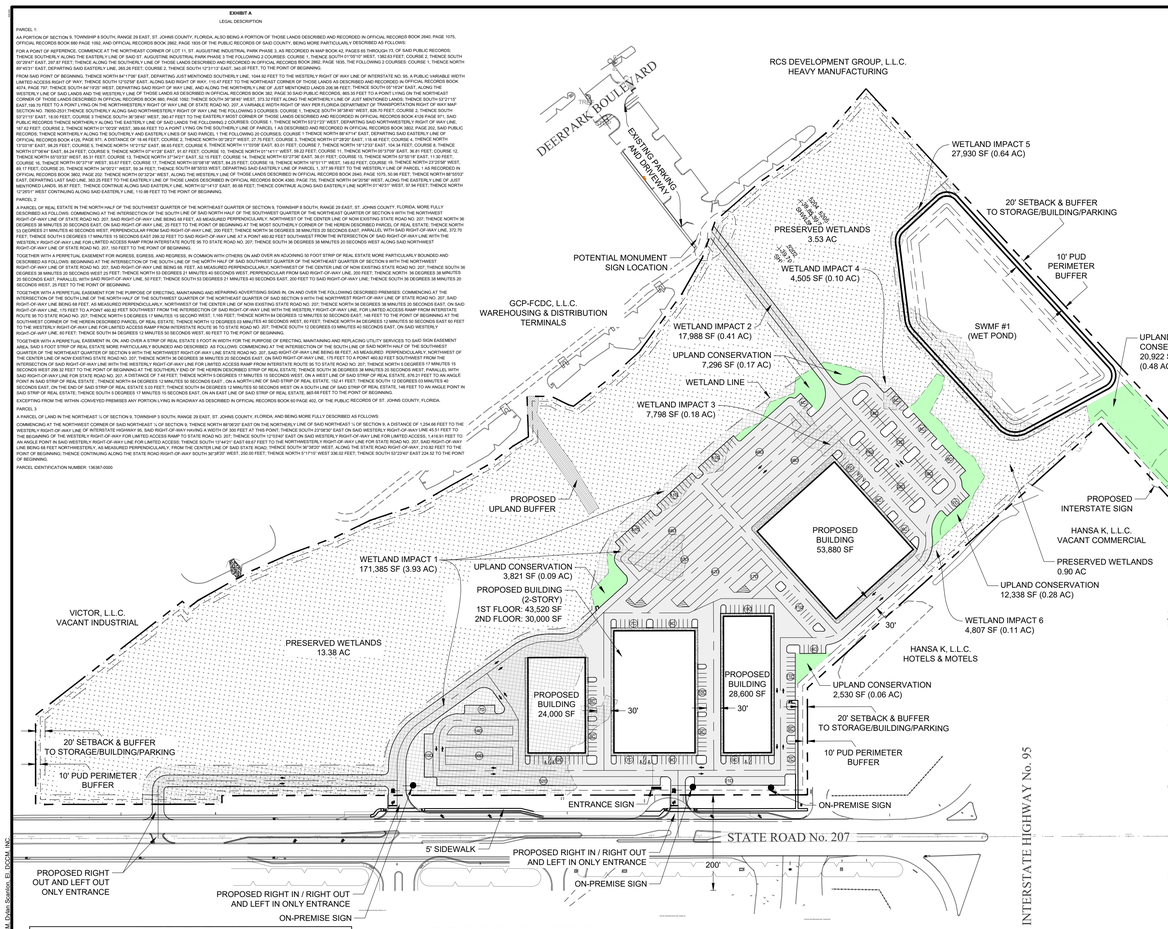
EXCEPTING FROM THE WITHIN -CONVEYED PREMISES ANY PORTION LYING IN ROADWAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 69 PAGE 402, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.

PARCEL 3:

A PARCEL OF LAND IN THE NORTHEAST 1/ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/ OF SECTION 9, THENCE NORTH 88°39'39" EAST ON THE NORTHERLY LINE OF SAID NORTHEAST 1/ OF SECTION 9, A DISTANCE OF 1,254.49 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95, SAID RIGHT-OF-WAY HAVING A WIDTH OF 300 FEET AT THIS POINT; THENCE SOUTH 23°28'30" EAST ON SAID WESTERLY RIGHT-OF-WAY LINE 49.51 FEET TO THE BEGINNING OF THE WESTERLY RIGHT-OF-WAY FOR LIMITED ACCESS RAMP TO STATE ROAD NO. 207; THENCE SOUTH 12°39'40" EAST ON SAID WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS, 1,416.91 FEET TO AN ANGLE POINT IN SAID WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS; THENCE SOUTH 12°44'01" EAST 69.67 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE FOR STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 68 FEET NORTHWESTERLY, AS MEASURED PERPENDICULARLY, FROM THE CENTER LINE OF SAID STATE ROAD; THENCE SOUTH 36°38'20" WEST, ALONG THE STATE ROAD RIGHT-OF-WAY, 210.92 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE STATE ROAD RIGHT-OF-WAY SOUTH 36°38'20" WEST, 250.00 FEET; THENCE NORTH 51°11'0" WEST 336.02 FEET; THENCE SOUTH 53°23'40" EAST 224.52 TO THE POINT OF BEGINNING.

PARCEL IDENTIFICATION NUMBER: 136387-0000



SITE DATA TABLE

TOTAL SITE	36.91 AC	1,607,725 SF
WETLANDS	23.20 AC	1,010,503 SF
WETLAND IMPACT	5.38 AC	234,413 SF
WETLAND PRESERVED	17.82 AC	776,090 SF
UPLAND BUFFER REQUIRED		6,998 SF
UPLAND BUFFER PROVIDED		7,279 SF
MAXIMUM BUILDING AREA		180,000 SF
PARCEL INFORMATION		
PARCEL NUMBER(S)	136550-0000, 136530-0000, 136387-0000	
911 ADDRESS	2645 SR 207	
FEMA PANEL NUMBER	12109C0360J	
FLOOD ZONE	(ZONE(S) X AND A)	
ZONING ORDINANCE	2007-5, AS AMENDED	
FLUM DESIGNATION	INDUSTRIAL (I)	
ZONING DESIGNATION	PUD (2019-06)	
MAXIMUM ISR	75%	
MAXIMUM FAR	70%	
SETBACKS (FRONT/SIDE/YARD)	20' / 20' / 20'	
MAXIMUM BUILDING HEIGHT	45'	
MINIMUM BUILDING SEPARATION	10'	
MINIMUM OPEN SPACE	25% (9.27 AC)	
MINIMUM UPLAND NATURAL VEGETATION	5% (0.95 AC)	
UPLAND NATURAL VEGETATION PROVIDED	7.88% (1.08 AC)	

PARKING CALCULATIONS

BUSINESS/COMMERCIAL SERVICE - INTERIOR SALES/DISPLAY AREA	1 SPACE PER	500 SF	
BUSINESS/COMMERCIAL SERVICE AREA (INTERIOR)	180,000 SF	360 SPACES	
TOTAL REQUIRED	=	360 SPACES	

HATCH LEGEND

ASPHALT PAVEMENT	
CONCRETE	
WETLANDS	
WETLANDS IMPACTS	
UPLAND BUFFER	



LOCATION MAP
N.T.S.



FEMA FLOOD MAP
N.T.S.

GENERAL NOTES

1. SITE LIES WITHIN FLOOD ZONE X AND AE.
2. PLAN REFLECTED HEREIN MAY BE AMENDED AS APPLICANT MAY DETERMINE OR AS NECESSARY TO COMPLY WITH ADDITIONAL REQUIREMENTS OF APPLICABLE JURISDICTIONAL AGENCIES. ANY SUCH AMENDMENT SHALL COMPLY WITH ALL ST. JOHNS COUNTY LAND DEVELOPMENT CODES IN EFFECT AT TIME OF THIS ORDER.
3. UPLAND BUFFERS ADJACENT TO WETLANDS ARE TO REMAIN NATURAL AND UNDISTURBED.
4. ALL UPLAND BUFFERS WILL BE IDENTIFIED AND STAKED WITH SILT FENCE AND PROTECTIVE MEASURES.
5. THE APPLICANT, HIS ASSESSORS OR ASSIGNS SHALL BE THE RESPONSIBLE PARTY IN THE EVENT THERE IS AN UNAUTHORIZED IMPACT TO THE UPLAND BUFFER AREA.
6. ALL THE FACILITIES AND ELEMENTS OF THE SITE (INCLUDING ACCESSIBLE ROUTES AND PARKING) SHALL MEET REQUIREMENTS OF THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION (FACBC), ADOPTED PURSUANT TO SECTION 553.503, FLORIDA STATUTES AND BASED ON THE ADA STANDARDS FOR ACCESSIBLE DESIGN AND FAIR HOUSING ACT, IF APPLICABLE. DETAILS REGARDING LOCATION, SIZE, NUMBER, DIMENSION AND OTHER NECESSARY DATA WILL BE SHOWN ON THE CONSTRUCTION DRAWINGS.
7. PROPOSED SIGNAGE MAY INCLUDE ON-PREMISE SIGNS IN COMPLIANCE WITH LDC 7.02.04.C, AN ENTRY SIGN IN COMPLIANCE WITH LDC 7.06.01.B AND AN INTERSTATE SIGH IN COMPLIANCEWITH LDC 7.02.05. SIGNAGE WILL COMPLY WITH LDC SECTION 7.02 AND 7.06. ON-PREMISE SIGNS SHALL MEET THE SETBACK REQUIREMENTS OF 7.02.07 INCLUDING 5 FEET FROM THE FRONT PROPERTY LINE, 10 FEET FROM THE SIDE PROPERTY LINE, 10 FEET FROM THE REAR PROPERTY LINE AND SHALL NOT EXTEND INTO THE RIGHT-OF-WAY.
8. THE PERIMETER BUFFER MAY REMAIN NATURAL OR BE LANDSCAPED.
9. DEVELOPMENT SHALL COMPLY WITH SOLID WASTE SCREENING REQUIREMENTS 6 LDC 6.06.04.B.8
10. DEVELOPMENT SHALL COMPLY WITH MECHANICAL SCREENING REQUIREMENTS 6 LDC 6.06.04.B.9
11. OUTDOOR LIGHTING SHALL COMPLY WITH LDC SEC. 5.03.06.H.6 AND 6.09.00.
12. EXACT BUILDING FOOTPRINT SQUARE FOOTAGES MAY CHANGE DURING CONSTRUCTION PLAN PERMITTING WITHOUT AMENDING THIS MDP MAP, PROVIDED THE TOTAL BUILDING SQUARE FOOTAGE DOES NOT EXCEED 180,000 SF
13. NUMBER, LOCATION, AND TYPE OF ACCESS POINTS ARE SUBJECT TO APPROVAL BY FDOT IN COOPERATION WITH SJC.

THE MASTER DEVELOPMENT PLAN IS A GENERAL REPRESENTATION OF THE APPROVED PLAN OF DEVELOPMENT. FINAL CONSTRUCTION AND ENGINEERING PLANS MUST DEMONSTRATE COMPLIANCE WITH ALL REQUIREMENTS OF THE P.U.D./P.R.D. AND OTHER APPLICABLE LAND DEVELOPMENT REGULATIONS.

APPROVED: _____

DATE: _____

ORDINANCE NUMBER: _____

FILE NUMBER: _____

REVISIONS		
DESCRIPTION	DATE	NO.

DESIGN BY:	DTS
DWG BY:	DTS
CHK BY:	SK
DATE:	11-11-26
JOB No.:	22026

DCCM
7 Waldo Street St. Augustine, FL 32084
904.826.1334 | DCCM.com
Email: MDG.info@DCCM.com

MASTER DEVELOPMENT PLAN

HANANIA AUTO DEALERSHIP - PHASE 3

ST. JOHNS COUNTY,FLORIDA

PREPARED FOR

CAR SALES

SHEET No.: 1 OF 1

S:\PROJECTS\22000\22026_HANANIA AUTO DEAL\PENGR\DRAWINGS\MDP\22026_MDP.DWG, 11-11/2026 3:48 PM, Dylan Sansone, BLDCCM, INC

END DOUCMENTS
TO BE RECOREDED

ATTACHMENT 2
SUPPORTING DOCUMENTS

EXHIBIT "B"

~~TRAVEL CENTER AT STATE ROAD 207~~HANANIA AUTO GROUP

PLANNED UNIT DEVELOPMENT

(~~MAJOR MODIFICATION TO PHASE 3 OF THE GRAHAM AND COMPANY DISTRIBUTION PROJECT PUD~~f/k/a Travel Center at SR 207 PUD)

St. Johns County, Florida

~~October 3~~November 20 ~~9~~, 2018

~~Revised January 15, 2019~~

~~Team Roster~~

~~Applicant:~~

~~Johnson & Johnson~~
~~Elizabeth and Lucas Waring~~
~~P.O. Box 157~~
~~Madison, Florida 32341~~

~~Civil Engineers, Land and Transportation Planning:~~

~~Matthews Design Group~~
~~Rob A. Matthews, Jeremy Calloway~~
~~7 Waldo Street~~
~~St. Augustine, Florida 32084~~
~~(904) 826-1334~~

~~Environmental~~

~~Carter Environmental Services, Inc.~~
~~Ryan Carter~~
~~7 Waldo Street~~
~~St. Augustine, Florida 32084~~
~~(904) 540-1786~~

~~Transportation:~~

~~Chindalur Traffic Solutions, Inc.~~
~~Rajesh Chindalur~~
~~8515 Baymeadows Way, Suite 401~~
~~Jacksonville, Florida 32256~~
~~(904) 422-6923~~

~~Legal:~~

~~Rogers Towers, P.A.~~
~~Ellen Avery-Smith~~
~~100 Whetstone Place, Suite 200~~
~~St. Augustine, Florida 32086~~
~~(904) 825-1615~~

~~Exhibits/Attachments:~~
~~Exhibit A – Legal Description~~
~~Exhibit C – Master Development Plan~~
~~Attachment D – Environmental Report, including Soils and FLUCCS maps~~

This Master Development Plan text is part of an application for a Major Modification (the "**Application**") to Hanania Auto Group Planned Unit Development, formerly known as the Travel Center at State Road 207 Planned Unit Development, as approved under St. Johns County Ordinance No. 2007-5 (the "**Original PUD**"), as modified by St. Johns County Ordinance Nos. 2015-73 and 2019-6, in compliance with Section 5.03.02.G.1 of the St. Johns County Land Development Code (the "**LDC**" or "**Code**"). This application is filed on behalf of the property owner, H3 St. Augustine, LLC, (the "**Applicant**") for the purpose of adding an additional 0.64 acres, increasing the maximum allowable square footage of commercial space in Phase 3 from 40,000 square feet to 180,000 square feet, and to change the name from "Travel Center at State Road 207" to "Hanania Auto Group".

A. ~~A description related to the design, character and architectural style or theme of the Project, which demonstrates an innovative, unified, cohesive and compatible plan of development for all Uses included in the Project. Mixed Use PUDs that contain different Uses or several Development Parcels must also demonstrate consistency in design and character and plan of development.~~General Description

This application proposes a major modification to Phase 3 of the Travel Center at State Road 207 (FKA Graham and Company Distribution) ~~Project~~ Planned Unit Development ("PUD"), approved as St. Johns County Ordinance No. 2007-5, as modified by Ordinance No. 2015-73, and Ordinance No. 2019-6 to:

1. Include adjacent ~~lands zoned Open Rural ("OR")~~Parcel 136550-0000, zoned Commercial Highway Tourist ("CHT~~") and PUD (St. Johns County Ordinance No. 2005-91, as modified by Ordinance No. 2015-76 known as the St. Augustine 500,000 Warehouse PUD)~~.
2. Change the ~~nature of Phase 3 of the project from an industrial warehouse development to a commercial development~~ maximum allowable Phase 3 non-residential development to 180,000 square feet of commercial space.
3. Change the project name from ~~Graham and Company Distribution Project to~~ Travel Center at State Road 207 to Hanania Auto Group.
4. ~~Update the PUD text and Master Development Plan Map to meet current St. Johns County Land Development Code (the "Code" or "LDC") standards.~~

This application does not include lands within Phases 1 and 2 of the Graham and Company PUD and does not modify Ordinance Nos. 2007-5 and 2015-73 with respect to Phases 1 and 2. Phase 1 includes 203,320 square feet of industrial space which is constructed and currently owned by ES 4030 Deer Park LLC, and Phase 2 is currently owned by SCP 2009-C34-017 LLC which includes 32,867 square feet of industrial space plus an additional storage expansion of 13,844 square feet. ~~This application also does not include a majority of the lands within the St. Augustine 500,000 Warehouse PUD (remaining approximately 38 acres), which will remain entitled for a maximum~~

~~501,800 square feet of light industrial warehouse space.~~ The development summaries set forth in this PUD text and related Master Development Plan ("MDP") Map, **Exhibit "C"**, only relate to Phase 3 of the PUD.

~~The Travel Center at State Road 207 project (the "Project") includes approximately 37 acres owned by Fountain Partners, LLC, Betty and James Allen, and FCDC Properties, LLC,~~ The Hanania Auto Group project (the "Project") includes approximately 36.9 acres owned by H3 St. Augustine LLC, which is described in **Exhibit "A"** attached hereto (the "Property"). ~~The portion of the Property owned by Fountain Partners, LLC is zoned PUD and OR, the parcel owned by FCDC Properties, LLC is zoned PUD (Ord. 2005-91), as modified by Ord. 2015-76), and the land owned by the Allens is zoned CHT.~~ The Property has a Future Land Use Map designation of Mixed Use District. The Property is located along State Road 207, west of Interstate 95 and east of Deerpark Boulevard in Elkton, Florida. The Property is comprised of St. Johns County Parcel Identification Nos. 136387-0000, ~~136627-0000,~~ 136530-0000 and ~~136386-0000 (portion)~~136550-0000.

The proposed "~~Travel Center at State Road 207~~Hanania Auto Group Planned Unit Development" is designed as a primarily commercial project providing for a maximum of ~~40,000~~180,000 square feet of commercial/retail space~~, including a fuel and convenience center serving the Interstate 95 – State Road 207 area~~.

Lands to the north, south, east and west of the Property have FLUM designation of Mixed Use District. Lands to the north are zoned PUD, to the south and east are zoned CHT, to the west are zoned PUD, CG and OR. The adjacent PUD-zoned property includes industrial warehouse uses. The CHT-zoned land to the east and south includes a gas station, hotel and other commercial uses.

The Applicant will preserve most of the on-site wetlands to enhance the natural attributes of the site. The design for the PUD may implement Low Impact Development (LID) principles in common landscaped areas, with such principles including planting native vegetation and using bio-swales to collect localized stormwater runoff. It is anticipated that the architectural style of the development will result in a unified, cohesive and compatible plan of development that will:

- Provide commercial services for area residents and passersby on Interstate 95.
- Provide businesses and jobs (including high paying jobs) within the southern portion of the County.
- Permit a creative approach to the development of the land and accomplish a more desirable environment than would be possible through the strict application of the minimum requirements of the St. Johns County and Land Development Code (the "Code" or "LDC").

- Conform to the limitations of use, design, density, coverage and phasing stipulated on the proposed development plan.
- Provide development consistent with the Mixed Use District Future Land Use Map ("FLUM") designation and the uses of surrounding lands.

B. ~~***The total number of acres included within the Project as requested in the application.***~~***Total Acreage***

Approximately ~~37~~ 36.9 acres.

C. ~~***The total number of Wetland acres included within the Project as requested in the application.***~~***Wetland Acreage***

The total number of wetlands acres present on the site is approximately ~~22.6~~23.2 acres.

D. ~~***The total amount of Development area, including the total number of developable acres (including filled Wetlands) for each proposed land Use and the total number of Wetland acres to be preserved for each land Use. Each developable Parcel shall be limited to one Use Classification, as provided in Article II of the Land Development Code.***~~***Development Area***

The maximum amount of developable acres, including approximately 5.38 ~~4.59~~ acres of filled wetlands, is approximately 19.1 ~~18.3~~ acres. Development parcels are illustrated on the MDP Map attached hereto as **Exhibit "C".**

E. ~~***The total number of residential Dwelling Units and density of the Project, proposed density bonuses, the projected population, and projected population of school age children that may reside within the Project.***~~***Residential Density***

~~There is no residential development proposed~~Not applicable.

F. ~~***The total square footage and intensity of non-residential Development.***~~***Intensity of Non-Residential Development***

As referenced in Ord. 2007-5, 203,320 sf and 64,896 sf were entitled for the first two phases respectively. There are currently 18,185 sf of entitlements left for the first two phases of the PUD which are not subject to this Major Modification. Ord. 2007-5 had originally entitled Phase 3 for 208,000 sf of industrial built space. This was

reduced when Phase 3 of the PUD was modified for the unique use of a Travel Center and now requests 180,000 sf as the maximum square footage of built space.

The Property (Phase 3 of the existing PUD) has a FLUM designation of Mixed Use District and will include a maximum of 184~~0~~,000 square feet of commercial space. Impervious surface will not exceed 75 percent of the Property, and ~~floor area ratio will not exceed~~maximum built space is far below the ~~70~~ 150 ~~percent~~ % maximum FAR for the Mixed Use District~~of the site~~, pursuant to St. Johns County Comprehensive A.1.~~9.1.~~13.3

Non-residential uses may include those within the Highway Commercial, High Intensity Commercial, and General Business and Commercial Use categories, as defined in the LDC Section 2.02.01, as may be amended.

Retail uses may include development with up to 75,000 square feet per tenant/user in a single building or continuous space and shall not be classified as "large-scale discount supercenters" or "big box" retailers.

The following Special Uses shall be allowed by right within the Property: sale of alcoholic beverages, and truck stops. Any convenience store and truck stop located on the Property will be limited to a maximum of seven (7) fueling stations for trucks and a maximum of 60 fueling stations for cars. It is estimated that of the vehicles visiting the convenience store and truck stop, approximately 80 percent will be cars and the other 20 percent will be trucks. Any convenience store and truck stop (with the fueling stations referenced above in this paragraph) constructed on the Property (Phase 3 of the existing PUD) shall not exceed 40,000 square feet.

G. ~~***The residential and non-residential Structure setbacks, as measured from the property line, the minimum size of residential Lots, the number of parking spaces for residential and non-residential Uses, the use of Signs and signage to serve the Project, including the sign height, size and type, such as wall, ground or monument, pylon, etc., street lights or other required outdoor lighting within the Project, and the maximum height of all Structures.***~~***Setbacks, Parking, Signs, and Height***

Commercial/Office Development Standards for the Property (Phase 3 of the existing PUD):

1. Setbacks: Building setbacks from external site boundary lines shall not be less than 20 feet, as provided in LDC Section 5.03.03.B.2, which setbacks apply to

parking and storage adjacent to road rights-of-way. Setbacks shall be measured in accordance with the Code. Building separation will meet ~~Florida Building Code requirements~~LDC Section 6.03.00.

2. Building height: Buildings shall not exceed 45 feet in height. All buildings over 35-feet will be protected with an automatic fire sprinkler system.
3. Maximum impervious surface ratio: 75 percent of the overall Property.
4. Maximum lot coverage by buildings: 70 percent of the overall Property.
5. Maximum floor area ratio: 70 percent of the overall Property.
6. Parking: Parking will be provided via surface parking. The total number of parking spaces to be provided will comply with applicable Code requirements. Landscaping within parking lots will be provided in accordance with applicable Code requirements. Loading areas will comply with applicable provisions of LDC Section 6.05.02.K.
7. Signage: ~~Signs shall be permitted within the Property, in the locations depicted on the MDP Map attached as Exhibit "C".~~ All Project signs will comply with applicable provisions of LDC Parts 7.02.00 and 7.06.00. Any service station of truck stop located on the Property shall be permitted to have signage on each side of the canopy over the gas pump area that does not exceed 1.5 square feet of advertising display area ("ADA") per linear foot of the applicable canopy, not to exceed 48 square feet. Maximum height for lettering on the canopy is 2.5 feet. A maximum of three (3) canopy signs shall be permitted. ~~The existing interstate sign (currently "BP") along the east property line abutting the Interstate 95 right-of-way will identify a different business entity in the future. This existing interstate sign is located within the Property. The Project will also include an interstate sign located on the adjacent land with St. Johns County Parcel Identification No. 136550-0000 that is subject to Special Use Permit SUPMAJ 2018-15. The location of this interstate sign is depicted on the MDP Map.~~ The Project will include on-site signage in compliance with LDC 7.02.04, and entry sign in compliance with 7.06.01.B and also include an interstate sign. The location of signage may vary slightly, but is generally depicted on the MDP Map.
8. Lighting: Project lighting will comply with the provisions of the LDC Sections 5.03.06.H.6 and 6.09.00.

H. ***~~The type and location of infrastructure needed to serve the Project, including at a minimum, drainage facilities, vehicle and pedestrian access to the Project, internal vehicle and pedestrian access within the Project, interconnectivity access points to adjacent properties, potential new or expanded thoroughfare or right-of-way location, park, open space, and recreation facilities, types of active recreation that will be provided, the provision of water and sewer, fire protection, and solid waste collection. Additional infrastructure requirements~~***

~~***may be addressed based upon the character of location of the Project.***~~***Infrastructure***

1. Drainage: Stormwater will be treated on site within the retention and detention areas. All drainage structures and facilities will be designed and constructed in compliance with the Code in effect at the time of permitting and all applicable rules of the St. Johns River Water Management District. All necessary permits will be acquired and construction plans approved prior to commencement of any construction. The Stormwater Management System will be maintained by the property owner(s) or property owners' association. The extent feasible, however, the stormwater ponds shall incorporate natural features into their design providing vegetation and buffers promoting wildlife habitat. Native trees and grasses will be planted on portions of the pond bands.
2. Vehicular Access/Interconnectivity: As depicted on the MDP Map, Exhibit "C", there will be entrance/exit points to the Property ~~and the adjacent CHT-zoned property~~ with Parcel Identification No. 136550-000 from State Road 207 and from Deerpark Boulevard (Grant of Reciprocal Access Easements recorded in Official Records Book 3802, Page 243, Public Records of St. Johns County, Florida). The number, locations and types of access points along State Road 207 will be determined during permitting by the Florida Department of Transportation ("FDOT") in cooperation with St. Johns County. State Road 207 access drives for cars may be separated from access drives for trucks and traffic flow and safety purposes. Some of the State Road 207 access points may be right in or right out only. Both cars and trucks can use the Deerpark Boulevard access. The section of the access road from the Phase 3 Property to Deerpark Boulevard depicted on the MDP Map, Exhibit "C", that has not been constructed as of December 1, 2026 shall include a culvert or bridge where such road crosses the wetland that depicted on the MDP Map to allow water to flow from the portion of the wetland located north of the road to the portion of the wetland situated to the south. Interconnection will be provided throughout the Property and to lands to the south and west via the aforementioned roads. Interconnection to the north is not possible due to the location of wetlands. Potential future interconnection to the east is shown on the MDP Map. If project traffic warrants improvements to Deerpark Boulevard as it approaches State Road 207, the Applicant will make such improvements if permitted by the County and FDOT. ~~The Applicant will provide a financial commitment for a traffic signal at the intersection of State Road 207 and Deerpark Boulevard, if and when warranted.~~
3. Pedestrian Access/Sidewalks: Pedestrian circulation will be provided via sidewalks within the Property. The Applicant will construct sidewalks along State Road 207, in locations permitted by FDOT. Such sidewalks will be constructed in

conformance with the requirements of the Code. All pedestrian accessible routes shall meet the requirements of the Code, Florida Accessibility Code for Building Construction ("FACBC") and Americans Disability Act Accessibility Guidelines ("ADAAG") established by Florida law and 28 CFR Part 36.

4. Open Space: The project will provide a minimum of five percent (5%) conservation of upland natural vegetation, pursuant to LDC Section 5.03.03.A.3. The Project will provide a minimum of 25 percent open space, pursuant to LDC Section 5.03.03.A.1. There are approximately ~~22.6~~23.2 acres of wetland within the Property, and approximately 18.6 acres of such wetland will be preserved.
5. Utilities: All electrical, telephone and cable lines will be installed underground on the site. Water and sewer service will be provided by the St. Johns County Utility Department ("SJCUD"). Electricity will be provided by Florida Power and Light. Utility Availability Letters have been provided. The Applicant will coordinate the relocation of an existing Easement for Utilities recorded at Official Records Book 2979, Page 974, Public Records of St. Johns County within the Property with the SJCUD prior to construction plan approval.
6. Solid Waste: Solid waste will be handled by the licensed franchisee in the area. Dumpster screening will be consistent with LDC Section 6.06.04.B.8.
7. Fire Protection: Fire Protection will be provided in accordance with LDC Section 6.03.00
8. Parking: Parking will be provided in accordance with applicable provisions of LDC Section 6.05.02.E.

I. ~~The amount of water and sewer use, based upon the projected population, and the Public Utility Providers, if applicable.~~Water and Sewer

Water and sewer services will be obtained from St. Johns County Utilities via central utility systems. All on-site utilities will be public. Water and sewer lines that are to be dedication to the St. Johns County Utility Department ("SJCUD") for ownership that are not located in public right-of-way shall require an easement/restoration agreement. All utility construction shall be designed in accordance with SJCUD standards.

All utility construction projects are subject to current construction standards within the Manual of Water, Wastewater, and Reuse Design Standards & Specifications at the time of review. Utility connection points shall be installed as listed in the availability letter to minimize impact to the existing infrastructure or to the existing level of service. Water, sewer and/or reuse lines that are to be dedicated to the SJCUD for ownership that are not in public right-of-way shall require an easement/restoration agreement. No improvements such as pavement, sidewalks, and/or concrete walks are to be placed on top of water, reuse and/or sewer

pressurized mains unless otherwise approved by SJCUD. Landscaping trees and landscaping buffers shall be placed at a minimum of 7.5 feet away from the centerline of utility pipelines.

J. ~~***The type of underlying soils and its suitability for Development of the proposed Project.***~~***Soils***

Based on the soil survey of St. Johns County, Florida, the following soils are present on the Property (~~**Attachment "D"**~~**Environmental Report as provided on Ordinance 2019-6**~~**)**~~**:** 41 Tomoka muck; 26 Samsula muck; 3 Myakka fine sand; 13 St. Johns fine sand; and 30 Westconnett fine sand, frequently flooded.

K. ~~***The type and extent of upland forest and wetlands on the site using the Level III classification of the Florida Land Use Cover and Classification System (FLUCCS). A map depicting the location of upland forest and Wetland vegetation shall be provided with the application submittal.***~~***Land Use Cover and Classification***

Five (5) types of land use cover classifications were identified in the Environmental Site Assessment (~~Attachment "D"~~Environmental Report as provided on Ordinance 2019-6) filed with this application. The applicable Florida Land Use, Covers and Forms Classification System ("FLUCFCS") designations for the Property are summarized as follows: Commercial and Services (140); Pine Flatwoods/Pine Plantation (441); Hydric Pine Flatwoods (620), Wetland Forested Mixed (630); and Trailroad (814).

L. ~~***The type and extent of any Significant Natural Communities Habitat as defined by this Code. Listed Species information including locations, densities and extent of habitat.***~~***Significant Natural Communities Habitat***

There is no Significant Natural Communities Habitat on the Property and no listed species were observed (Environmental Report as provided on Ordinance 2019-6). ~~The Project Environmental Report is attached as **Attachment "D".**~~

M. ~~***Identification of known or observed Historic Resources as defined by this Code, including any sites listed within the State Division of Historical Resources Master Site File or the St. Johns County Historic Resources Inventory. In such cases, the requirements of Part 3.01.00 of this Code shall apply.***~~***Historic Resources***

There are no known or observed Historic Resources, as defined in the Code, located within the Property.

N. ~~***The type and extent of buffering, landscaping, Tree removal and Tree protection, and buffering between adjacent Uses as needed to aesthetically screen uses and provide privacy.***~~***Buffering and Landscaping***

The Applicant shall provide a ten (10) foot perimeter buffer with screening as required by LDC Section 5.03.03.A.4, ~~except as set forth in Section T herof~~and a twenty (20) foot setback around the property perimeter.. An averaged 25-foot natural vegetative upland buffer and an additional 25-foot building setback to the buffer are provided adjacent to contiguous wetlands, consistent with LDC Section 4.01.06.B. All landscaping, tree removal and tree protection shall be in compliance with the Code in effect at the time of construction plan submittal.

Screening of mechanical equipment located on the ground and/or rooftop will be in compliance with LDC Section 6.06.04.B.9.

O. ~~***PUDs located in Special Districts as defined by Article III of the Code shall include a statement identifying the particular Special District and referencing the requirements to comply with the provisions of such Special District.***~~***Special Districts***

The PUD is not located within a Special District defined by the Code.

P. ~~***The use, location, and duration of temporary uses, including Construction trailers, sales units, model homes, and temporary signage related to Construction of the Project.***~~***Temporary Uses***

Development of the site and construction of the improvements will require temporary uses such as construction trailers, sales offices, temporary signage and temporary access. The location of these uses will be depicted on construction plans. Temporary construction and sales trailers shall be removed no later than 30 days following the issuance of a certificate of occupancy for the last building constructed on the Property. The Applicant shall be permitted to erect temporary on-site construction and real estate signage on the Property, in conformance with LDC Section 7.02.03.

Q. ~~***The use and location of Accessory Uses for residential and non-residential Structures, including Guest Houses, A/C units and related heating/cooling units, setbacks, swimming pools, fencing, and similar Uses.***~~***Accessory Uses***

The Project may include Accessory Uses for non-residential structures, as permitted by the Code. Air conditioning units and/or heating/cooling units may be placed on roofs, provided they are screened from view from adjacent public rights-of-way, or located on the ground and screened from view from any adjacent public right-of-way. Trash receptacles, dumpsters, utility meters, above-ground tanks, satellite dishes (except a provided by Florida law), antenna and other similar structures shall be similarly screened. Off-street parking and loading shall also be permitted.

All Accessory structures shall comply with appropriate Florida Building Codes, including life safety issues, fire separations, and Florida Accessibility Code for Building Construction requirements.

R. ~~***A phasing schedule, which shall include the amount of residential and non-residential Development to be completed within a specified phase, a specific commencement term with a definition of commencement, and a specific completion term with a definition of completion.***~~ ***Phasing Schedule***

The Project will be constructed in one (1), 10-year phase. Construction shall commence within five (5) years of PUD Ordinance approval. For purposes of this PUD, “commencement” shall mean securing approved construction drawings. “Completion” shall be defined as the installation of horizontal infrastructure and St. Johns County approval of as-builts.

S. ~~***The projected impact of the Project upon St. Johns County, and an explanation of the Project’s benefit to the County, as compared to existing zoning or other zoning district, and justification of the Project.***~~***Impact of Project***

The Property has a Comprehensive Plan Future Land Use Map designation of Mixed Use, which allows for the types of uses included within this application. The Comprehensive Plan encourages a mixed use development within the Mixed Use areas pursuant to Objective A.1.9, which states “The County shall provide a mixture of land uses within designated Mixed Use Districts to encourage large concentrations of commercial, office, light industrial, residential, recreation and cultural facilities at a scale which is capable of serving large segments of the County

and region." Policy A.1.9.3 encourages a mixture of uses within the Mixed Use development parcels 40 acres and larger, with each use comprising at least 10 percent of the developable land within the project. That policy continues by stating that "While the County requires a mixture of uses on 40 acres or greater, the County recognizes that not all development sites and projects may be appropriate for mixed use development, in such cases, the County may consider a single use project on 40 acres or greater."

The overall area is ideally suited to this type of development and this tract is suitable in character and location for the structure and uses proposed. It has access to major roadways.

- The PUD will not adversely affect the orderly development of St. Johns County as embodied by the LDC, the 2025 St. County Comprehensive Plan. The Property is identified as Mixed Use District on the Future Land Use Map of the St. Johns County Comprehensive Plan, which allows the requested respective development activities as proposed within this application. As described, this use is compatible with the surrounding zoning and Comprehensive Plan as well as the overall trend of the area. Development of the subject project is consistent with the St. Johns County Comprehensive Plan.
- The proposed PUD will be a benefit to the future occupants of the PUD and to the residents of St. Johns County in that the County will be afforded strict control over development of this project. The PUD will not adversely affect the health, safety and welfare of the residents or workers in the area, will no be detrimental to the natural environment or to the development of adjacent properties or the neighborhood and will accomplish the objectives, standards and criteria set forth in the LDC.

Therefore, the type of uses included in the application will be compatible with the emerging development patterns of the area, are consistent with the St. Johns County Comprehensive Plan and all County requirements and guidelines, as well as consistent with the overall development trend for the area.

T. ~~***A description of any requested waivers from the strict provisions of the Land Development Code to allow for innovative design techniques and alternative development patterns through the PUD zoning process. An explanation of the benefits arising from the application of flexible standards and criteria of this Land Development Code shall be provided to justify the need for such waivers.***~~***Waivers***

~~**LDC Section 5.03.03.A.4 10-Foot Natural/Landscaped Buffer**~~

~~The Applicant is the contract purchaser of the parcel to the northeast of the Property with St. Johns County Parcel Identification No. 136550-0000, which has a zoning of Commercial Highway Tourist ("CHT"). The current owner of the CHT-zoned property did not consent to the inclusion of his lands in this Major Modification application has allowed his property to be subject to a Special Use Permit application to allow its uses as a truck stop. Once the Applicant purchases the CHT-zoned property, the Applicant will own that property and the land included within this PUD ordinance, thereby eliminating the need to provide a 10-foot buffer between the parcels. Thus, the Applicant requests that once it purchases the CHT-zoned property, it not be required to have a 10-foot buffer between the land subject to this PUD Ordinance and the CHT-zoned property as long as the Applicant owns both parcels and the companion Special Use Permit (SUPMAJ 2018-15) remains in effect.~~

There are no waivers requested for this Major Modification.

U. ~~A statement, and agreement to comply, binding all successors and assigns in title to the commitments and conditions of the MDP.~~Binding Successors and Assigns

The Applicant, its successors and or assigns, hereby agree and stipulate to proceed with the proposed development in accordance with the PUD Ordinance for this application as adopted by the St. Johns County Board of County Commissioners. The Applicant (including its successors and/or assigns) also agrees to comply with all conditions and safeguards established by the St. Johns County Planning and Zoning Agency and the St. Johns County Board of County Commissioners regarding said PUD specifically outlined as follows:

"To the extent that they do not conflict with the unique specific and detailed provisions of this approved PUD ordinance, all provisions of the Land Development Code, as such may be amended from time to time, shall be applicable to this development; except (a) that modification to this PUD by variance or special use shall be prohibited; and except (b) to the degree that the development may qualify for vested rights in accordance with applicable ordinances and laws. Notwithstanding any provision of this ordinance, no portion of any impact fee ordinance, concurrency ordinance, building code, comprehensive plan or any other non-Land Development Code ordinance or regulation shall be deemed waived or varied by and provision herein."

All roads, drainage facilities and common areas, located within the PUD for the common use and benefit of all property owners, shall initially be constructed, owned and maintained by the Applicant, its successors and/or assigns. The site shall be maintained in a clean and orderly manner in accordance with all provisions of this PUD and conditions included within the adopting Ordinance. Legal documents and agreements for common ownership by property owners and/or a property association, shall meet the requirements of the St. Johns County Land Development Code in effect at the time of establishment.

V. ~~***When the subject property is designated as more than one Future Land Use designation on the Comprehensive Plan Future Land Use Map, a map shall be provided depicting the boundaries between the designations and provide the total upland and Wetland acres for each land Use designation.***~~***Land Use Designations***

The Property is located within the Mixed Use District designation on the 2025 Future Land Use Map of the St. Johns County Comprehensive Plan.

August 14, 2026

VIA Email: nef.planning@dccm.com

Stephanie Keyser
DCCM
7 Waldo Street
St Augustine, FL 32084

RE: Water & Sewer Availability
Hanania Auto Group PUD **PIN(s): 136530 0000, 136550 0000, 136387 0000**

Ms. Keyser:

Based on the conditions listed below, St. Johns County Utility Department (SJCUD) will be able to serve the 180,000 square foot commercial space with a total anticipated water demand of 18,000 gallons per day (gpd) and wastewater flow of 14,400 gpd. **This letter cannot be used to obtain a building permit. A receipt of paid Unit Connection Fees (UCF) is required to obtain a building permit.**

Point of Connection - Water:
Potable water service can be provided by SJCUD's CR214 Water Treatment Plant (WTP) with connection to the existing 10-inch water main along SR 207. The St. Johns County Fire Department should be contacted regarding fire flow requirements for the site, and Developer must make provisions if the required flow is not available. See specific conditions below.

Point of Connection - Wastewater:
Wastewater service can be provided by SJCUD's SR 207 Water Reclamation Facility (WRF) with connection to the existing 16-inch force main along SR 207. See specific conditions below.

Point of Connection – Reclaimed Water:
This development is located within the County's Mandatory Reclaimed Water Service Area (MRWSA) and shall install reclaimed water facilities for irrigation facilities pursuant to County Ordinance 2026-07. Provisions for temporary supply augmentation from an alternate water source and appropriate stub outs for future connection to the County's reclaimed water system, once service is available, shall be coordinated during design with SJCUD staff. In no case shall potable water be utilized for irrigation.

General Conditions:

1. If the development consists of residential rental units and/or commercial space, the on-site utilities will be privately owned and SJCUD is not responsible for maintenance.

2. Water and sewer conveyance are not absolutely guaranteed until the proposed development is issued a Concurrency Certificate. At that time, the developer must meet and agree with the SJCUD regarding any necessary infrastructure upgrades to accommodate the proposed development without affecting the existing level of services to its customers.

3. The availability of capacity will expire 180 days from the date of this letter on **February 10, 2027**. All necessary fees must be paid to guarantee a specific number of Equivalent Residential Connections pursuant to County Ordinance 2026-07.

4. Prior to submitting construction plans, please have the Engineer of Record contact SJCUDAvailability@sjcfl.us for copies of as-built information regarding the connection point and relevant Utility information related to FDEP permitting. Your Engineer and Contractor must field verify the size and location of all utilities prior to design and construction. If connecting to an SJCUD-owned force main, please request a connection pressure using our web app here.

5. The Engineer of Record shall provide a Utility Master Plan for this development to detail the conditions generally outlined in this letter.

Specific Conditions:

1. Developer shall coordinate with SJCUD staff to grant any necessary easements along SR 207.

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

Sincerely,

Teri Shoemaker

Teri L. Shoemaker, P.E., PMP
Chief Engineer of Development Services

Table 01
Trip Generation
SR 207 Car Dealership, St. Johns County, FL

ITE Land Use Code	Description	Quantity	Units	Time Period	Trip Rate	Gross Trips	Pass-by					Net External Trips		
							Percentage	Trips	Max Allowed	Entering	Exiting	Trips	Entering	Exiting
Previously Approved/Proposed (Busy Bee)														
955	Travel Center	40,000	SF	Daily	T = 283.77(X) + 2045.74	13,397	40.00%	5,359	2,406	1,203	1,203	10,991	5,496	5,495
	(60 VFPs with 40,000 SF Retail Center)			AM Peak	T = 13.50(X) + 110.88	651	40.00%	260	213	107	106	438	223	215
				PM Peak	T = 20.40(X) + 78.66	895	40.00%	358	220	110	110	675	331	344
945	Convenience Store/Gas Station - Truck Stop	6	VFPs	Daily	T = 211.05 (X)	1,269	58.00%	736	330	368	368	533	267	266
				AM Peak	T = 13.65 (X)	82	60.00%	49	40	25	24	33	17	16
				PM Peak	T = 15.85 (X)	95	56.00%	53	33	27	26	42	21	21
				Daily		14,666		6,095	2,736	1,571	1,571	11,524	5,763	5,761
				AM Peak		733		309	253	132	130	471	240	231
				PM Peak		990		411	253	137	136	717	352	365
Proposed - Car Dealership														
840	Automobile Sales (New)	180,000	SF	Daily	T = 28.65(X) - 29.45	5,128	0.00%	-	-	-	-	5,128	2,564	2,564
				AM Peak	T = 2.0 (X)	360	0.00%	-	-	-	-	360	180	180
				PM Peak	T = 2.29 (X)	412	0.00%	-	-	-	-	412	206	206
	Net Change			Daily		(9,538)			(2,736)			(6,396)	(3,199)	(3,197)
				AM Peak		(373)			(253)			(111)	(60)	(51)
				PM Peak		(578)			(253)			(305)	(146)	(159)
				Daily %		-65.03%						-55.50%	-55.51%	-55.49%
				AM Peak %		-50.89%						-23.57%	-25.00%	-22.08%
				PM Peak %		-58.38%						-42.54%	-41.48%	-43.56%

Daily Background Traffic =	27,357
AM Peak Background Traffic =	2,525
PM Peak Background Traffic =	2,525

Source: Trip Generation Manual, ITE 12th Edition

Hanania Auto SR 207
Project № 260448.02.02
November 2026

Traffic Impact Analysis
St. Johns County
Florida

Prepared for:
Hanania Automotive Group
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1.0 INTRODUCTION

This analysis was prepared in support of a development application for a commercial development, Hanania Auto SR 207, located on State Road 207 in St. Johns County. The project is an auto dealership that includes four buildings for a total of 180,000 square feet. The project's anticipated buildout date is 2030.

The site is located on SR 207, west of I-95 in St. Johns County, Florida. **Figure 1** depicts the site location, and the surrounding transportation network. The site is proposed to be served by three access driveways on SR 207, and a single driveway on Deerpark Boulevard. A conceptual development plan depicting the site layout, land uses, and access points is included in **Appendix A**.

Based on preliminary discussions with the Florida Department of Transportation (FDOT), it is understood that roadway improvements are planned at the I-95 and SR 207 interchange. In addition, a signalized R-Cut intersection has been approved by the Access Management Review Committee on SR 207 between Deerpark Boulevard and the I-95 ramps as part of the "The Quadrant" project located in the southwest quadrant of the I-95 and SR 207 interchange. The R-Cut concept plan from "The Quadrant" Traffic Impact Study (dated August 2024) is included in **Appendix B**.

Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, and/or other data and information obtained from FDOT, St. Johns County, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation.



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Figure 01 – Project Location Map
Hanania Auto SR 207
Traffic Impact Study
St. Johns County, Florida

2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 12th Edition*. Trip generation equations published for the land use were applied to the proposed development program to determine the total trips generated by the project. The trip generation calculations are summarized in **Table 1A,** and detailed information is included in **Appendix C.**

Table 1A
Trip Generation Summary – Proposed Auto Dealership

Land Use		Independent Variable		Daily	AM Peak			PM Peak		
Code	Name	Quantity	Type	Total	In	Out	Total	In	Out	Total
840	Auto Sales	53.88	KSF	1,514	79	29	108	49	74	123
840	Auto Sales	28.6	KSF	790	42	15	57	26	39	65
840	Auto Sales	73.52	KSF	2,077	107	40	147	67	101	168
840	Auto Sales	24	KSF	658	35	13	48	22	33	55
			Total Trip Generation	**5,039**	**263**	**97**	**360**	**164**	**247**	**411**

The proposed development is projected to generate 5,039 new daily trips, of which 360 trips occur during the AM peak hour, and 411 trips occur during the PM peak hour.

The site is currently approved for 40,000 square feet truck stop. Trips generated by the approved land use were estimated using the ITE *Trip Generation Manual, 12th Edition*. **Table 1B** summarizes the trip generation comparison between the approved and proposed uses. As indicated on **Table 1B**, the estimated daily trips from the currently proposed land use are anticipated to be approximately 65 % lower than the trips estimated from the previously approved land use.

Table 1B
Trip Generation Comparison – Approved Truck Stop and Proposed Car Dealership

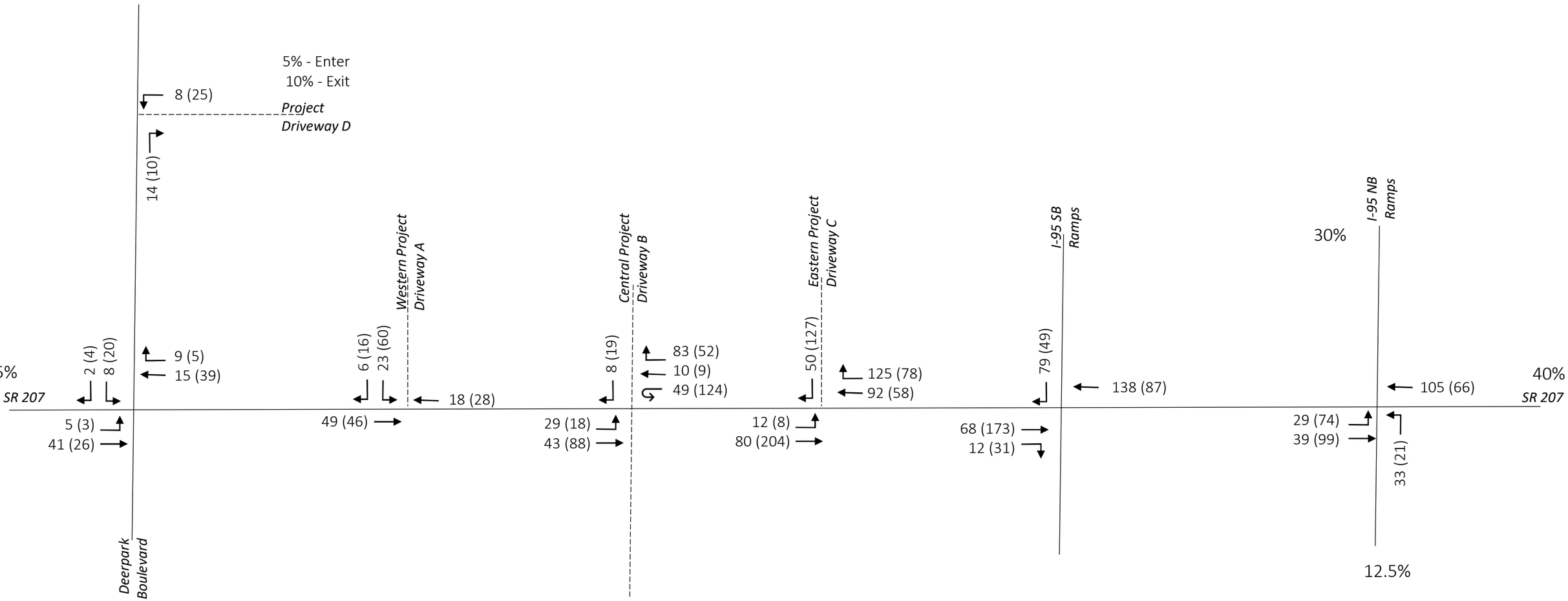
ITE Land Use Code	Description	Quantity	Units	Time Period	Trip Rate	Gross Trips	Pass-by					Net External Trips		
							Percentage	Trips	Max Allowed	Entering	Exiting	Trips	Entering	Exiting
Previously Approved/Proposed (Busy Bee)														
955	Travel Center	40,000	SF	Daily	T = 283.77(X) + 2045.74	13,397	40.00%	5,359	2,406	1,203	1,203	10,991	5,496	5,495
	(60 VFPs with 40,000 SF Retail Center)			AM Peak	T = 13.50(X) + 110.88	651	40.00%	260	213	107	106	438	223	215
				PM Peak	T = 20.40(X) + 78.66	895	40.00%	358	220	110	110	675	331	344
945	Convenience Store/Gas Station - Truck Stop	6	VFPs	Daily	T = 211.05 (X)	1,269	58.00%	736	330	368	368	533	267	266
				AM Peak	T = 13.65 (X)	82	60.00%	49	40	25	24	33	17	16
				PM Peak	T = 15.85 (X)	95	56.00%	53	33	27	26	42	21	21
				Daily		14,666		6,095	2,736	1,571	1,571	11,524	5,763	5,761
				AM Peak		733		309	253	132	130	471	240	231
				PM Peak		990		411	253	137	136	717	352	365
Proposed - Car Dealership														
840	Automobile Sales (New)	180,000	SF	Daily	T = 28.65(X) - 29.45	5,128	0.00%	-	-	-	-	5,128	2,564	2,564
				AM Peak	T = 2.0 (X)	360	0.00%	-	-	-	-	360	180	180
				PM Peak	T = 2.29 (X)	412	0.00%	-	-	-	-	412	206	206
	Net Change			Daily		(9,538)			(2,736)			(6,396)	(3,199)	(3,197)
				AM Peak		(373)			(253)			(111)	(60)	(51)
				PM Peak		(578)			(253)			(305)	(146)	(159)
				Daily %		-65.03%						-55.50%	-55.51%	-55.49%
				AM Peak %		-50.89%						-23.57%	-25.00%	-22.08%
				PM Peak %		-58.38%						-42.54%	-41.48%	-43.56%

Daily Background Traffic =	27,357
AM Peak Background Traffic =	2,525
PM Peak Background Traffic =	2,525

Source: Trip Generation Manual, ITE 12th Edition

2.2 Trip Distribution

A preliminary trip distribution pattern was developed based on the existing travel patterns in the project vicinity. **Figure 2** illustrates the project trip assignment for each of the study intersections.



LEGEND:

XXX – AM Peak
(XXX) – PM Peak
XX% – Project Traffic Distribution
{YYY} – AM Peak Pass-by
[YYY] – PM Peak Pass-By

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Figure 02 – Project Traffic Assignment
Hanania Auto SR 207
Traffic Impact Study
St. Johns County, Florida

3.0 STUDY AREA

3.1 Study Intersections

The site is proposed to be served by three access driveways on SR 207 and a single driveway on Deerpark Boulevard. Project-related truck traffic is anticipated to utilize the driveway on Deerpark Boulevard. The study intersections and access points are presented in **Table 2**.

Table 2
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	SR 207	Deerpark Boulevard	Signal
2	SR 207	Western Project Access A	Two-way Stop; Right – Out, Left – Out Only
3	SR 207	Central Project Access B	Signal; R-Cut
4	SR 207	Eastern Project Access C	Two-way Stop; Right – In, Right – Out, Left – In Only
5	Deerpark Boulevard	Project Access D	Two-way Stop

4.0 TRANSPORTATION IMPROVEMENTS

Based on preliminary discussions with FDOT, it is understood that roadway improvements are planned at I-95 and SR 207 interchange. In addition, an R-Cut intersection has been approved by the Access Management Review Committee on SR 207 between Deerpark Boulevard and the I-95 ramps for “The Quadrant” project located in the southwest quadrant of I-95 and SR 207 interchange.

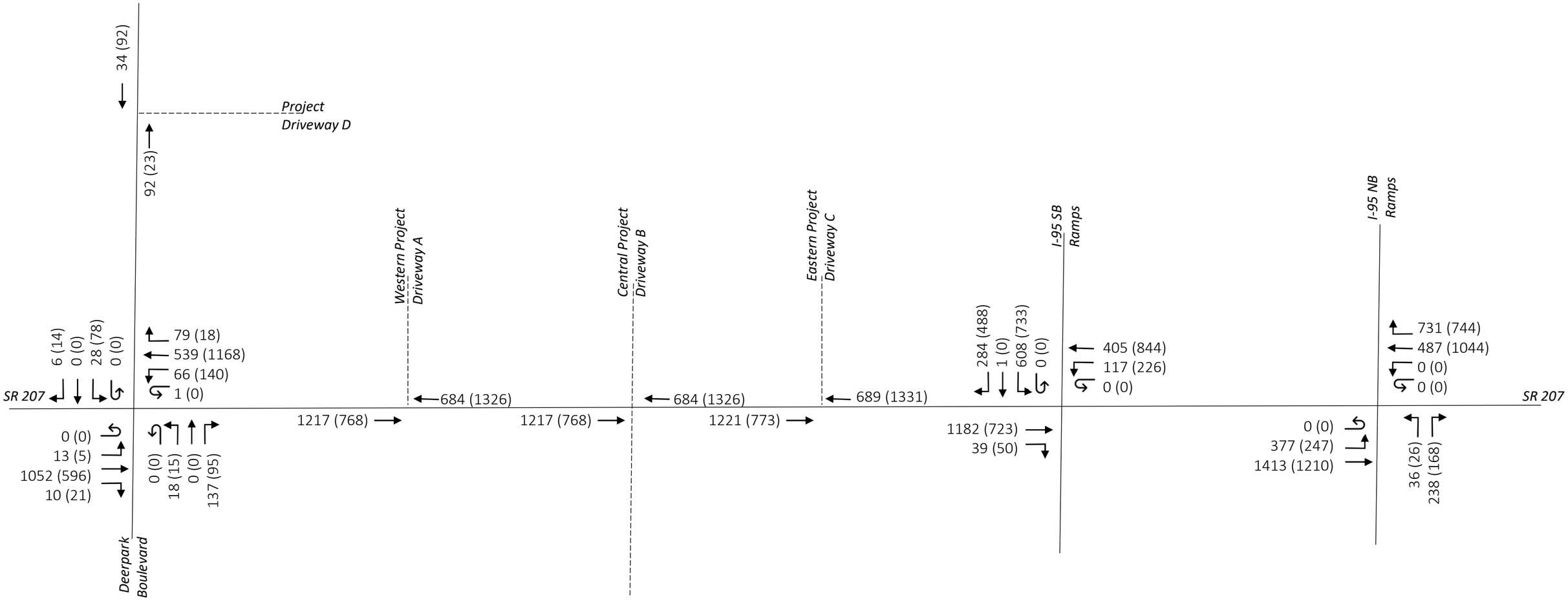
5.0 TRAFFIC PROJECTIONS

5.1 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained along SR 207 at Deerpark Boulevard and the I-95 ramps on October 27, 2026. The counts were seasonally adjusted using the applicable seasonal factor of 1.02 obtained from the *FDOT Traffic Online* data. The raw turning movement volumes and FDOT season factors are provided in **Appendix D**.

Projected background intersection volumes in the buildout year 2030 were calculated by applying growth factors to the existing turning volumes at the study intersections. The growth factors were estimated by performing a trends analysis of the roadway segments in the vicinity of the project. In addition, trips generated from the Quadrant development located in the southwest quadrant of I-95 and SR 207 were included as background trips. Detailed growth rate calculations including the historic AADT and excerpts from The Quadrant Traffic Impact Analysis and Intersection Control Analysis (dated August 2024) are provided in **Appendix E**.

The total projected intersection volumes include background traffic and project trips, which are calculated based on the project's trip generation and assignment at each intersection. Detailed intersection volume calculations are provided in **Appendix F**. The existing volumes are illustrated in **Figure 3**. The background and buildout volumes are illustrated in **Figures 4** and **5** for the AM and PM peak hour, respectively.



LEGEND:

XXX – AM Peak

(XXX) – PM Peak

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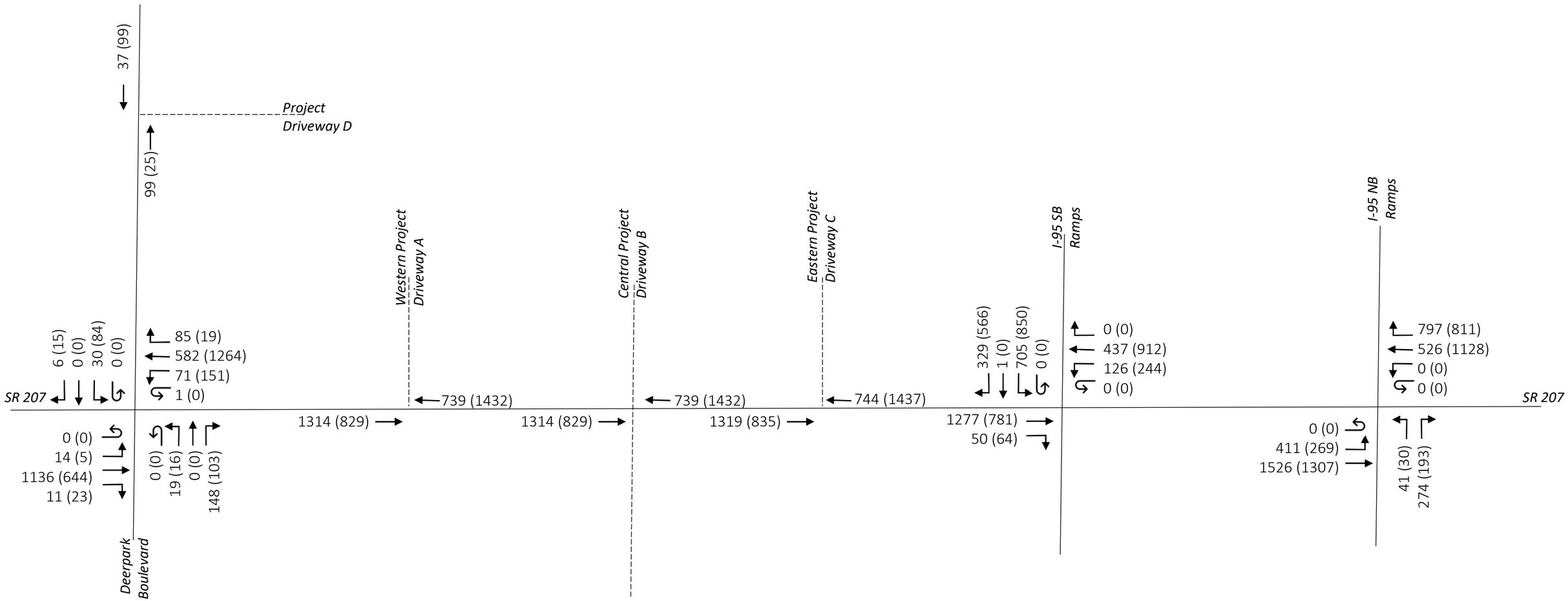
Figure 03 – Year 2026 Existing Conditions Traffic Volumes

Hanania Auto SR 207
Traffic Impact Study
St. Johns County, Florida



LEGEND:

XXX – AM Peak

(XXX) – PM Peak

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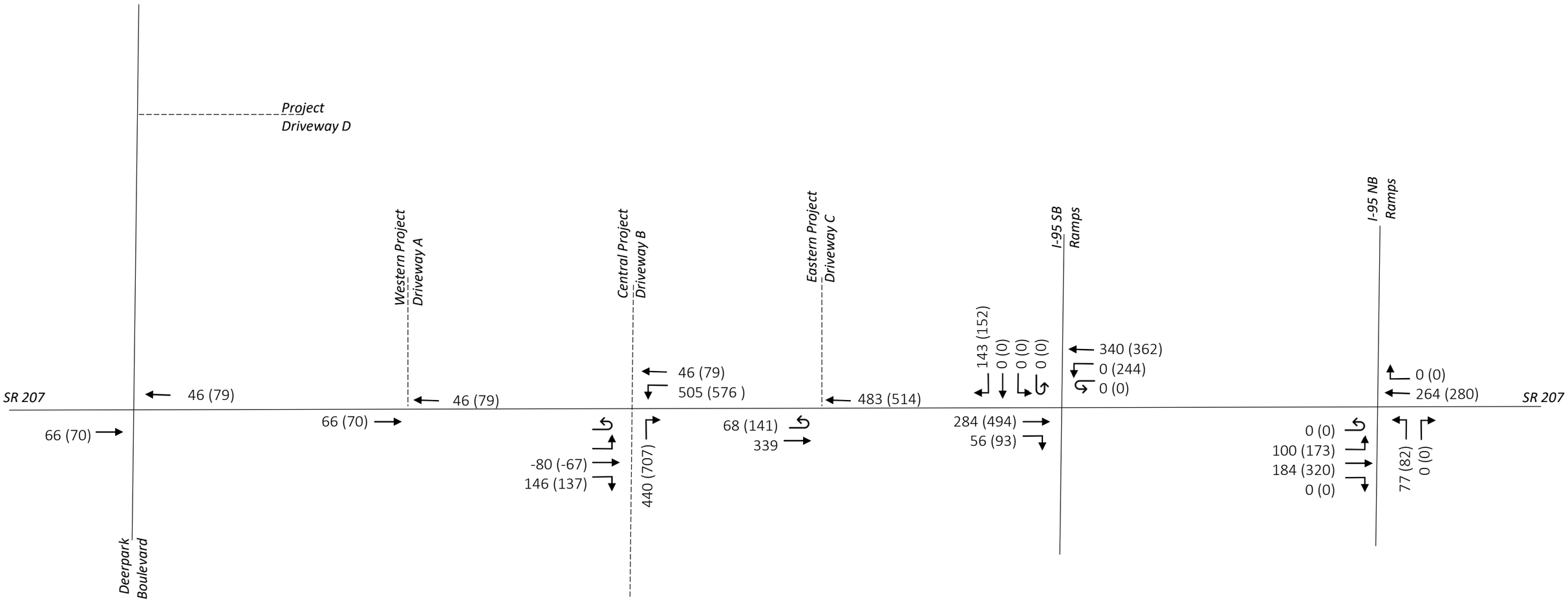
Figure 04A – Year 2030 Background Conditions Traffic Volumes

Hanania Auto SR 207

Traffic Impact Study

St. Johns County, Florida



LEGEND:

XXX – AM Peak

(XXX) – PM Peak

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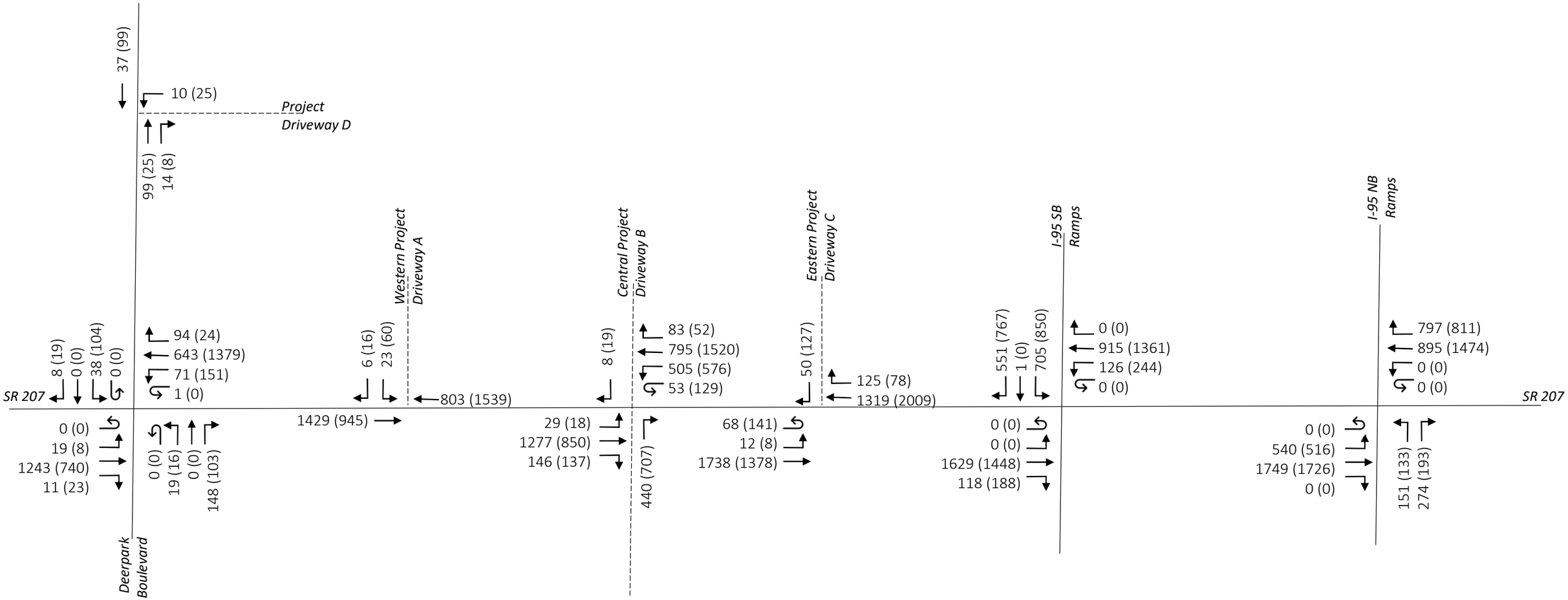
Figure 04B – The Quadrant Traffic Volumes

Hanania Auto SR 207

Traffic Impact Study

St. Johns County, Florida



LEGEND:

XXX – AM Peak

(XXX) – PM Peak

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Figure 05 – Year 2030 Build-Out Conditions Traffic Volumes

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Traffic Impact Study
St. Johns County, Florida

6.0 CAPACITY ANALYSIS

6.1 Intersections

The study intersection was analyzed in accordance with the methods of the *Highway Capacity Manual (HCM)* as applied in the *Synchro* analytical tool. The analysis results for existing year 2026 traffic conditions, background year 2030 traffic conditions, and buildout year 2030 traffic conditions are summarized in **Tables 3** through **5**. Detailed *HCM* analysis worksheets for buildout conditions are included in **Appendix G**.

Table 3
Intersection Analysis – Existing Year 2026

Int #	Intersection	Approach	Signal Control	AM Peak			PM Peak			Notes
				Delay (secs)	LOS	%ile Queue (Feet)	Delay (secs)	LOS	95th %ile Queue (Feet)	
1	SR 207 at	Intersection		9.5	A		12.1	B		
	Deepark Boulevard	EB	Signal	10.4	B	25	11.4	B	25	EBL
		WB	Signal	7.7	A	75	12.2	B	150	WBL
		NB	Signal	8.7	A	25	5.6	A	25	NBL
		SB	Signal	20.4	C	25	22.7	C	50	SBL

Table 4
Intersection Analysis – Background Year 2030

Int #	Intersection	Approach	Signal Control	AM Peak			PM Peak			Notes
				Delay (secs)	LOS	95th %ile Queue (Feet)	Delay (secs)	LOS	95th %ile Queue (Feet)	
1	SR 207 at	Intersection		11.4	B		16.7	B		
	Deepark Boulevard	EB	Signal	11.7	B	25	12.1	B	25	EBL
		WB	Signal	10.6	B	75	19.2	B	75	WBL
		NB	Signal	11.1	B	25	7.1	A	25	NBL
		SB	Signal	21.4	C	25	24.6	C	75	SBL
2	SR 207 at	Intersection		15.7	B		20.8	C		
	Central Project Access B	EB	Signal	14.6	B	250	9.9	A	150	EBT
	(R-Cut)	WB	Signal	15.2	B	125	23.6	C	125	WBL
		NB	Signal	21.1	C	125	26.5	C	225	NBR

Table 5
Intersection Analysis – Buildout Year 2030

Int #	Intersection	Approach	Signal Control	AM Peak Delay (secs)	AM Peak LOS	AM Peak 95th %ile Queue (Feet)	PM Peak Delay (secs)	PM Peak LOS	PM Peak 95th %ile Queue (Feet)	Notes
1	SR 207 at	Intersection		12.3	B		20.1	B		
	Deepark Boulevard	EB	Signal	12.2	B	25	12.3	B	25	EBL
		WB	Signal	12.2	B	100	24.4	C	100	WBL
		NB	Signal	11.1	B	25	7.1	A	25	NBL
		SB	Signal	21.6	C	50	26.2	C	75	SBL
2	SR 207 at	Intersection		0.3	A		1.9	A		
	Western Project Access A	EB	Free	0.0	A	0	0.0	A	0	
		WB	Free	0.0	A	0	0.0	A	0	
		SB	Stop	23.6	C	25	75.2	F	75	SBL
3	SR 207 at	Intersection		24.5	B		31.0	C		
	Central Project Access B	EB	Signal	21.9	C	50	14.2	B	50	EBL
	(R-Cut)	WB	Signal	34.0	C	275	43.2	D	350	WBL
		NB	Signal	2.4	A	0	16.4	B	250	NBR
		SB	Signal	0.0	A	0	0.0	A	0	SBR
4	SR 207 at	Intersection		1.4	A		4.3	A		
	Eastern Project Access C	EBL	Yield	49.3	E	75	66.4	F	150	EBL
		WB	Free	0.0	A	0	0.0	A	0	
		SB	Stop	16.3	C	25	50.2	F	100	SBR
5	Deerpark Boulevard at	Intersection		0.6	A		1.5	A		
	Project Access D	NB	Free	0.0	A	0	0.0	A	0	
		SB	Free	0.0	A	0	0.0	A	0	
		WB	Stop	9.4	A	0	9.4	A	25	

It should be noted that the U-turn movements at the study intersections were modeled as left turns for the purposes of this study due to limitations of Synchro software.

Analysis indicates that the minor approaches at the proposed Western Project Access A and Eastern Project Access C may experience some delays. However, with the coordinated signal system along SR 207, traffic progression on SR 207 is anticipated to create periodic gaps in traffic for the minor street vehicles to complete their maneuvers.

7.0 ACCESS REVIEW

The development's proposed access plan reflects three driveways on SR 207 and a single driveway for truck traffic on Deerpark Boulevard. SR 207 is currently a 4-lane divided road with a posted speed limit of 45 miles per hour (mph). The access configuration for the proposed driveways on SR 207 are listed below:

- Western Project Access A – right-out and left-out
- Central Project Access B (aligns with the approved R-Cut configuration)– left-in, right-in, right-out
- Eastern Project Access C (aligns with the approved U-turn location) – left-in, right-in, right-out

7.1 Access Treatment

Right Turn Lanes

The need for auxiliary right turn lanes was evaluated based on the guidance provided in the FDOT Multimodal Access Management Guidebook (October 2023).

- Western Project Access A:
  No right turn traffic is anticipated at this driveway; therefore, an auxiliary right turn lane is not anticipated to be warranted.

- Central Project Access B:
  Aligns with the approved R-Cut configuration.
  Westbound auxiliary right turn lane is anticipated to be warranted.
  A total turn lane length of 210 feet (including 185 feet deceleration and taper + 25 feet storage) is recommended based on the guidance included in Chapter 212 of the FDOT Design Manual and the FDOT Median Handbook, for a roadway with a posted speed of 45 mph.

- Eastern Project Access C:
  Aligns with the approved U-turn location.
  Westbound auxiliary right turn lane is anticipated to be warranted.
  A total turn lane length of 185 feet (including deceleration and taper) is recommended based on the guidance included in Chapter 212 of the FDOT Design Manual and the FDOT Median Handbook, for a roadway with a posted speed of 45 mph.

Left Turn Lanes

The need for auxiliary left turn lanes at the proposed project driveways on SR 207 was evaluated based on the guidance provided in the FDOT Multimodal Access Management Guidebook (October 2023).

- Western Project Access A:
  No left turns permitted, therefore an auxiliary left turn lane is not anticipated to be warranted.

- Central Project Access B:
  Aligns with the approved R-Cut configuration
  Eastbound auxiliary left turn lane anticipated to be warranted.
  An eastbound left turn lane of 235 feet (including 185 feet deceleration and taper) is recommended.

- Eastern Project Access C:
  Aligns with the approved U-turn location
  The existing eastbound left turn lane is approximately 235 feet. As part of the median modifications approved for The Quadrant Traffic Impact Analysis and Intersection Control Analysis (dated August 2024), this turn lane is planned to be extended to approximately 385 feet turn lane. This turn lane length is anticipated to be adequate under project build-out conditions based on 95th percentile queues.

Excerpts from the FDOT Multimodal Access Management Guidebook and FDOT Design Manual are provided in **Appendix H**.

8.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of Hanania Auto SR 207, a commercial development that includes 180,000 square feet of auto dealership uses. The site is located on SR 207, west of I-95 in St. Johns County, Florida. The site is proposed to be served by three access driveways on SR 207, and a single driveway on Deerpark Boulevard.

Based on preliminary discussions with FDOT, it is understood that roadway improvements are planned at the I-95 and SR 207 interchange. In addition, a signalized R-Cut intersection has been approved by Access Management Review Committee on SR 207 between Deerpark Boulevard and I-95 ramps.

The analysis included a determination of trip generation, a review of transportation capacity and operations, and a review of the proposed site access plan. The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 5,039 daily trips, of which 360 trips occur during the AM peak hour, and 411 trips occur during the PM peak hour.
- The estimated daily trips from the currently proposed land use are anticipated to be approximately 65 % lower than the trips estimated from the previously approved land use.
- The minor approaches at the proposed Western Project Access A and Eastern Project Access C may experience some delays. However, with the coordinated signal system along SR 207, traffic progression on SR 207 is anticipated to create periodic gaps in traffic for the minor street vehicles to complete their maneuvers. The proposed Central Project Access C and Project Access D are anticipated to operate at acceptable levels of service.
- Turn Lanes:

  Western Project Access A:

  An auxiliary right turn lane is not anticipated to be warranted.

  Central Project Access B:

  An auxiliary westbound right turn lane of 210 feet (including deceleration and taper) is recommended.

  An auxiliary eastbound left turn lane of 235 feet (including deceleration and taper) is recommended.

The existing eastbound left turn lane is approximately 235 feet. As part of the median modifications approved for The Quadrant Traffic Impact Analysis and Intersection Control Analysis (dated August 2024), this turn lane is planned to be extended to approximately 385 feet turn lane. This turn lane length is anticipated to be adequate under project build-out conditions based on 95th percentile queues.

APPENDICES

Appendix A
Site Plan/Information

EXHIBIT A

LEGAL DESCRIPTION

PARCEL 1:

AA PORTION OF SECTION 9, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, ALSO BEING A PORTION OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2640, PAGE 1075, OFFICIAL RECORDS BOOK 880 PAGE 1082, AND OFFICIAL RECORDS BOOK 2882, PAGE 1835 OF THE PUBLIC RECORDS OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHEAST CORNER OF LOT 11, ST. AUGUSTINE INDUSTRIAL PARK PHASE 3, AS RECORDED IN MAP BOOK 42, PAGES 65 THROUGH 70, OF SAID PUBLIC RECORDS; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ST. AUGUSTINE INDUSTRIAL PARK PHASE 3 THE FOLLOWING 2 COURSES: COURSE 1, THENCE SOUTH 01°05'10" WEST, 1382.63 FEET; COURSE 2, THENCE SOUTH 00°29'47" EAST, 297.87 FEET; THENCE ALONG THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2862, PAGE 1835, THE FOLLOWING 2 COURSES: COURSE 1, THENCE NORTH 89°40'51" EAST, DEPARTING SAID EASTERLY LINE, 265.24 FEET; COURSE 2, THENCE SOUTH 13°31'17" EAST, 340.00 FEET, TO THE POINT OF BEGINNING;

FROM SAID POINT OF BEGINNING, THENCE NORTH 84°17'36" EAST, DEPARTING JUST MENTIONED SOUTHERLY LINE, 1044.82 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE NO. 95, A PUBLIC VARIABLE WIDTH RIGHT OF WAY AS NOW ESTABLISHED; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT OF WAY LINE THE FOLLOWING 3 COURSES: COURSE 1, THENCE SOUTH 05°42'24" EAST, PASSING AT 1,004.64 FEET THE NORTH LINE OF MAP BOOK 48 PAGE 167, THENCE SOUTH 84°15'05" WEST, DEPARTING SAID RIGHT OF WAY LINE, AND ALONG THE NORTHERLY LINE OF JUST MENTIONED LANDS 266.94 FEET; THENCE SOUTH 05°16'54" EAST, ALONG THE WESTERLY LINE OF SAID LANDS AND THE WESTERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 382, PAGE 50 SAID PUBLIC RECORDS, 865.35 FEET TO A POINT LYING ON THE NORTHEAST CORNER OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 880, PAGE 1082; THENCE SOUTH 38°39'45" WEST, 372.32 FEET ALONG THE NORTHERLY LINE OF JUST MENTIONED LANDS; THENCE SOUTH 33°21'13" EAST, 189.19 FEET TO A POINT LYING ON THE NORTHWESTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 207, A VARIABLE WIDTH RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 78050-2501 THENCE SOUTHERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE THE FOLLOWING 3 COURSES: COURSE 1, THENCE SOUTH 56°38'46" WEST, 828.75 FEET; COURSE 2, THENCE SOUTH 53°21'15" EAST, 19.00 FEET; COURSE 3 THENCE SOUTH 36°38'46" WEST, 390.47 FEET TO THE EASTERLY MOST CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4126 PAGE 971, SAID PUBLIC RECORDS; THENCE NORTH 53°21'15" WEST, ALONG THE NORTHEASTERLY LINE OF SAID LANDS, 1,000.00 FEET TO THE NORTHERLY MOST CORNER OF SAID LANDS; THENCE SOUTH 36°38'46" WEST, 187.62 FEET; COURSE 2, THENCE NORTH 51°19'00" WEST, 389.66 FEET TO A POINT LYING ON THE SOUTHERLY LINE OF PARCEL 1, AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 3802, PAGE 202, SAID PUBLIC RECORDS; THENCE NORTHERLY ALONG THE SOUTHERLY AND EASTERLY LINES OF SAID PARCEL 1 THE FOLLOWING 20 COURSES: COURSE 1 THENCE NORTH 89°47'14" EAST, DEPARTING SAID EASTERLY LINE OF OFFICIAL RECORDS BOOK 4126, PAGE 971, A DISTANCE OF 18.48 FEET; COURSE 2, THENCE NORTH 00°28'27" WEST, 27.75 FEET; COURSE 3, THENCE NORTH 07°28'26" WEST, 118.48 FEET; COURSE 4, THENCE NORTH 13°33'18" EAST, 89.29 FEET; COURSE 5, THENCE NORTH 16°31'52" EAST, 96.65 FEET; COURSE 6, THENCE NORTH 11°05'58" EAST, 83.01 FEET; COURSE 7, THENCE NORTH 18°12'33" EAST, 104.34 FEET; COURSE 8, THENCE NORTH 15°03'57" EAST, 83.01 FEET; COURSE 9, THENCE NORTH 11°05'58" EAST, 83.01 FEET; COURSE 10, THENCE NORTH 07°07'19" EAST, 83.01 FEET; COURSE 11, THENCE NORTH 03°08'40" EAST, 83.01 FEET; COURSE 12, THENCE NORTH 01°10'37" WEST, 83.01 FEET; COURSE 13, THENCE NORTH 07°34'07" EAST, 52.15 FEET; COURSE 14, THENCE NORTH 03°37'38" EAST, 39.01 FEET; COURSE 15, THENCE NORTH 12°57'41" EAST, 11.30 FEET; COURSE 16, THENCE NORTH 06°37'18" WEST, 83.67 FEET; COURSE 17, THENCE NORTH 03°58'18" WEST, 84.29 FEET; COURSE 18, THENCE NORTH 16°51'17" WEST, 149.62 FEET; COURSE 19, THENCE NORTH 23°25'56" WEST, 69.17 FEET; COURSE 20, THENCE NORTH 34°50'27" WEST, 56.34 FEET; THENCE SOUTH 89°59'03" WEST, DEPARTING SAID EASTERLY LINE OF PARCEL 1, 7.49 FEET TO THE WESTERLY LINE OF SAID PARCEL 1 AS RECORDED IN OFFICIAL RECORDS BOOK 3802, PAGE 202; THENCE NORTH 00°32'24" WEST, ALONG THE WESTERLY LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2640, PAGE 1075, 55.96 FEET; THENCE NORTH 88°55'03" EAST, DEPARTING LAST SAID LINE, 393.25 FEET TO THE EASTERLY LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4340, PAGE 735; THENCE NORTH 04°29'56" WEST, ALONG THE EASTERLY LINE OF JUST MENTIONED LANDS, 95.87 FEET;, THENCE CONTINUE ALONG SAID EASTERLY LINE, NORTH 00°14'13" EAST, 65.66 FEET; THENCE CONTINUE ALONG SAID EASTERLY LINE NORTH 01°16'05" WEST, 97.94 FEET; THENCE NORTH 89°45'47" EAST CONTINUING ALONG SAID EASTERLY LINE, 13.98 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

A PARCEL OF REAL ESTATE IN THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 8 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF SAID NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 66 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, ON SAID RIGHT-OF-WAY LINE, 25 FEET TO THE POINT OF BEGINNING AT THE MOST SOUTHERLY CORNER OF THE HEREIN DESCRIBED PARCEL OF REAL ESTATE; THENCE NORTH 53 DEGREES 21 MINUTES 40 SECONDS WEST, PERPENDICULAR FROM SAID RIGHT-OF-WAY LINE, 200 FEET; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, PARALLEL WITH SAID RIGHT-OF-WAY LINE, 372.70 FEET; THENCE SOUTH 5 DEGREES 17 MINUTES 15 SECONDS EAST 206.32 FEET TO SAID RIGHT-OF-WAY LINE AT A POINT 440.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE SOUTH 36 DEGREES 38 MINUTES 20 SECONDS WEST ALONG SAID NORTHWEST RIGHT-OF-WAY LINE, 346.18 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH A PERPETUAL EASEMENT FOR INGRESS, EGRESS, AND RECURSAL, IN COMMON WITH OTHERS ON AND OVER AN ADJOINING 30 FOOT STRIP OF REAL ESTATE MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 66 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, 215.18 FEET; THENCE NORTH 53 DEGREES 21 MINUTES 40 SECONDS EAST, 200 FEET; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, PARALLEL WITH SAID RIGHT-OF-WAY LINE, 55 FEET; THENCE SOUTH 53 DEGREES 21 MINUTES 40 SECONDS EAST, 200 FEET TO SAID RIGHT-OF-WAY LINE; THENCE SOUTH 36 DEGREES 38 MINUTES 20 SECONDS WEST, 25 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH A PERPETUAL EASEMENT FOR THE PURPOSE OF ERECTING, MAINTAINING AND REPAIRING ADVERTISING SIGNS IN, ON AND OVER THE FOLLOWING DESCRIBED PREMISES: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 66 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, ON SAID RIGHT-OF-WAY LINE, 175 FEET TO A POINT 440.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE NORTH 5 DEGREES 17 MINUTES 15 SECOND WEST, 1,165 FEET; THENCE NORTH 84 DEGREES 12 MINUTES 50 SECONDS EAST, 148 FEET TO THE POINT OF BEGINNING AT THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED PARCEL OF REAL ESTATE; THENCE NORTH 84 DEGREES 12 MINUTES 03 MINUTES 45 SECONDS WEST, 65 FEET; THENCE NORTH 84 DEGREES 12 MINUTES 50 SECONDS WEST, 60 FEET TO THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE SOUTH 12 DEGREES 03 MINUTES 45 SECONDS EAST, ON SAID WESTERLY RIGHT-OF-WAY LINE, 65 FEET; THENCE SOUTH 84 DEGREES 12 MINUTES 50 SECONDS WEST, 45 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH A PERPETUAL EASEMENT IN, ON, AND OVER A STRIP OF REAL ESTATE 5 FOOT IN WIDTH FOR THE PURPOSE OF ERECTING, MAINTAINING AND REPLACING UTILITY SERVICES TO SAID NON EASEMENT PARCEL OF REAL ESTATE, BEING 2.5 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTER LINE: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 66 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, ON SAID RIGHT-OF-WAY LINE, 175 FEET TO A POINT 440.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE NORTH 5 DEGREES 17 MINUTES 15 SECOND WEST, 1,165 FEET; THENCE NORTH 84 DEGREES 12 MINUTES 50 SECONDS EAST, 148 FEET TO THE POINT OF BEGINNING AT THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED PARCEL OF REAL ESTATE; THENCE NORTH 84 DEGREES 12 MINUTES 03 MINUTES 45 SECONDS WEST, 65 FEET; THENCE NORTH 84 DEGREES 12 MINUTES 50 SECONDS WEST, 60 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH A PERPETUAL EASEMENT IN, ON, AND OVER A STRIP OF REAL ESTATE 5 FOOT IN WIDTH FOR THE PURPOSE OF ERECTING, MAINTAINING AND REPLACING UTILITY SERVICES TO SAID NON EASEMENT PARCEL OF REAL ESTATE, BEING 2.5 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTER LINE: COMMENCING AT THE INTERSECTION OF THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 9 WITH THE NORTHWEST RIGHT-OF-WAY LINE OF STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 66 FEET, AS MEASURED PERPENDICULARLY, NORTHWEST OF THE CENTER LINE OF NOW EXISTING STATE ROAD NO. 207; THENCE NORTH 36 DEGREES 38 MINUTES 20 SECONDS EAST, ON SAID RIGHT-OF-WAY LINE, 175 FEET TO A POINT 440.82 FEET SOUTHWEST FROM THE INTERSECTION OF SAID RIGHT-OF-WAY LINE WITH THE WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS RAMP FROM INTERSTATE ROUTE 95 TO STATE ROAD NO. 207; THENCE NORTH 5 DEGREES 17 MINUTES 15 SECOND WEST, 1,165 FEET; THENCE NORTH 84 DEGREES 12 MINUTES 50 SECONDS EAST, 148 FEET TO THE POINT OF BEGINNING AT THE SOUTHWEST CORNER OF THE HEREIN DESCRIBED PARCEL OF REAL ESTATE; THENCE NORTH 84 DEGREES 12 MINUTES 03 MINUTES 45 SECONDS EAST, 65 FEET; THENCE NORTH 84 DEGREES 12 MINUTES 50 SECONDS EAST, 60 FEET TO THE POINT OF BEGINNING.

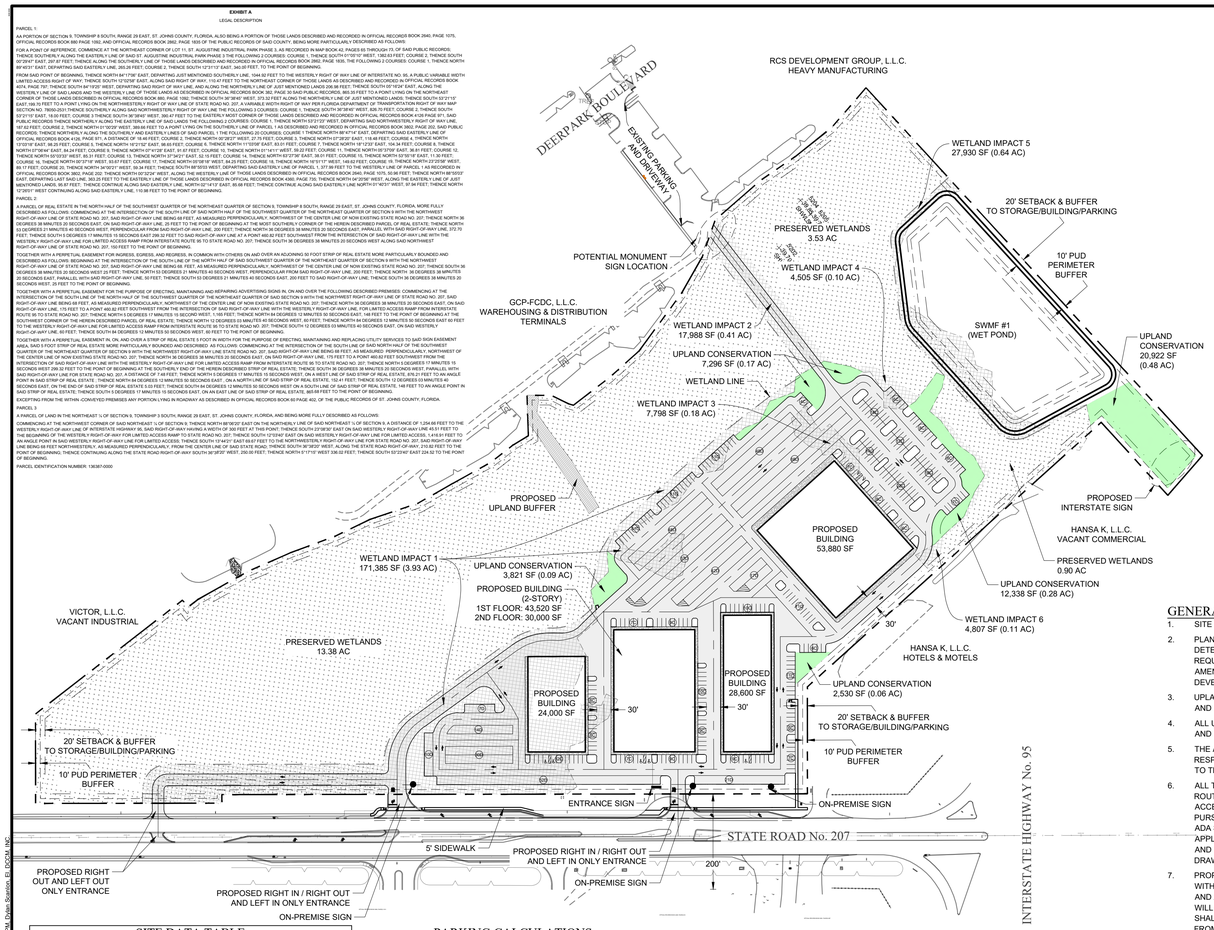
EXCEPTING FROM THE WITHIN -CONVEYED PREMISES ANY PORTION LYING IN ROADWAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 69 PAGE 402, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.

PARCEL 3:

A PARCEL OF LAND IN THE NORTHEAST 1/ OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 29 EAST, ST. JOHNS COUNTY, FLORIDA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST 1/ OF SECTION 9, THENCE NORTH 88°39'39" EAST ON THE NORTHERLY LINE OF SAID NORTHEAST 1/ OF SECTION 9, A DISTANCE OF 1,254.49 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY 95, SAID RIGHT-OF-WAY HAVING A WIDTH OF 300 FEET AT THIS POINT; THENCE SOUTH 23°28'30" EAST ON SAID WESTERLY RIGHT-OF-WAY LINE 451.51 FEET TO THE BEGINNING OF THE WESTERLY RIGHT-OF-WAY FOR LIMITED ACCESS RAMP TO STATE ROAD NO. 207; THENCE SOUTH 12°29'45" EAST ON SAID WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS, 1,316.61 FEET TO AN ANGLE POINT IN SAID WESTERLY RIGHT-OF-WAY LINE FOR LIMITED ACCESS; THENCE SOUTH 12°44'07" EAST 69.67 FEET TO THE NORTHWESTERLY RIGHT-OF-WAY LINE FOR STATE ROAD NO. 207, SAID RIGHT-OF-WAY LINE BEING 66 FEET NORTHWESTERLY, AS MEASURED PERPENDICULARLY, FROM THE CENTER LINE OF SAID STATE ROAD; THENCE SOUTH 36°38'20" WEST, ALONG THE STATE ROAD RIGHT-OF-WAY, 210.92 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE STATE ROAD RIGHT-OF-WAY SOUTH 36°38'20" WEST, 250.00 FEET; THENCE NORTH 51°19' WEST 336.02 FEET; THENCE NORTH 53°23'04" EAST 224.52 TO THE POINT OF BEGINNING.

PARCEL IDENTIFICATION NUMBER: 136387-0000



SITE DATA TABLE

TOTAL SITE	36.91 AC	1,607,725 SF
WETLANDS	23.20 AC	1,010,503 SF
WETLAND IMPACT	5.38 AC	234,413 SF
WETLAND PRESERVED	17.82 AC	776,090 SF
UPLAND BUFFER REQUIRED		6,998 SF
UPLAND BUFFER PROVIDED		7,279 SF
MAXIMUM BUILDING AREA		180,000 SF
PARCEL INFORMATION		
PARCEL NUMBER(S)	136550-0000, 136530-0000, 136387-0000	
911 ADDRESS	2645 SR 207	
FEMA PANEL NUMBER	12109C0360J	
FLOOD ZONE	(ZONE(S) `X AND A)	
ZONING ORDINANCE	2007-5, AS AMENDED	
FLUM DESIGNATION	INDUSTRIAL (I)	
ZONING DESIGNATION	PUD (2019-06)	
MAXIMUM ISR	75%	
MAXIMUM FAR	70%	
SETBACKS (FRONT/SIDE/YARD)	20' / 20' / 20'	
MAXIMUM BUILDING HEIGHT	45'	
MINIMUM BUILDING SEPARATION	10'	
MINIMUM OPEN SPACE	25% (9.27 AC)	
MINIMUM UPLAND NATURAL VEGETATION	5% (0.95 AC)	
UPLAND NATURAL VEGETATION PROVIDED	7.88% (1.08 AC)	

PARKING CALCULATIONS

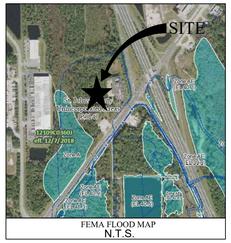
BUSINESS/COMMERCIAL SERVICE - INTERIOR SALES/DISPLAY AREA	1 SPACE PER	500 SF	
BUSINESS/COMMERCIAL SERVICE AREA (INTERIOR)		180,000 SF	360 SPACES
TOTAL REQUIRED	=	360 SPACES	

HATCH LEGEND

ASPHALT PAVEMENT	
CONCRETE	
WETLANDS	
WETLANDS IMPACTS	
UPLAND BUFFER	



LOCATION MAP
N.T.S.



FEMA FLOOD MAP
N.T.S.

GENERAL NOTES

1. SITE LIES WITHIN FLOOD ZONE X AND AE.
2. PLAN REFLECTED HEREIN MAY BE AMENDED AS APPLICANT MAY DETERMINE OR AS NECESSARY TO COMPLY WITH ADDITIONAL REQUIREMENTS OF APPLICABLE JURISDICTIONAL AGENCIES. ANY SUCH AMENDMENT SHALL COMPLY WITH ALL ST. JOHNS COUNTY LAND DEVELOPMENT CODES IN EFFECT AT TIME OF THIS ORDER.
3. UPLAND BUFFERS ADJACENT TO WETLANDS ARE TO REMAIN NATURAL AND UNDISTURBED.
4. ALL UPLAND BUFFERS WILL BE IDENTIFIED AND STAKED WITH SILT FENCE AND PROTECTIVE MEASURES.
5. THE APPLICANT, HIS ASSESSORS OR ASSIGNS SHALL BE THE RESPONSIBLE PARTY IN THE EVENT THERE IS AN UNAUTHORIZED IMPACT TO THE UPLAND BUFFER AREA.
6. ALL THE FACILITIES AND ELEMENTS OF THE SITE (INCLUDING ACCESSIBLE ROUTES AND PARKING) SHALL MEET REQUIREMENTS OF THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION (FACBC), ADOPTED PURSUANT TO SECTION 553.503, FLORIDA STATUTES AND BASED ON THE ADA STANDARDS FOR ACCESSIBLE DESIGN AND FAIR HOUSING ACT, IF APPLICABLE. DETAILS REGARDING LOCATION, SIZE, NUMBER, DIMENSION AND OTHER NECESSARY DATA WILL BE SHOWN ON THE CONSTRUCTION DRAWINGS.
7. PROPOSED SIGNAGE MAY INCLUDE ON-PREMISE SIGNS IN COMPLIANCE WITH LDC 7.02.04.C, AN ENTRY SIGN IN COMPLIANCE WITH LDC 7.06.01.B AND AN INTERSTATE SIGH IN COMPLIANCEWITH LDC 7.02.05. SIGNAGE WILL COMPLY WITH LDC SECTION 7.02 AND 7.06. ON-PREMISE SIGNS SHALL MEET THE SETBACK REQUIREMENTS OF 7.02.07 INCLUDING 5 FEET FROM THE FRONT PROPERTY LINE, 10 FEET FROM THE SIDE PROPERTY LINE, 10 FEET FROM THE REAR PROPERTY LINE AND SHALL NOT EXTEND INTO THE RIGHT-OF-WAY.
8. THE PERIMETER BUFFER MAY REMAIN NATURAL OR BE LANDSCAPED.
9. DEVELOPMENT SHALL COMPLY WITH SOLID WASTE SCREENING REQUIREMENTS 6 LDC 6.06.04.B.8
10. DEVELOPMENT SHALL COMPLY WITH MECHANICAL SCREENING REQUIREMENTS 6 LDC 6.06.04.B.9
11. OUTDOOR LIGHTING SHALL COMPLY WITH LDC SEC. 5.03.06.H.6 AND 6.09.00.
12. EXACT BUILDING FOOTPRINT SQUARE FOOTAGES MAY CHANGE DURING CONSTRUCTION PLAN PERMITTING WITHOUT AMENDING THIS MDP MAP, PROVIDED THE TOTAL BUILDING SQUARE FOOTAGE DOES NOT EXCEED 180,000 SF
13. NUMBER, LOCATION, AND TYPE OF ACCESS POINTS ARE SUBJECT TO APPROVAL BY FDOT IN COOPERATION WITH SJC.

THE MASTER DEVELOPMENT PLAN IS A GENERAL REPRESENTATION OF THE APPROVED PLAN OF DEVELOPMENT. FINAL CONSTRUCTION AND ENGINEERING PLANS MUST DEMONSTRATE COMPLIANCE WITH ALL REQUIREMENTS OF THE P.U.D./P.R.D. AND OTHER APPLICABLE LAND DEVELOPMENT REGULATIONS.

APPROVED: _____

DATE: _____

ORDINANCE NUMBER: _____

FILE NUMBER: _____

REVISIONS

NO.	DATE	DESCRIPTION

DESIGN BY: DTS
DWG BY: DTS
CHK BY: SK
DATE: 11-11-26
JOB No.: 22026

DCCM
7 Waldo Street St. Augustine, FL 32084
904.826.1334 | DCCM.com
Email: MDS.Info@DCCM.com

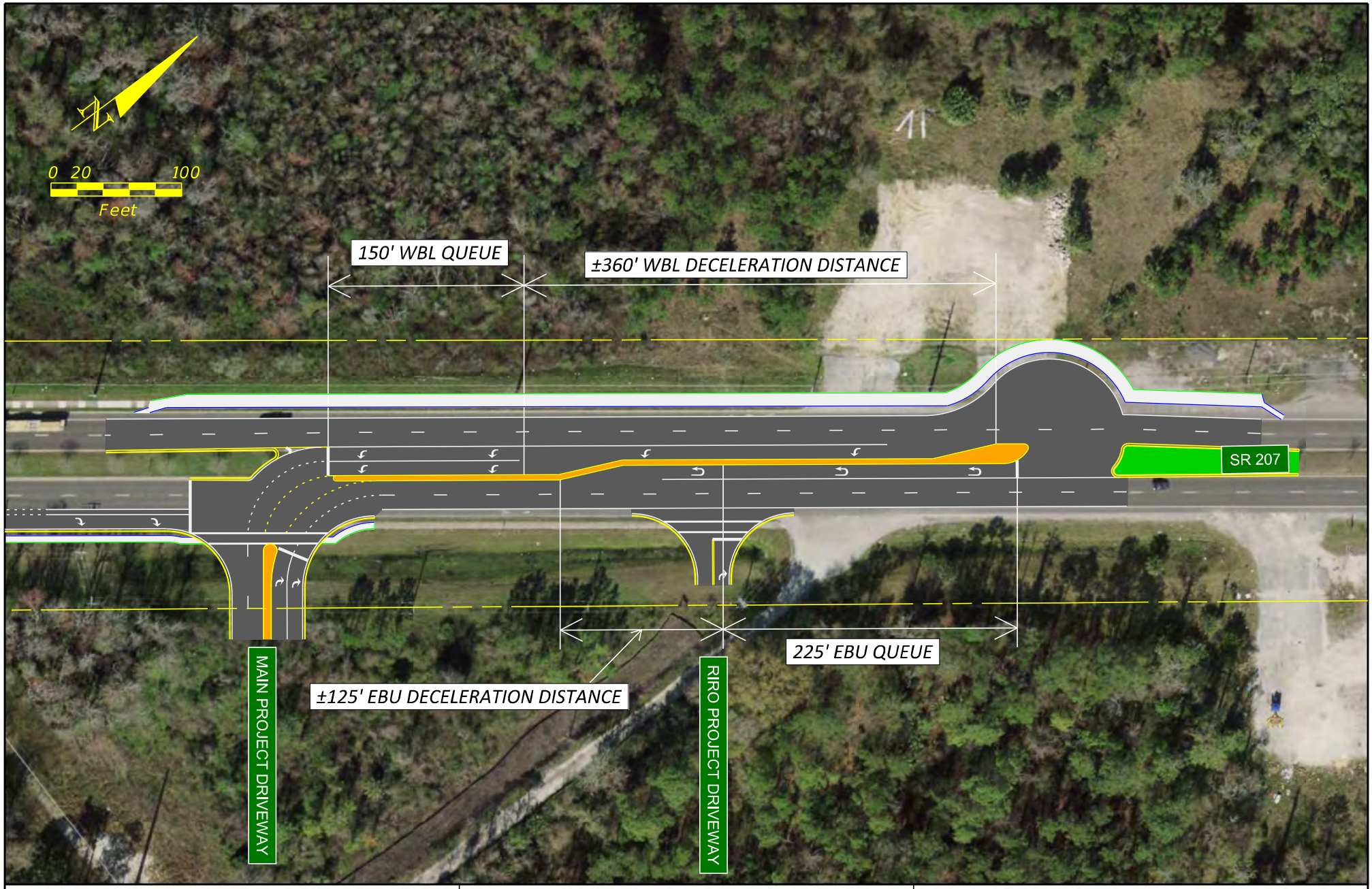
MASTER DEVELOPMENT PLAN
HANANIA AUTO DEALERSHIP - PHASE 3
ST. JOHNS COUNTY, FLORIDA
PREPARED FOR
CAR SALES

SHEET No.: 1
OF 1

S:\PROJECTS\22000\22026_HANANIA AUTO GROUP\DRAWING\SHEET\22026_MDP.DWG 11-11-2026 3:49 PM Dylan Stanton, EI DCCM, INC.

Appendix B

R-Cut Concept Plan (Source: The Quadrant Traffic Impact Study)



THE QUADRANT TRAFFIC IMPACT ANALYSIS AND INTERSECTION CONTROL ANALYSIS	CONCEPTUAL SIGNALIZED RCUT	APPENDIX B

Appendix C
Trip Generation Information

Land Use: 840
Automobile Sales (New)

Description

A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities. However, the land use also commonly provides automobile servicing, parts sales, and used car sales. The dealerships may also provide truck sales and service.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Delaware, Florida, Georgia, Indiana, New York, New Jersey, North Carolina, Ontario (CAN), Oregon, Texas, Vermont, and Virginia.

Source Numbers

328, 414, 427, 438, 440, 507, 571, 583, 612, 715, 728, 880, 881, 936, 974, 975, 1036, 1219, 1236

Automobile Sales (New)
(840)

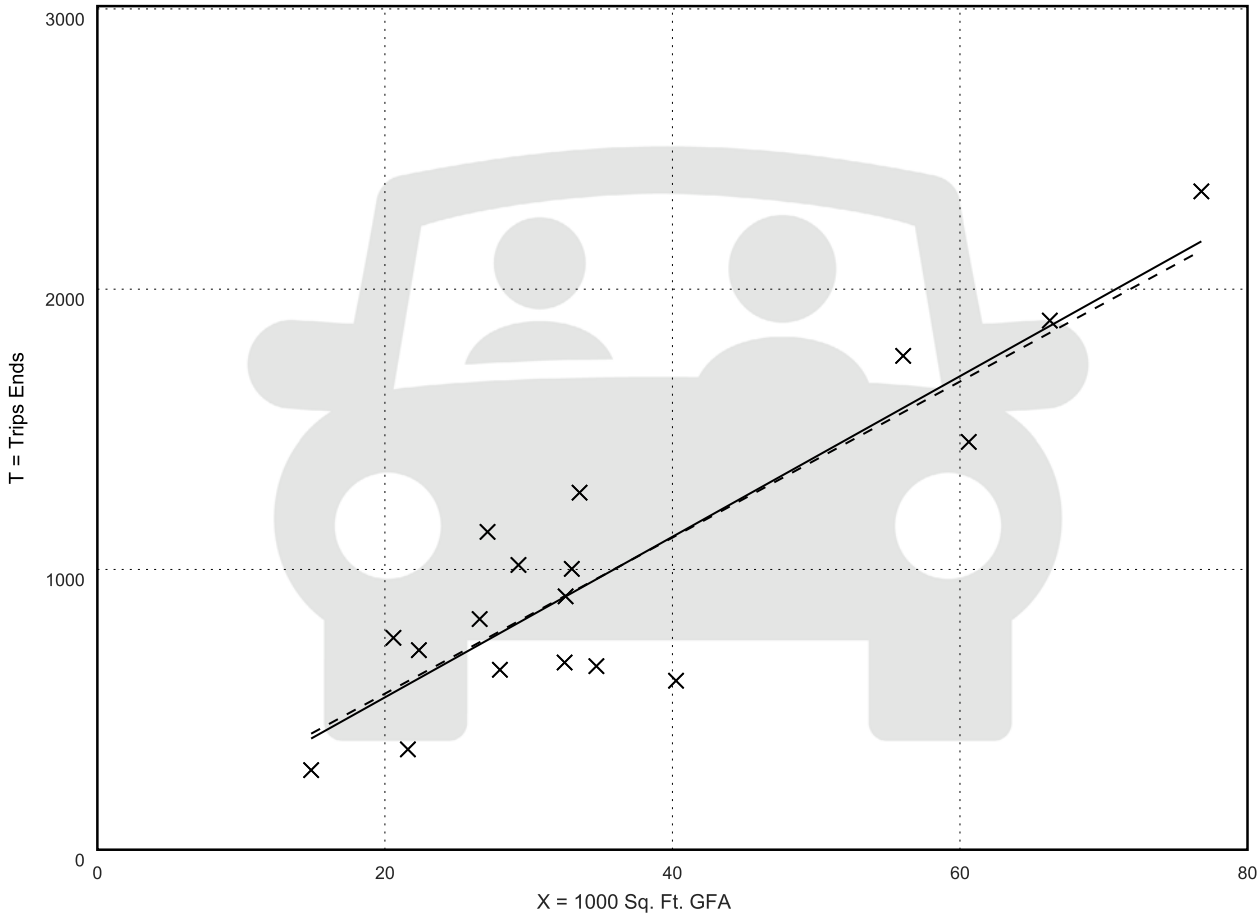
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

Data Plot and Equation



Fitted Curve Equation: T = 28.65(X) - 29.45

R^2= 0.80

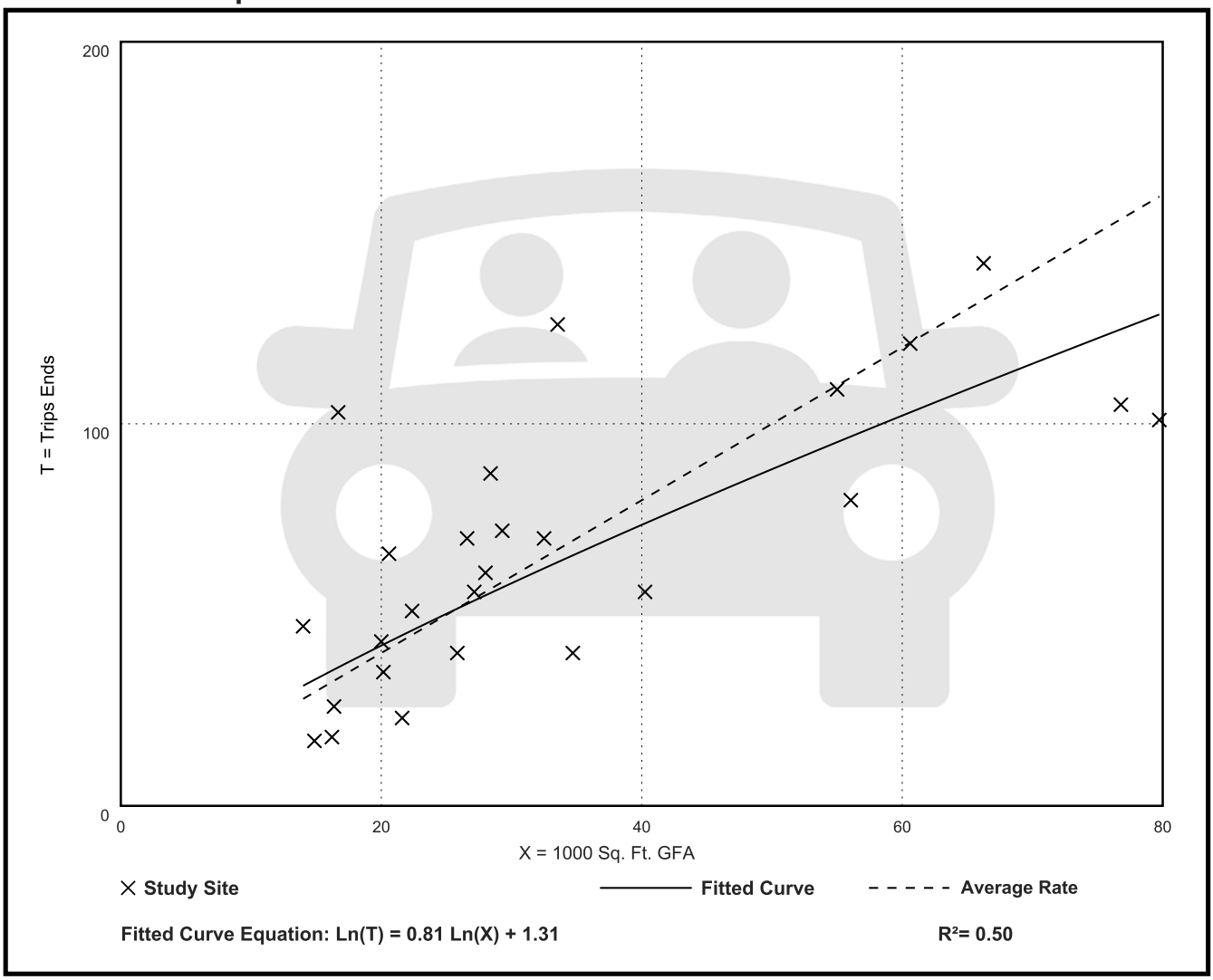
Automobile Sales (New)
(840)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	26
Avg. 1000 Sq. Ft. GFA:	34
Directional Distribution:	73% entering, 27% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.00	1.06 - 6.17	0.90

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.81 Ln(X) + 1.31

R^2= 0.50

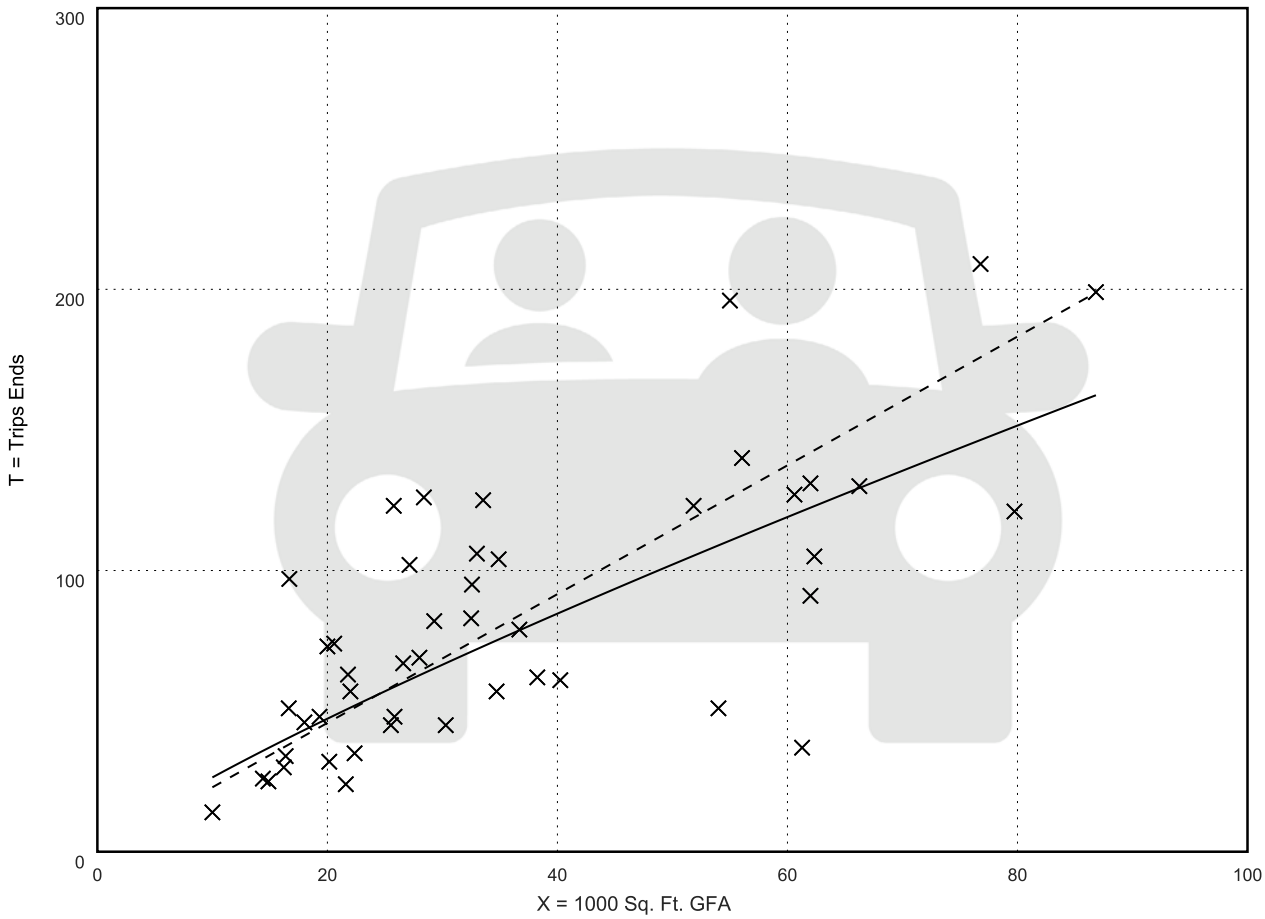
Automobile Sales (New)
(840)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	47
Avg. 1000 Sq. Ft. GFA:	36
Directional Distribution:	40% entering, 60% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.29	0.60 - 5.81	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.84 Ln(X) + 1.34

R^2= 0.53

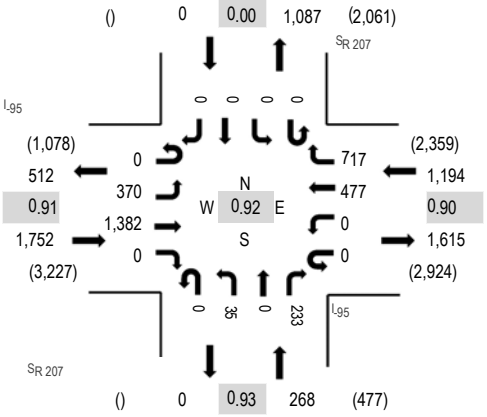
Appendix D
Intersection Traffic Counts & Seasonal Factor Report

ALL TRAFFIC DATA SERVICES

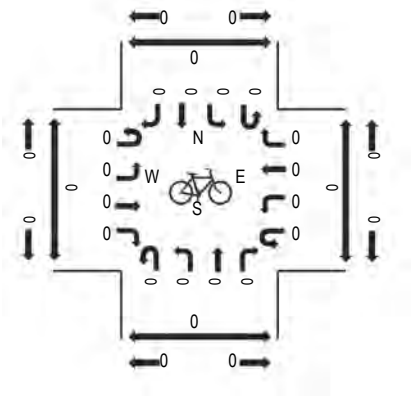
(303) 216-2439
www.alltrafficdata.net

Location: 1 SR 207 & I-95 AM
Date: Tuesday, October 27, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

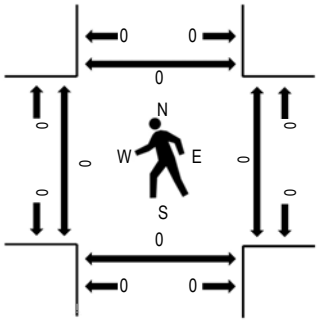
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 Eastbound				I-95 Westbound				SR 207 Northbound				SR 207 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	101	246	0	0	0	102	153	0	8	0	52	0	0	0	0	662	3,154	0	0	0	0
7:15 AM	0	110	371	0	0	0	119	197	0	5	0	69	0	0	0	0	871	3,214	0	0	0	0
7:30 AM	0	104	378	0	0	0	98	187	0	10	0	64	0	0	0	0	841	3,114	0	0	0	0
7:45 AM	0	80	337	0	0	0	123	172	0	7	0	61	0	0	0	0	780	3,016	0	0	0	0
8:00 AM	0	76	296	0	0	0	137	161	0	13	0	39	0	0	0	0	722	2,909	0	0	0	0
8:15 AM	0	87	299	0	0	0	160	185	0	9	0	31	0	0	0	0	771		0	0	0	0
8:30 AM	0	78	312	0	0	0	142	165	0	9	0	37	0	0	0	0	743		0	0	0	0
8:45 AM	0	74	278	0	0	0	127	131	0	9	0	54	0	0	0	0	673		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	13	10	0	0	0	6	10	0	0	0	3	0	0	0	0	42
Lights	0	345	1,351	0	0	0	448	700	0	28	0	225	0	0	0	0	3,097
Mediums	0	12	21	0	0	0	23	7	0	7	0	5	0	0	0	0	75
Total	0	370	1,382	0	0	0	477	717	0	35	0	233	0	0	0	0	3,214

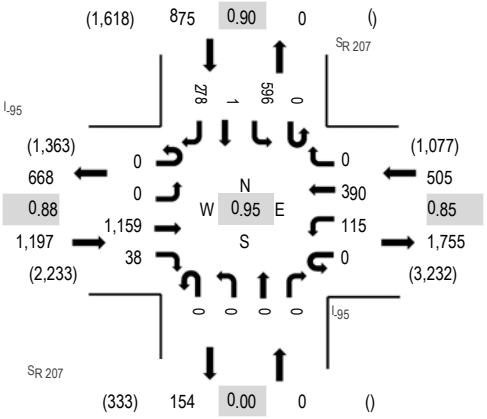
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.2%				3.9%				5.6%				0.0%			3.6%
Heavy Vehicle %	0.0%	6.8%	2.2%	0.0%	0.0%	0.0%	6.1%	2.4%	0.0%	20.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	3.6%
Peak Hour Factor		0.91				0.90				0.93				0.00			0.92
Peak Hour Factor	0.00	0.90	0.91	0.00	0.00	0.00	0.88	0.91	0.00	0.77	0.00	0.89	0.00	0.00	0.00	0.00	0.92

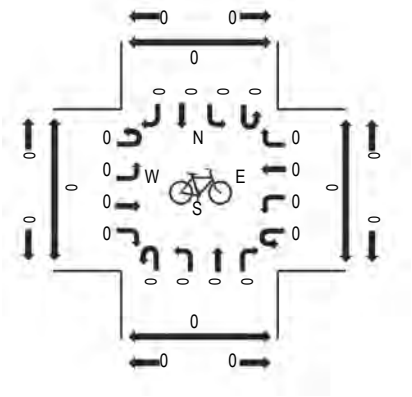
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SR 207 & I-95 AM
Date: Tuesday, October 27, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

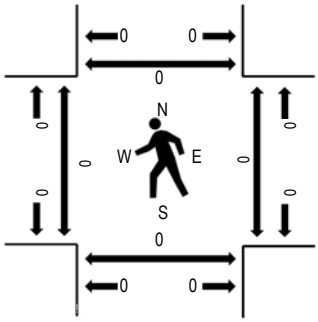
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 Eastbound				I-95 Westbound				SR 207 Northbound				SR 207 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	242	17	0	29	80	0	0	0	0	0	0	109	0	50	527	2,527	0	0	0	0
7:15 AM	0	0	346	7	0	35	95	0	0	0	0	0	0	140	0	58	681	2,577	0	0	0	0
7:30 AM	0	0	316	11	0	24	75	0	0	0	0	0	0	159	1	85	671	2,550	0	0	0	0
7:45 AM	0	0	288	15	0	21	116	0	0	0	0	0	0	133	0	75	648	2,498	0	0	0	0
8:00 AM	0	0	209	5	0	35	104	0	0	0	0	0	0	164	0	60	577	2,401	0	0	0	0
8:15 AM	0	0	256	13	0	31	147	0	0	0	0	0	0	129	0	78	654		0	0	0	0
8:30 AM	0	0	247	10	0	36	109	0	0	0	0	0	0	145	0	72	619		0	0	0	0
8:45 AM	0	0	240	11	0	32	108	0	0	0	0	0	0	109	0	51	551		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	14	4	0	3	3	0	0	0	0	0	0	9	0	11	44
Lights	0	0	1,121	24	0	106	364	0	0	0	0	0	0	579	1	260	2,455
Mediums	0	0	24	10	0	6	23	0	0	0	0	0	0	8	0	7	78
Total	0	0	1,159	38	0	115	390	0	0	0	0	0	0	596	1	278	2,577

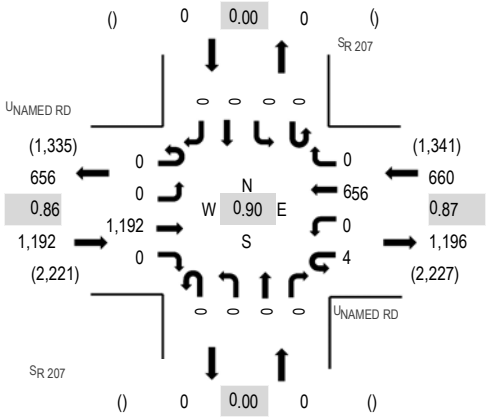
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			4.3%				6.9%				0.0%				4.0%		4.7%
Heavy Vehicle %	0.0%	0.0%	3.3%	36.8%	0.0%	7.8%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	6.5%	4.7%
Peak Hour Factor			0.88				0.85				0.00				0.90		0.95
Peak Hour Factor	0.00	0.00	0.86	0.74	0.00	0.93	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.25	0.88	0.95

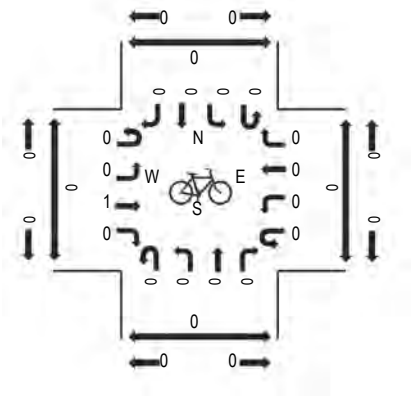
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SR 207 & UNAMED RD AM
Date: Tuesday, October 27, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

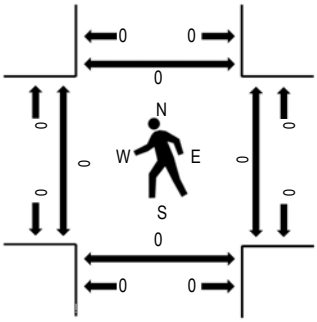
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	UNAMED RD Eastbound				UNAMED RD Westbound				SR 207 Northbound				SR 207 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	262	0	1	0	130	0	0	0	0	0	0	0	0	0	393	1,844	0	0	0	0
7:15 AM	0	0	355	0	2	0	156	0	0	0	0	0	0	0	0	0	513	1,852	0	0	0	0
7:30 AM	0	0	336	0	1	0	142	0	0	0	0	0	0	0	0	0	479	1,817	0	0	0	0
7:45 AM	0	0	270	0	0	0	189	0	0	0	0	0	0	0	0	0	459	1,785	0	0	0	0
8:00 AM	0	0	231	0	1	0	169	0	0	0	0	0	0	0	0	0	401	1,718	0	0	0	0
8:15 AM	1	0	260	0	0	0	217	0	0	0	0	0	0	0	0	0	478		0	0	0	0
8:30 AM	0	0	266	0	1	0	180	0	0	0	0	0	0	0	0	0	447		0	0	0	0
8:45 AM	0	0	240	0	1	0	151	0	0	0	0	0	0	0	0	0	392		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	17	0	0	0	14	0	0	0	0	0	0	0	0	0	31
Lights	0	0	1,141	0	4	0	610	0	0	0	0	0	0	0	0	0	1,755
Mediums	0	0	34	0	0	0	32	0	0	0	0	0	0	0	0	0	66
Total	0	0	1,192	0	4	0	656	0	0	0	0	0	0	0	0	0	1,852

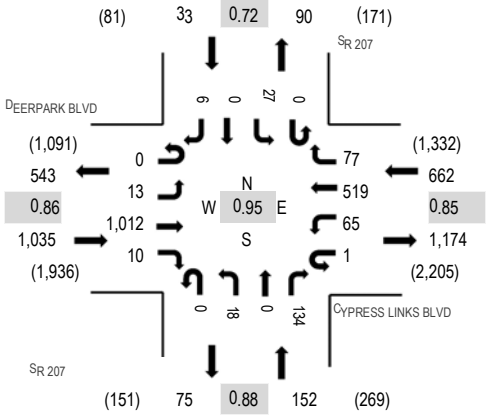
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			4.3%				7.0%				0.0%				0.0%		5.2%
Heavy Vehicle %	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%
Peak Hour Factor			0.86				0.87				0.00				0.00		0.90
Peak Hour Factor	0.25	0.00	0.86	0.00	0.50	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.90

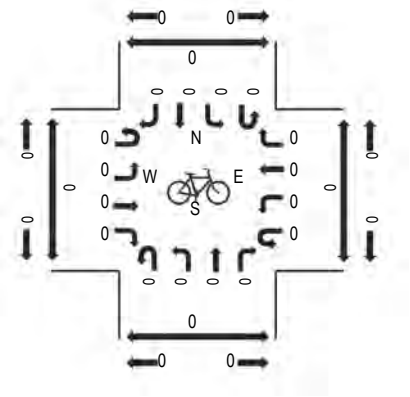
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SR 207 & CYPRESS LINKS BLVD AM
Date: Tuesday, October 27, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

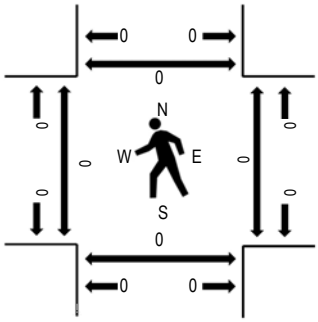
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEERPARK BLVD Eastbound				CYPRESS LINKS BLVD Westbound				SR 207 Northbound				SR 207 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	245	1	0	12	97	11	0	2	0	23	0	12	0	1	409	1,871	0	0	0	0
7:15 AM	0	4	312	1	0	15	120	11	0	3	0	24	0	5	0	1	496	1,882	0	0	0	0
7:30 AM	0	2	288	2	0	18	122	18	0	5	0	35	0	5	0	2	497	1,871	0	0	0	0
7:45 AM	0	3	220	3	1	16	154	19	0	4	0	37	0	11	0	1	469	1,821	0	0	0	0
8:00 AM	0	4	192	4	0	16	123	29	0	6	0	38	0	6	0	2	420	1,747	0	0	0	0
8:15 AM	0	0	223	0	0	27	172	24	0	3	0	27	0	7	0	2	485		0	0	0	0
8:30 AM	0	3	224	1	1	14	144	17	0	2	0	30	0	8	0	3	447		0	0	0	0
8:45 AM	0	4	189	6	1	15	118	17	0	2	0	28	0	13	0	2	395		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	11	0	0	1	8	6	0	0	0	0	0	4	0	4	37
Lights	0	10	984	8	1	62	491	61	0	18	0	133	0	7	0	2	1,777
Mediums	0	0	17	2	0	2	20	10	0	0	0	1	0	16	0	0	68
Total	0	13	1,012	10	1	65	519	77	0	18	0	134	0	27	0	6	1,882

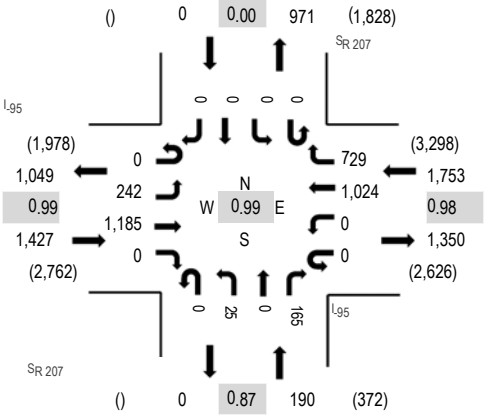
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.2%				7.1%				0.7%				72.7%			5.6%
Heavy Vehicle %	0.0%	23.1%	2.8%	20.0%	0.0%	4.6%	5.4%	20.8%	0.0%	0.0%	0.0%	0.7%	0.0%	74.1%	0.0%	66.7%	5.6%
Peak Hour Factor		0.86				0.85				0.88				0.72			0.95
Peak Hour Factor	0.00	0.70	0.85	0.46	0.50	0.71	0.86	0.78	0.00	0.75	0.00	0.90	0.00	0.65	0.00	0.75	0.95

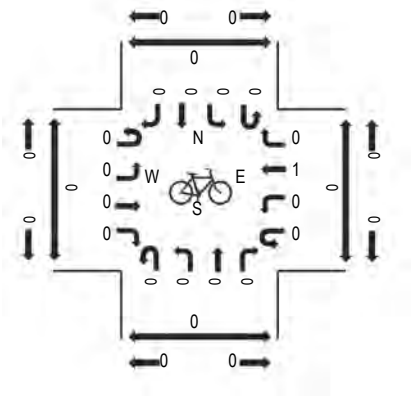
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SR 207 & I-95 PM
Date: Tuesday, October 27, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

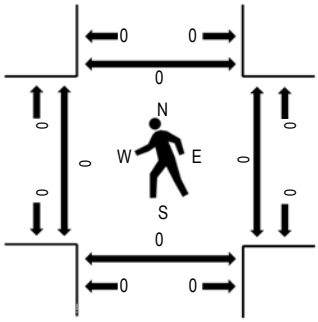
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 Eastbound				I-95 Westbound				SR 207 Northbound				SR 207 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	56	278	0	0	0	226	177	0	5	0	36	0	0	0	0	778	3,272	0	0	0	0
4:15 PM	0	52	286	0	0	0	239	167	0	9	0	48	0	0	0	0	801	3,333	0	0	0	0
4:30 PM	0	59	303	0	0	0	245	171	0	8	0	53	0	0	0	0	839	3,370	0	0	0	0
4:45 PM	0	63	292	0	0	0	260	185	0	5	0	49	0	0	0	0	854	3,321	0	0	0	0
5:00 PM	0	58	301	0	0	0	253	190	0	9	0	28	0	0	0	0	839	3,160	0	0	0	0
5:15 PM	0	62	289	0	0	0	266	183	0	3	0	35	0	0	0	0	838		0	0	0	0
5:30 PM	0	56	280	0	0	0	244	172	0	3	0	35	0	0	0	0	790		0	0	0	0
5:45 PM	0	53	274	0	0	0	196	124	0	7	0	39	0	0	0	0	693		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	10	8	0	0	0	2	8	0	1	0	2	0	0	0	0	31
Lights	0	221	1,165	0	0	0	1,009	715	0	24	0	161	0	0	0	0	3,295
Mediums	0	11	12	0	0	0	13	6	0	0	0	2	0	0	0	0	44
Total	0	242	1,185	0	0	0	1,024	729	0	25	0	165	0	0	0	0	3,370

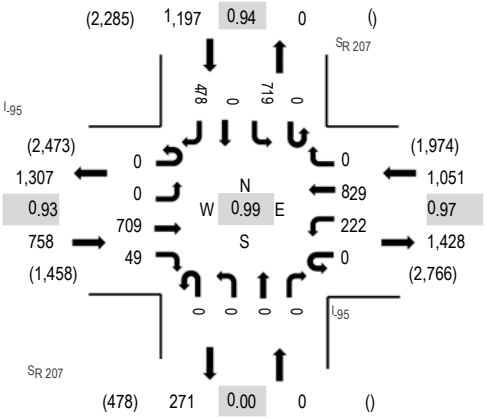
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.9%				1.7%				2.6%				0.0%			2.2%
Heavy Vehicle %	0.0%	8.7%	1.7%	0.0%	0.0%	0.0%	1.5%	1.9%	0.0%	4.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	2.2%
Peak Hour Factor		0.99				0.98				0.87				0.00			0.99
Peak Hour Factor	0.00	0.96	0.98	0.00	0.00	0.00	0.96	0.96	0.00	0.86	0.00	0.88	0.00	0.00	0.00	0.00	0.99

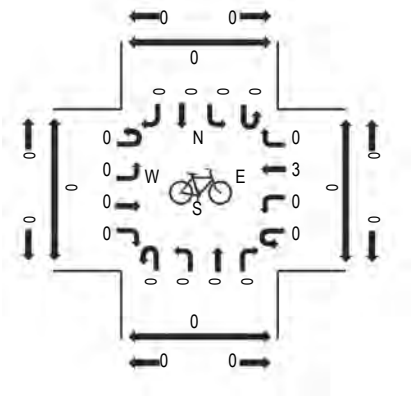
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SR 207 & I-95 PM
Date: Tuesday, October 27, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

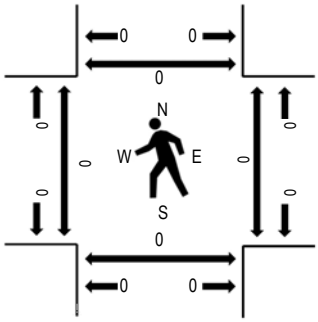
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-95 Eastbound				I-95 Westbound				SR 207 Northbound				SR 207 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	156	10	0	50	179	0	0	0	0	0	0	175	0	110	680	2,905	0	0	0	0
4:15 PM	0	0	169	14	0	50	198	0	0	0	0	0	0	172	0	107	710	2,963	0	0	0	0
4:30 PM	0	0	177	12	0	55	201	0	0	0	0	0	0	184	0	129	758	3,006	0	0	0	0
4:45 PM	0	0	197	12	0	60	202	0	0	0	0	0	0	161	0	125	757	2,938	0	0	0	0
5:00 PM	0	0	178	18	0	55	208	0	0	0	0	0	0	182	0	97	738	2,812	0	0	0	0
5:15 PM	0	0	157	7	0	52	218	0	0	0	0	0	0	192	0	127	753		0	0	0	0
5:30 PM	0	0	180	8	0	39	207	0	0	0	0	0	0	161	0	95	690		0	0	0	0
5:45 PM	0	0	154	9	0	27	173	0	0	0	0	0	0	171	0	97	631		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	13	0	0	1	2	0	0	0	0	0	0	4	0	6	26
Lights	0	0	676	48	0	218	817	0	0	0	0	0	0	713	0	460	2,932
Mediums	0	0	20	1	0	3	10	0	0	0	0	0	0	2	0	12	48
Total	0	0	709	49	0	222	829	0	0	0	0	0	0	719	0	478	3,006

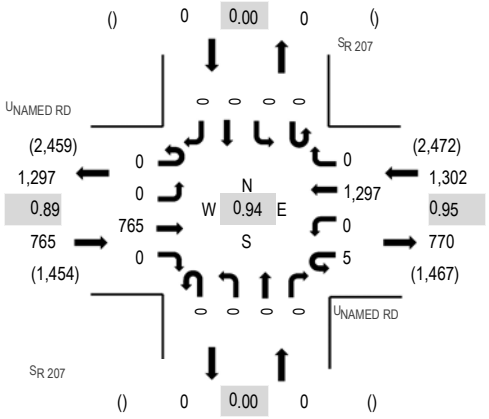
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			4.5%				1.5%				0.0%				2.0%		2.5%
Heavy Vehicle %	0.0%	0.0%	4.7%	2.0%	0.0%	1.8%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	3.8%	2.5%
Peak Hour Factor			0.93				0.97				0.00				0.94		0.99
Peak Hour Factor	0.00	0.00	0.91	0.78	0.00	0.93	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.93	0.99

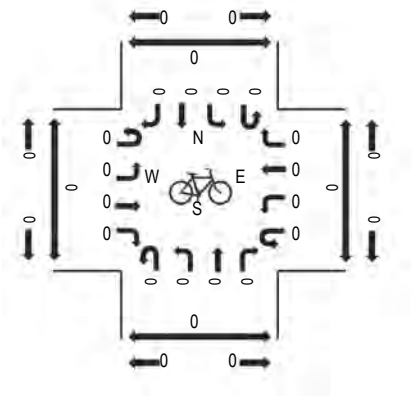
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 SR 207 & UNAMED RD PM
Date: Tuesday, October 27, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

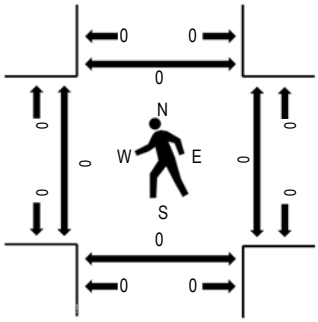
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	UNAMED RD Eastbound				UNAMED RD Westbound				SR 207 Northbound				SR 207 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	164	0	1	0	284	0	0	0	0	0	0	0	0	0	449	2,012	0	0	0	0
4:15 PM	1	0	175	0	4	0	309	0	0	0	0	0	0	0	0	0	489	2,047	0	0	0	0
4:30 PM	0	0	194	0	3	0	328	0	0	0	0	0	0	0	0	0	525	2,067	0	0	0	0
4:45 PM	0	0	218	0	1	0	330	0	0	0	0	0	0	0	0	0	549	2,035	0	0	0	0
5:00 PM	0	0	187	0	0	0	297	0	0	0	0	0	0	0	0	0	484	1,914	0	0	0	0
5:15 PM	0	0	166	0	1	0	342	0	0	0	0	0	0	0	0	0	509		0	0	0	0
5:30 PM	0	0	192	0	1	0	300	0	0	0	0	0	0	0	0	0	493		0	0	0	0
5:45 PM	0	0	157	0	3	0	268	0	0	0	0	0	0	0	0	0	428		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	13	0	0	0	8	0	0	0	0	0	0	0	0	0	21
Lights	0	0	731	0	5	0	1,269	0	0	0	0	0	0	0	0	0	2,005
Mediums	0	0	21	0	0	0	20	0	0	0	0	0	0	0	0	0	41
Total	0	0	765	0	5	0	1,297	0	0	0	0	0	0	0	0	0	2,067

Heavy Vehicle Percentage and Peak Hour Factor

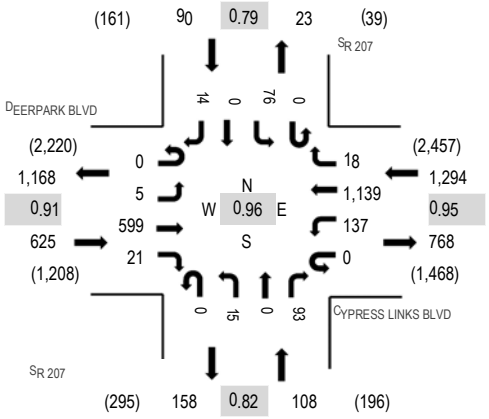
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			4.4%				2.2%				0.0%				0.0%		3.0%
Heavy Vehicle %	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%
Peak Hour Factor			0.89				0.95				0.00				0.00		0.94
Peak Hour Factor	0.25	0.00	0.89	0.00	0.56	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94

ALL TRAFFIC DATA SERVICES

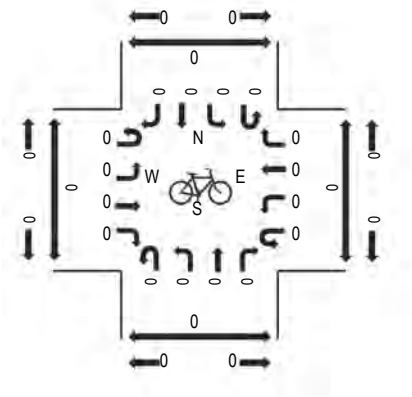
(303) 216-2439
www.alltrafficdata.net

Location: 5 SR 207 & CYPRESS LINKS BLVD PM
Date: Tuesday, October 27, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

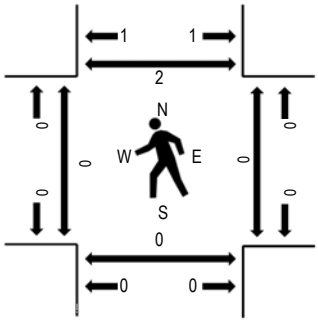
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEERPARK BLVD Eastbound				CYPRESS LINKS BLVD Westbound				SR 207 Northbound				SR 207 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	126	2	0	29	253	4	0	5	0	19	0	25	1	4	471	2,055	0	0	0	1
4:15 PM	0	0	145	1	0	34	264	6	0	8	0	13	0	12	0	5	488	2,093	0	0	0	0
4:30 PM	0	1	161	8	0	31	291	7	0	3	0	23	0	13	0	5	543	2,117	0	0	0	2
4:45 PM	0	1	167	6	0	33	287	5	0	4	0	22	0	26	0	2	553	2,077	0	0	0	0
5:00 PM	0	1	141	3	0	35	263	3	0	6	0	27	0	24	0	6	509	1,967	0	0	0	0
5:15 PM	0	2	130	4	0	38	298	3	0	2	0	21	0	13	0	1	512		0	0	0	0
5:30 PM	0	0	162	3	0	33	267	2	0	1	0	12	0	19	0	4	503		0	0	0	0
5:45 PM	0	0	140	1	0	33	237	1	0	4	0	26	0	1	0	0	443		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	13	0	0	0	5	3	0	0	0	0	0	0	0	1	24
Lights	0	1	570	17	0	136	1,119	10	0	14	0	91	0	73	0	11	2,042
Mediums	0	2	16	4	0	1	15	5	0	1	0	2	0	3	0	2	51
Total	0	5	599	21	0	137	1,139	18	0	15	0	93	0	76	0	14	2,117

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.9%				2.2%				2.8%				6.7%			3.5%
Heavy Vehicle %	0.0%	80.0%	4.8%	19.0%	0.0%	0.7%	1.8%	44.4%	0.0%	6.7%	0.0%	2.2%	0.0%	3.9%	0.0%	21.4%	3.5%
Peak Hour Factor		0.91				0.95				0.82				0.79			0.96
Peak Hour Factor	0.00	0.42	0.92	0.66	0.00	0.91	0.96	0.79	0.00	0.66	0.00	0.86	0.00	0.79	0.25	0.75	0.96

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7800 ST JOHNS COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2025 - 01/04/2025	1.03	1.07
2	01/05/2025 - 01/11/2025	1.05	1.09
3	01/12/2025 - 01/18/2025	1.07	1.11
4	01/19/2025 - 01/25/2025	1.05	1.09
5	01/26/2025 - 02/01/2025	1.03	1.07
6	02/02/2025 - 02/08/2025	1.00	1.04
7	02/09/2025 - 02/15/2025	0.98	1.02
8	02/16/2025 - 02/22/2025	0.98	1.02
* 9	02/23/2025 - 03/01/2025	0.97	1.01
*10	03/02/2025 - 03/08/2025	0.96	1.00
*11	03/09/2025 - 03/15/2025	0.96	1.00
*12	03/16/2025 - 03/22/2025	0.96	1.00
*13	03/23/2025 - 03/29/2025	0.95	0.99
*14	03/30/2025 - 04/05/2025	0.95	0.99
*15	04/06/2025 - 04/12/2025	0.95	0.99
*16	04/13/2025 - 04/19/2025	0.95	0.99
*17	04/20/2025 - 04/26/2025	0.96	1.00
*18	04/27/2025 - 05/03/2025	0.97	1.01
*19	05/04/2025 - 05/10/2025	0.97	1.01
*20	05/11/2025 - 05/17/2025	0.98	1.02
*21	05/18/2025 - 05/24/2025	0.98	1.02
22	05/25/2025 - 05/31/2025	0.99	1.03
23	06/01/2025 - 06/07/2025	0.99	1.03
24	06/08/2025 - 06/14/2025	0.99	1.03
25	06/15/2025 - 06/21/2025	0.99	1.03
26	06/22/2025 - 06/28/2025	1.00	1.04
27	06/29/2025 - 07/05/2025	1.00	1.04
28	07/06/2025 - 07/12/2025	1.01	1.05
29	07/13/2025 - 07/19/2025	1.01	1.05
30	07/20/2025 - 07/26/2025	1.01	1.05
31	07/27/2025 - 08/02/2025	1.02	1.06
32	08/03/2025 - 08/09/2025	1.02	1.06
33	08/10/2025 - 08/16/2025	1.02	1.06
34	08/17/2025 - 08/23/2025	1.02	1.06
35	08/24/2025 - 08/30/2025	1.02	1.06
36	08/31/2025 - 09/06/2025	1.02	1.06
37	09/07/2025 - 09/13/2025	1.02	1.06
38	09/14/2025 - 09/20/2025	1.02	1.06
39	09/21/2025 - 09/27/2025	1.02	1.06
40	09/28/2025 - 10/04/2025	1.02	1.06
41	10/05/2025 - 10/11/2025	1.01	1.05
42	10/12/2025 - 10/18/2025	1.01	1.05
43	10/19/2025 - 10/25/2025	1.02	1.06
44	10/26/2025 - 11/01/2025	1.02	1.06
45	11/02/2025 - 11/08/2025	1.03	1.07
46	11/09/2025 - 11/15/2025	1.03	1.07
47	11/16/2025 - 11/22/2025	1.03	1.07
48	11/23/2025 - 11/29/2025	1.03	1.07
49	11/30/2025 - 12/06/2025	1.03	1.07
50	12/07/2025 - 12/13/2025	1.03	1.07
51	12/14/2025 - 12/20/2025	1.03	1.07
52	12/21/2025 - 12/27/2025	1.05	1.09
53	12/28/2025 - 12/31/2025	1.07	1.11

* PEAK SEASON

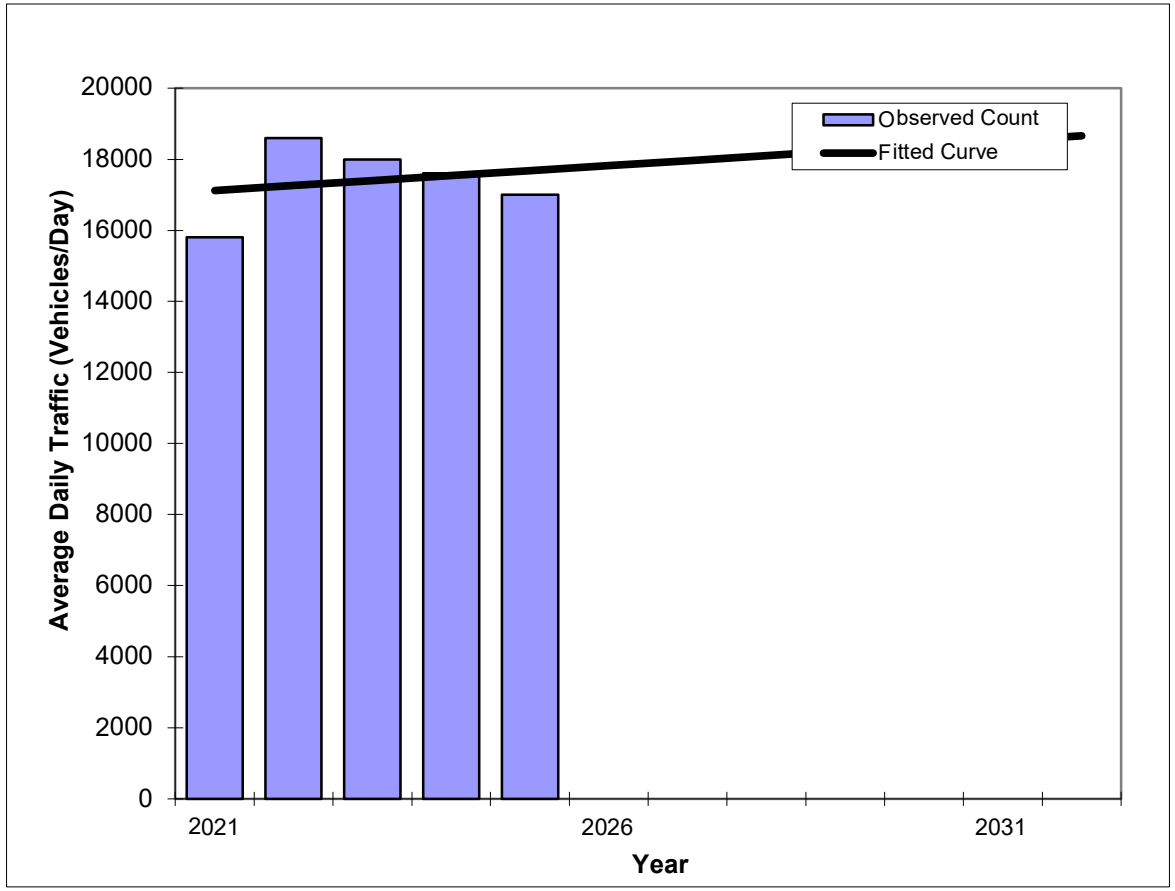
Appendix E
Growth Rate Calculations

Traffic Trends - V2023

-- SR 207 .4 MI. E. OF I-95

FM #	**1234**
Location	**1**

County:	St. Johns (78)
Station #:	780271
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2021	15,800	17,120
2022	18,600	17,260
2023	18,000	17,400
2024	17,600	17,540
2025	17,000	17,680
2027 Opening Year Trend		
2027	N/A	17,960
2029 Interim Year Trend		
2029	N/A	18,240
2032 Design Year Trend		
2032	N/A	18,660
Travel Demand Forecasts/Trends		

Annual Trend Increase:	140
Trend R-squared:	4.30%
Trend Annual Historic Growth Rate:	0.82%
Trend Growth Rate (2025 to Design Year)	0.79%
Printed:	#########

Linear Growth Option

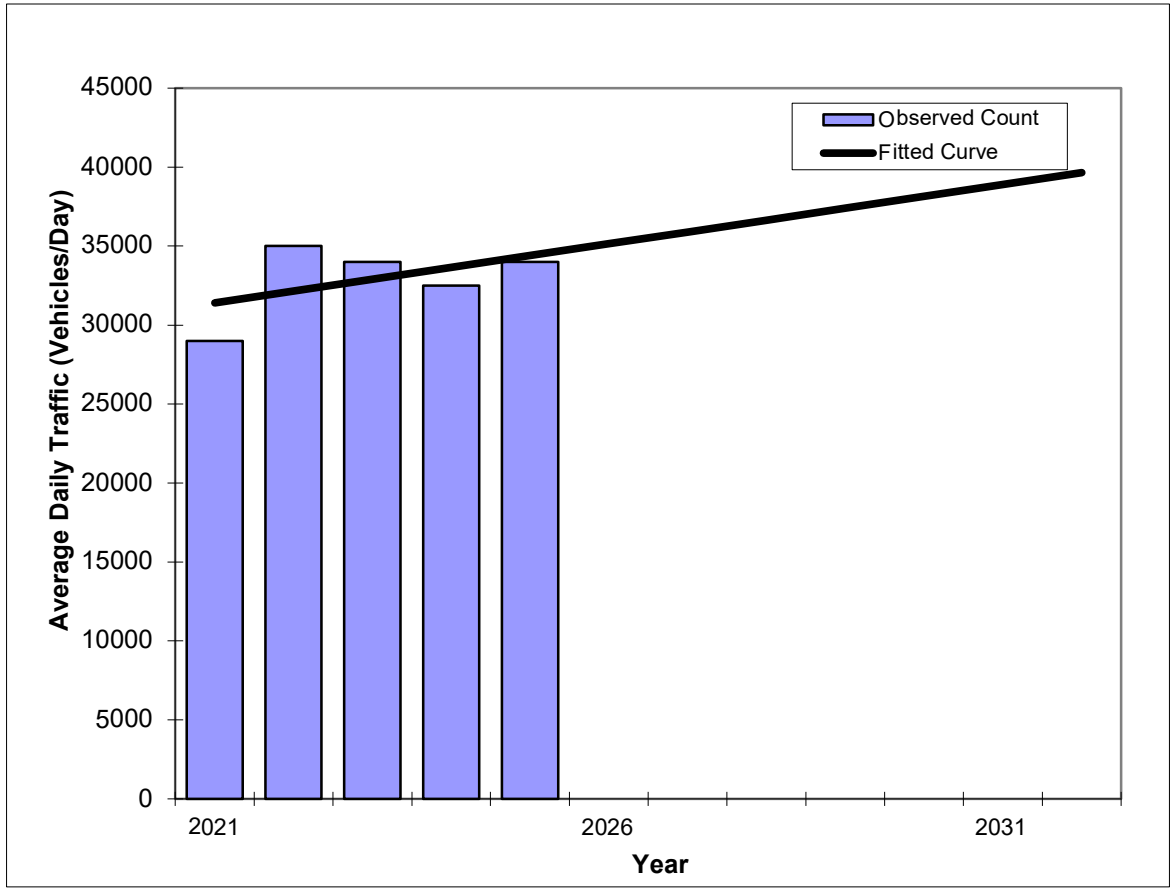
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 207 .4 MI. E. OF I-95

FM #	**1234**
Location	**1**

County:	St. Johns (78)
Station #:	780271
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2021	29,000	31,400
2022	35,000	32,150
2023	34,000	32,900
2024	32,500	33,650
2025	34,000	34,400
2027 Opening Year Trend		
2027	N/A	35,900
2029 Interim Year Trend		
2029	N/A	37,400
2032 Design Year Trend		
2032	N/A	39,650
Travel Demand Forecasts/Trends		

Annual Trend Increase:	750
Trend R-squared:	25.34%
Trend Annual Historic Growth Rate:	2.39%
Trend Growth Rate (2025 to Design Year)	2.18%
Printed:	########

Linear Growth Option

***Axle-Adjusted**

Appendix F
Projected Intersection Volumes

Year 2026 AM Peak with SF

SF = 1.02

		0	34	0	0				
		R	T	L	U				
	U					R			
	L					T			
	T		Deerpark Boulevard at Project Access D			L			
	R					U			
		U	L	T	R				
		0	0	92	0				

		6	0	28	0				
		R	T	L	U				
0	U					R	79		
13	L					T	539		
1052	T		SR 207 at Deerpark Boulevard			L	66		
10	R					U	1		
		U	L	T	R				
		0	18	0	137				

		0	0	0	0				
		R	T	L	U				
0	U					R	0		
0	L					T	684		
1217	T		SR 207 at Proposed Western Access (A)			L	0		
0	R					U	0		
		U	L	T	R				
		0	0	0	0				

		0	0	0	0				
		R	T	L	U				
0	U					R	0		
0	L					T	684		
1217	T		SR 207 at R-Cut/ Central Project Access (B)			L	0		
0	R					U	4		
		U	L	T	R				
		0	0	0	0				

		0	0	0	0				
		R	T	L	U				
0	U					R	0		
0	L					T	689		
1221	T		SR 207 at Proposed Eastern Access ©			L	0		
0	R					U	0		
		U	L	T	R				
		0	0	0	0				

		284	1	608	0				
		R	T	L	U				
0	U					R	0		
0	L					T	405		
1182	T		SR 207 at I-95 SB Ramps			L	117		
39	R					U	0		
		U	L	T	R				
		0	0	0	0				

		0	0	0	0				
		R	T	L	U				
0	U					R	731		
377	L					T	487		
1413	T		SR 207 at I-95 NB Ramps			L	0		
0	R					U	0		
		U	L	T	R				
		0	36	0	238				

Year 2030 AM Peak Background Traffic

GF 1.08 (for SR 207 and Minor Streets - 2% Annual growth rate)

			0	37	0	0			
			R	T	L	U			
	U						R		
	L						T		
	T			Deerpark Boulevard at Project Access D			L		
	R						U		
			U	L	T	R			
			0	0	99	0			

			6	0	30	0			
			R	T	L	U			
0	U						R	85	
14	L						T	582	
1136	T			SR 207 at Deerpark Boulevard			L	71	
11	R						U	1	
			U	L	T	R			
			0	19	0	148			

			0	0	0	0			
			R	T	L	U			
0	U						R	0	
0	L						T	739	
1314	T			SR 207 at Proposed Western Access (A)			L	0	
0	R						U	0	
			U	L	T	R			
			0	0	0	0			

			0	0	0	0			
			R	T	L	U			
0	U						R	0	
0	L						T	739	
1314	T			SR 207 at R-Cut/ Central Project Access (B)			L	0	
0	R						U	4	
			U	L	T	R			
			0	0	0	0			

			0	0	0	0			
			R	T	L	U			
0	U						R	0	
0	L						T	744	
1319	T			SR 207 at Proposed Eastern Access ©			L	0	
0	R						U	0	
			U	L	T	R			
			0	0	0	0			

GF 1.16 (for SB Off-ramp - 3.7% Annual growth rate)

			329	1	705	0			
			R	T	L	U			
0	U						R	0	
0	L						T	437	
1277	T			SR 207 at I-95 SB Ramps			L	126	
50	R						U	0	
			U	L	T	R			
			0	0	0	0			

GF 1.27 (for SB On-ramp - 6.1% Annual growth rate)

GF 1.09 (for NB On-ramp - 2.2% Annual growth rate)

			0	0	0	0			
			R	T	L	U			
0	U						R	797	
411	L						T	526	
1526	T			SR 207 at I-95 NB Ramps			L	0	
0	R						U	0	
			U	L	T	R			
			0	41	0	274			

GF 1.15 (for NB Off-ramp - 3.46% Annual growth rate)

Background Traffic - The Quadrant

			R	T	L	U			
	U						R		
	L						T		
	T			Deerpark Boulevard at Project Access D			L		
	R						U		
			U	L	T	R			

			R	T	L	U			
	U						R		
	L						T	46	
66	T			SR 207 at Deerpark Boulevard			L		
	R						U		
			U	L	T	R			

			R	T	L	U			
	U						R		
	L						T	46	
66	T			SR 207 at Proposed Western Access (A)			L		
	R						U		
			U	L	T	R			

			R	T	L	U			
	U						R		
	L						T	46	
-80	T			SR 207 at R-Cut/ Central Project Access (B)			L	505	
146	R						U		
			U	L	T	R			
							440		

			R	T	L	U			
68	U						R		
	L						T	483	
339	T			SR 207 at Proposed Eastern Access ©			L		
	R						U		
			U	L	T	R			

			143						
			R	T	L	U			
	U						R		
	L						T	340	
284	T			SR 207 at I-95 SB Ramps			L		
56	R						U		
			U	L	T	R			

			R	T	L	U			
	U						R		
100	L						T	264	
184	T			SR 207 at I-95 NB Ramps			L		
	R						U		
			U	L	T	R			
				77					

Total AM Peak Background Traffic

			0	37	0	0			
			R	T	L	U			
0	U						R	0	
0	L						T	0	
0	T			Deerpark Boulevard at Project Access D			L	0	
0	R						U	0	
			U	L	T	R			
			0	0	99	0			

			6	0	30	0			
			R	T	L	U			
0	U						R	85	
14	L						T	628	
1202	T			SR 207 at Deerpark Boulevard			L	71	
11	R						U	1	
			U	L	T	R			
			0	19	0	148			

			0	0	0	0			
			R	T	L	U			
0	U						R	0	
0	L						T	785	
1380	T			SR 207 at Proposed Western Access (A)			L	0	
0	R						U	0	
			U	L	T	R			
			0	0	0	0			

			0	0	0	0			
			R	T	L	U			
0	U						R	0	
0	L						T	785	
1234	T			SR 207 at R-Cut/ Central Project Access (B)			L	505	
146	R						U	4	
			U	L	T	R			
			0	0	0	440			

			0	0	0	0			
			R	T	L	U			
68	U						R	0	
0	L						T	1227	
1658	T			SR 207 at Proposed Eastern Access ©			L	0	
0	R						U	0	
			U	L	T	R			
			0	0	0	0			

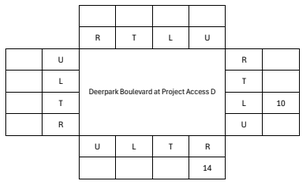
			472	1	705	0			
			R	T	L	U			
0	U						R	0	
0	L						T	777	
1561	T			SR 207 at I-95 SB Ramps			L	126	
106	R						U	0	
			U	L	T	R			
			0	0	0	0			

			0	0	0	0			
			R	T	L	U			
0	U						R	797	
511	L						T	790	
1710	T			SR 207 at I-95 NB Ramps			L	0	
0	R						U	0	
			U	L	T	R			
			0	118	0	274			

Project Traffic and Assignment

IN 263 263 263

OUT 97 97 97



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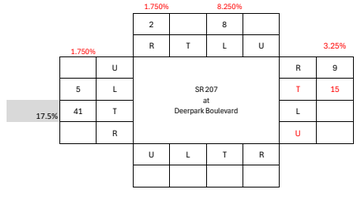
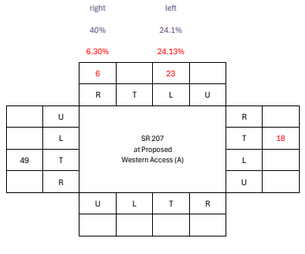
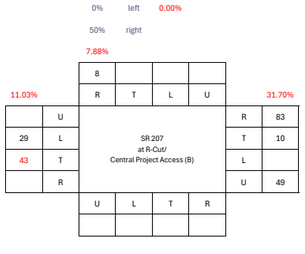
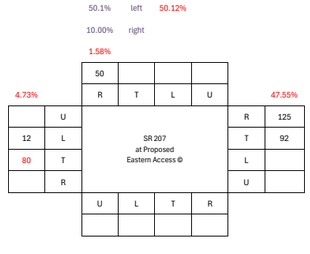
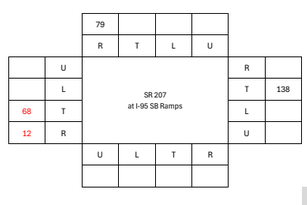




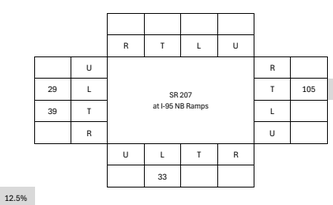




82.5% to/from east



30%



12.5%

Year 2030 AM Peak Build-Out Traffic

		0	37	0	0	
		R	T	L	U	
0	U				R	0
0	L				T	0
0	T				L	10
0	R				U	0
		U	L	T	R	
		0	0	99	14	

Deerpark Boulevard at Project Access D

		8	0	38	0	
		R	T	L	U	
0	U				R	94
19	L				T	643
1243	T				L	71
11	R				U	1
		U	L	T	R	
		0	19	0	148	

SR 207
at
Deerpark Boulevard

		6	0	23	0	
		R	T	L	U	
0	U				R	0
0	L				T	803
1429	T				L	0
0	R				U	0
		U	L	T	R	
		0	0	0	0	

SR 207
at Proposed
Western Access (A)

		8	0	0	0	
		R	T	L	U	
0	U				R	83
29	L				T	795
1277	T				L	505
146	R				U	53
		U	L	T	R	
		0	0	0	440	

SR 207
at R-Cut/
Central Project Access (B)

		50	0	0	0	
		R	T	L	U	
68	U				R	125
12	L				T	1319
1738	T				L	0
0	R				U	0
		U	L	T	R	
		0	0	0	0	

SR 207
at Proposed
Eastern Access ©

		551	1	705	0	
		R	T	L	U	
0	U				R	0
0	L				T	915
1629	T				L	126
118	R				U	0
		U	L	T	R	
		0	0	0	0	

SR 207
at I-95 SB Ramps

		0	0	0	0	
		R	T	L	U	
0	U				R	797
540	L				T	895
1749	T				L	0
0	R				U	0
		U	L	T	R	
		0	151	0	274	

SR 207
at I-95 NB Ramps

Year 2026 PM Peak with SF

SF = 1.02

		0	92	0	0				
		R	T	L	U				
	U					R			
	L					T			
	T		Deerpark Boulevard at Project Access D			L			
	R					U			
		U	L	T	R				
		0	0	23	0				

		14	0	78	0				
		R	T	L	U				
0	U					R	18		
5	L					T	1168		
596	T		SR 207 at Deerpark Boulevard			L	140		
21	R					U	0		
		U	L	T	R				
		0	15	0	95				

		0	0	0	0				
		R	T	L	U				
0	U					R	0		
0	L					T	1326		
768	T		SR 207 at Proposed Western Access (A)			L	0		
0	R					U	0		
		U	L	T	R				
		0	0	0	0				

		0	0	0	0				
		R	T	L	U				
0	U					R	0		
0	L					T	1326		
768	T		SR 207 at R-Cut/ Central Project Access (B)			L	0		
0	R					U	5		
		U	L	T	R				
		0	0	0	0				

		0	0	0	0				
		R	T	L	U				
0	U					R	0		
0	L					T	1331		
773	T		SR 207 at Proposed Eastern Access ©			L	0		
0	R					U	0		
		U	L	T	R				
		0	0	0	0				

		488	0	733	0				
		R	T	L	U				
0	U					R	0		
0	L					T	844		
723	T		SR 207 at I-95 SB Ramps			L	226		
50	R					U	0		
		U	L	T	R				
		0	0	0	0				

		0	0	0	0				
		R	T	L	U				
0	U					R	744		
247	L					T	1044		
1210	T		SR 207 at I-95 NB Ramps			L	0		
0	R					U	0		
		U	L	T	R				
		0	26	0	168				

Year 2030 PM Peak Background Traffic

GF 1.08 (for SR 207 and Minor Streets - 2% Annual growth rate)

		0	99	0	0		
		R	T	L	U		
	U					R	
	L					T	
	T		Deerpark Boulevard at Project Access D			L	
	R					U	
		U	L	T	R		
		0	0	25	0		

		15	0	84	0		
		R	T	L	U		
0	U					R	19
5	L					T	1261
644	T		SR 207 at Deerpark Boulevard			L	151
23	R					U	0
		U	L	T	R		
		0	16	0	103		

		0	0	0	0		
		R	T	L	U		
0	U					R	0
0	L					T	1432
829	T		SR 207 at Proposed Western Access (A)			L	0
0	R					U	0
		U	L	T	R		
		0	0	0	0		

		0	0	0	0		
		R	T	L	U		
0	U					R	0
0	L					T	1432
829	T		SR 207 at R-Cut/ Central Project Access (B)			L	0
0	R					U	5
		U	L	T	R		
		0	0	0	0		

		0	0	0	0		
		R	T	L	U		
0	U					R	0
0	L					T	1437
835	T		SR 207 at Proposed Eastern Access ©			L	0
0	R					U	0
		U	L	T	R		
		0	0	0	0		

GF 1.16 (for SB Off-ramp - 3.7% Annual growth rate)

		566	0	850	0		
		R	T	L	U		
0	U					R	0
0	L					T	912
781	T		SR 207 at I-95 SB Ramps			L	244
64	R					U	0
		U	L	T	R		
		0	0	0	0		

GF 1.27 (for SB On-ramp - 6.1% Annual growth rate)

GF 1.09 (for NB On-ramp - 2.2% Annual growth rate)

		0	0	0	0		
		R	T	L	U		
0	U					R	811
269	L					T	1128
1307	T		SR 207 at I-95 NB Ramps			L	0
0	R					U	0
		U	L	T	R		
		0	30	0	193		

GF 1.15 (for NB Off-ramp - 3.46% Annual growth rate)

Background Traffic - The Quadrant

		R	T	L	U		
	U					R	
	L					T	
	T		Deerpark Boulevard at Project Access D			L	
	R					U	
		U	L	T	R		

		R	T	L	U		
	U					R	
	L					T	79
70	T		SR 207 at Deerpark Boulevard			L	
	R					U	
		U	L	T	R		

		R	T	L	U		
	U					R	
	L					T	79
70	T		SR 207 at Proposed Western Access (A)			L	
	R					U	
		U	L	T	R		

		R	T	L	U		
	U					R	
	L					T	79
-67	T		SR 207 at R-Cut/ Central Project Access (B)			L	576
137	R					U	
		U	L	T	R		
					707		

		R	T	L	U		
141	U					R	
	L					T	514
339	T		SR 207 at Proposed Eastern Access ©			L	
	R					U	
		U	L	T	R		

		152					
		R	T	L	U		
	U					R	
	L					T	362
494	T		SR 207 at I-95 SB Ramps			L	
93	R					U	
		U	L	T	R		

		R	T	L	U		
	U					R	
173	L					T	280
320	T		SR 207 at I-95 NB Ramps			L	
	R					U	
		U	L	T	R		
			82				

Total PM Peak Background Traffic

		0	99	0	0		
		R	T	L	U		
0	U					R	0
0	L					T	0
0	T		Deerpark Boulevard at Project Access D			L	0
0	R					U	0
		U	L	T	R		
		0	0	25	0		

		15	0	84	0		
		R	T	L	U		
0	U					R	19
5	L					T	1340
714	T		SR 207 at Deerpark Boulevard			L	151
23	R					U	0
		U	L	T	R		
		0	16	0	103		

		0	0	0	0		
		R	T	L	U		
0	U					R	0
0	L					T	1511
899	T		SR 207 at Proposed Western Access (A)			L	0
0	R					U	0
		U	L	T	R		
		0	0	0	0		

		0	0	0	0		
		R	T	L	U		
0	U					R	0
0	L					T	1511
762	T		SR 207 at R-Cut/ Central Project Access (B)			L	576
137	R					U	5
		U	L	T	R		
		0	0	0	707		

		0	0	0	0		
		R	T	L	U		
141	U					R	0
0	L					T	1951
1174	T		SR 207 at Proposed Eastern Access ©			L	0
0	R					U	0
		U	L	T	R		
		0	0	0	0		

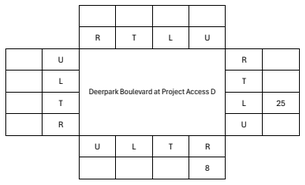
		718	0	850	0		
		R	T	L	U		
0	U					R	0
0	L					T	1274
1275	T		SR 207 at I-95 SB Ramps			L	244
157	R					U	0
		U	L	T	R		
		0	0	0	0		

		0	0	0	0		
		R	T	L	U		
0	U					R	811
442	L					T	1408
1627	T		SR 207 at I-95 NB Ramps			L	0
0	R					U	0
		U	L	T	R		
		0	112	0	193		

Project Traffic and Assignment

IN 164 164 165

OUT 247 247 247



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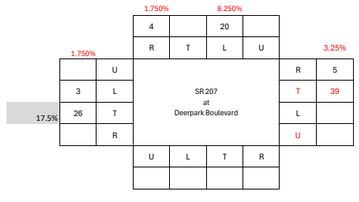
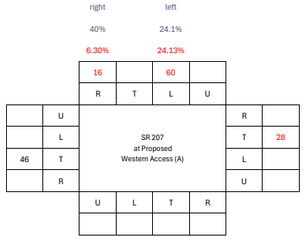
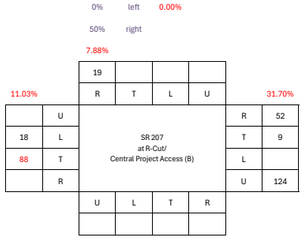
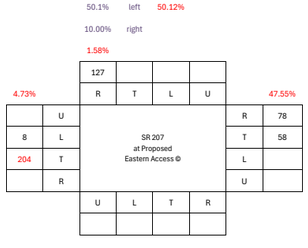
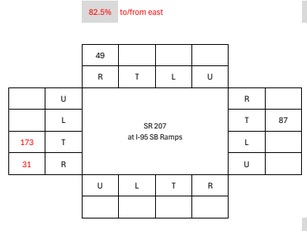
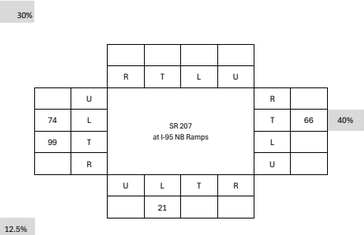




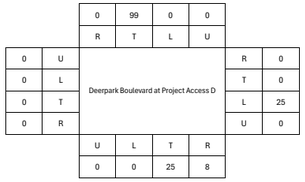


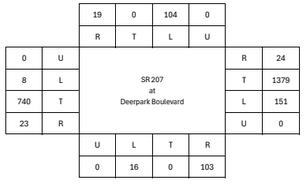


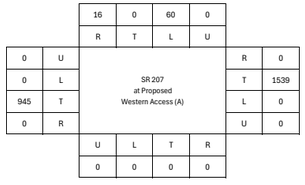


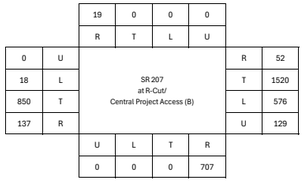


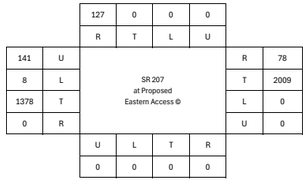
Year 2030 PM Peak Build-Out Traffic

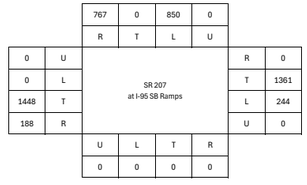


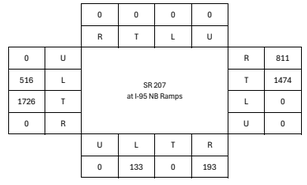


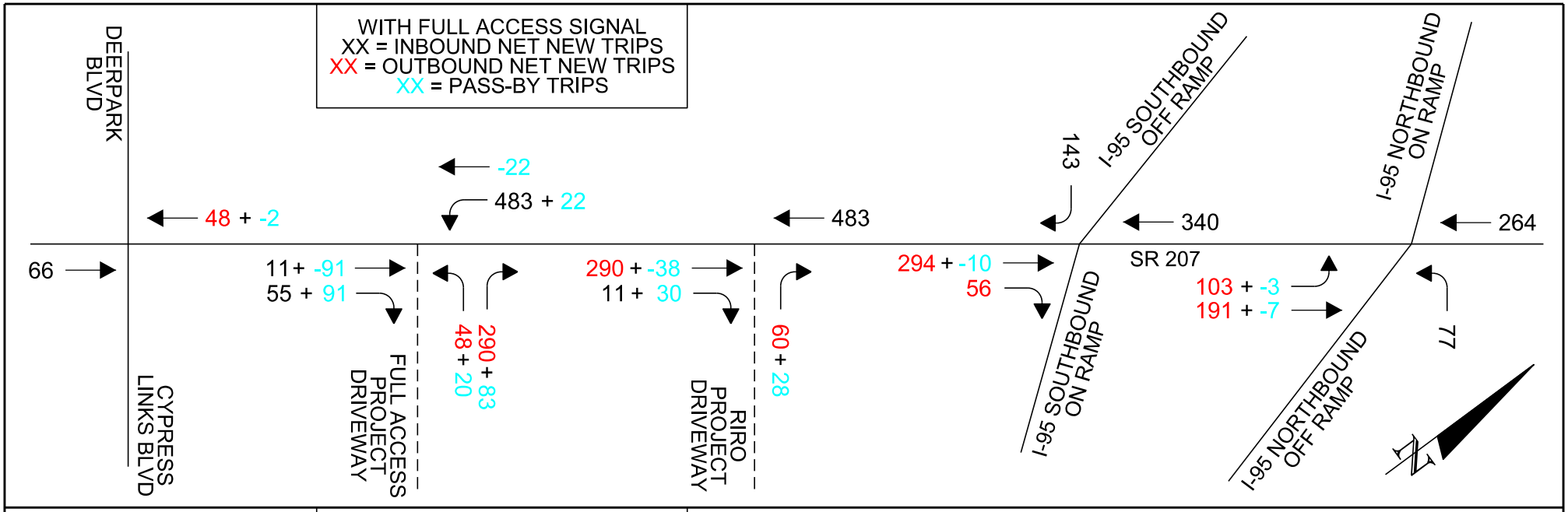


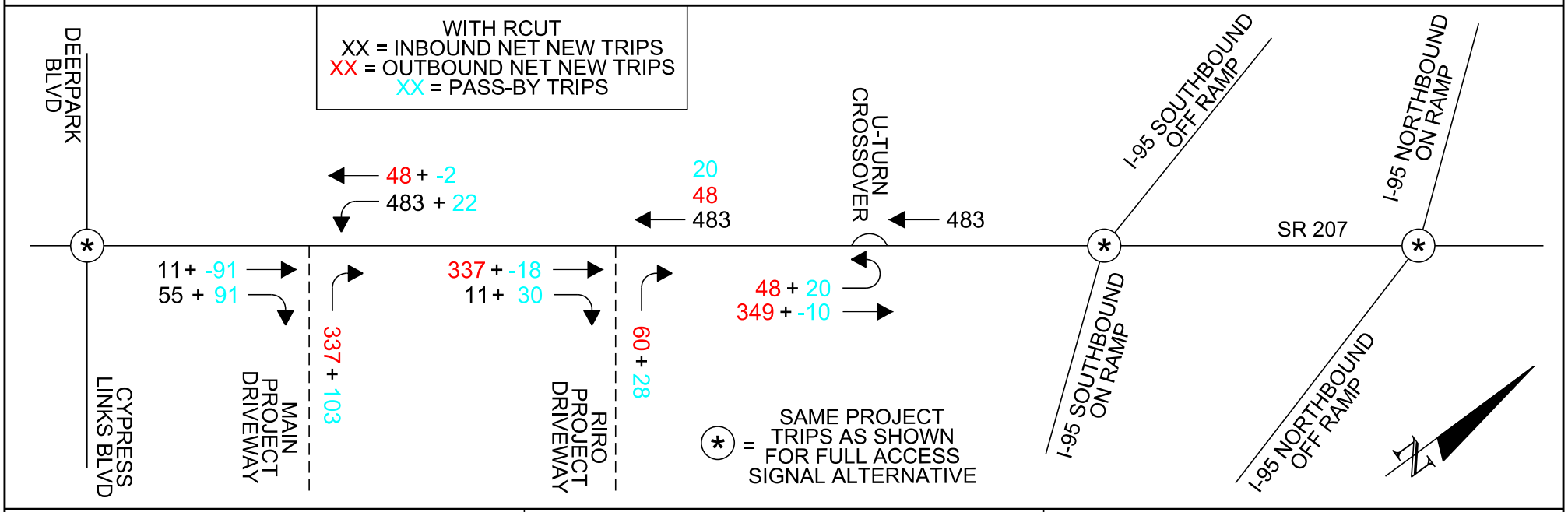








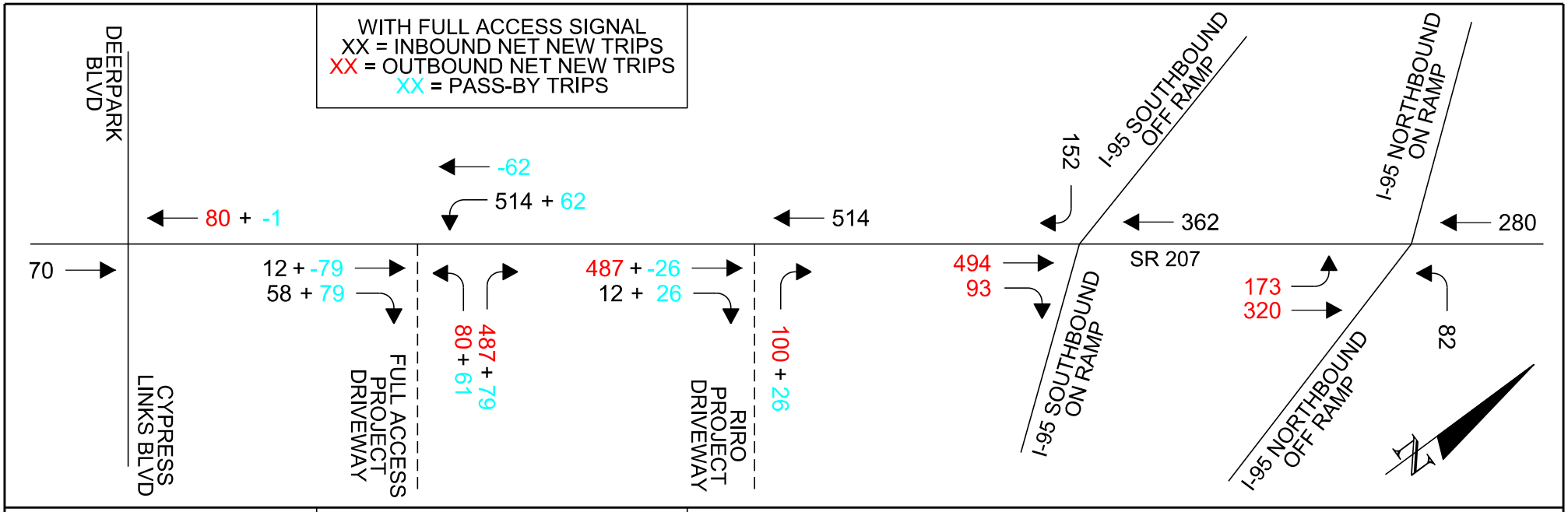


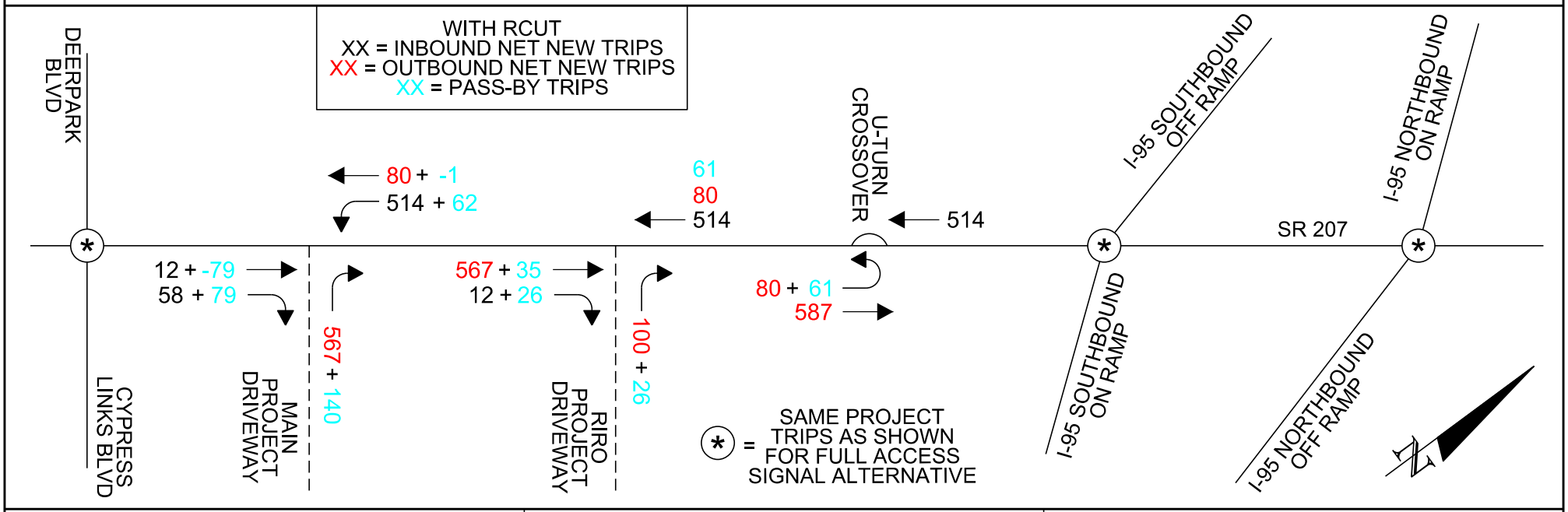


THE QUADRANT TRAFFIC IMPACT ANALYSIS AND INTERSECTION CONTROL ANALYSIS

PROJECT TRAFFIC VOLUMES: AM PEAK HOUR

FIGURE 4





THE QUADRANT TRAFFIC IMPACT ANALYSIS AND INTERSECTION CONTROL ANALYSIS	*PROJECT TRAFFIC VOLUMES: PM PEAK HOUR*	*FIGURE 5*

Appendix G
HCM Worksheets

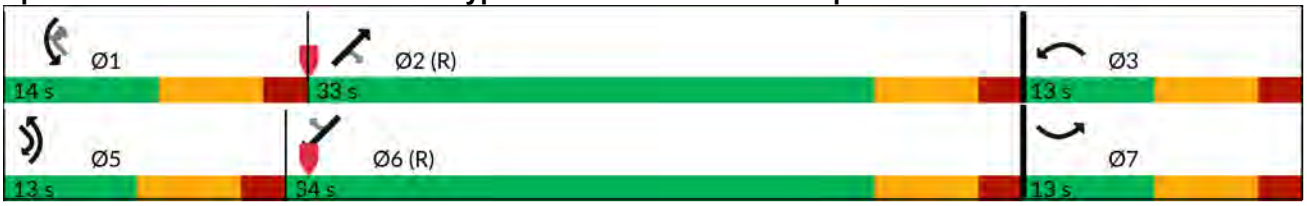
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL
Lane Configurations										
Traffic Volume (vph)	28	0	6	18	0	137	13	1052	10	67
Future Volume (vph)	28	0	6	18	0	137	13	1052	10	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		
Storage Length (ft)	75		0	75		0	385		400	370
Storage Lanes	1		1	1		1	1		1	1
Taper Length (ft)	50			50			50			50
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor										
Frt			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	3433	0	1583	1770	0	1583	1770	3539	1583	1770
Flt Permitted	0.950			0.950			0.950			0.950
Satd. Flow (perm)	3433	0	1583	1770	0	1583	1770	3539	1583	1770
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)			193			193			193	
Link Speed (mph)		45			45			45		
Link Distance (ft)		448			517			870		
Travel Time (s)		6.8			7.8			13.2		
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%			0%		
Adj. Flow (vph)	30	0	7	20	0	149	14	1143	11	73
Shared Lane Traffic (%)										
Lane Group Flow (vph)	30	0	7	20	0	149	14	1143	11	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)		24			24			20		
Link Offset(ft)		0			0			0		
Crosswalk Width(ft)		16			16			16		
Two way Left Turn Lane		Yes								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15
Number of Detectors	1	2	1	1	2	1	1	2	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Over	Prot		Perm	Prot	NA	Perm	Prot
Protected Phases	7		5	3			5	2		1
Permitted Phases						1			2	
Detector Phase	7		5	3		1	5	2	2	1
Switch Phase										
Minimum Initial (s)	6.0		6.0	6.0		6.0	6.0	18.0	18.0	6.0
Minimum Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0
Total Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0
Total Split (%)	21.7%		21.7%	21.7%		23.3%	21.7%	55.0%	55.0%	23.3%

Lane Group	SWT	SWR
Lane Configurations		
Traffic Volume (vph)	539	79
Future Volume (vph)	539	79
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		370
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		193
Link Speed (mph)	45	
Link Distance (ft)	899	
Travel Time (s)	13.6	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	586	86
Shared Lane Traffic (%)		
Lane Group Flow (vph)	586	86
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	18.0	18.0
Minimum Split (s)	33.7	33.7
Total Split (s)	34.0	34.0
Total Split (%)	56.7%	56.7%

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL
Maximum Green (s)	6.2		6.2	6.2		7.2	6.2	26.2	26.2	7.2
Yellow Time (s)	4.8		4.8	4.8		4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8	6.8	6.8	6.8	6.8
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None		None	None		None	None	C-Max	C-Max	None
Walk Time (s)								7.0	7.0	
Flash Don't Walk (s)								11.0	11.0	
Pedestrian Calls (#/hr)								0	0	
Act Effct Green (s)	6.1		6.1	6.1		7.0	6.1	38.1	38.1	7.0
Actuated g/C Ratio	0.10		0.10	0.10		0.12	0.10	0.64	0.64	0.12
v/c Ratio	0.09		0.02	0.11		0.42	0.08	0.51	0.01	0.35
Control Delay (s/veh)	25.1		0.2	26.1		6.4	25.5	10.4	0.0	29.5
Queue Delay	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.1		0.2	26.1		6.4	25.5	10.4	0.0	29.5
LOS	C		A	C		A	C	B	A	C
Approach Delay (s/veh)		20.4			8.7			10.4		
Approach LOS		C			A			B		
Queue Length 50th (ft)	5		0	7		0	5	96	0	25
Queue Length 95th (ft)	15		0	24		29	20	244	0	60
Internal Link Dist (ft)		368			437			790		
Turn Bay Length (ft)	75			75			385		400	370
Base Capacity (vph)	354		336	182		362	182	2249	1076	216
Starvation Cap Reductn	0		0	0		0	0	0	0	0
Spillback Cap Reductn	0		0	0		0	0	0	0	0
Storage Cap Reductn	0		0	0		0	0	0	0	0
Reduced v/c Ratio	0.08		0.02	0.11		0.41	0.08	0.51	0.01	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: SR 207 & Cypress Links Boulevard/Deerpark Boulervard



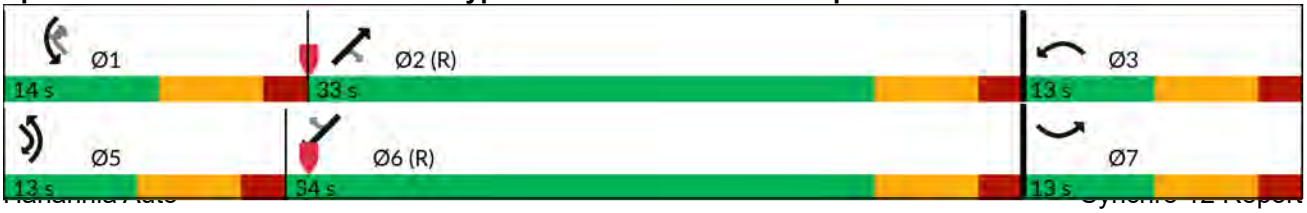
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL
Lane Configurations										
Traffic Volume (vph)	78	0	14	15	0	95	5	596	21	140
Future Volume (vph)	78	0	14	15	0	95	5	596	21	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%		
Storage Length (ft)	75		0	75		0	385		400	370
Storage Lanes	1		1	1		1	1		1	1
Taper Length (ft)	50			50			50			50
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor										
Frt			0.850			0.850			0.850	
Flt Protected	0.950			0.950			0.950			0.950
Satd. Flow (prot)	3433	0	1583	1770	0	1583	1770	3539	1583	1770
Flt Permitted	0.950			0.950			0.950			0.950
Satd. Flow (perm)	3433	0	1583	1770	0	1583	1770	3539	1583	1770
Right Turn on Red			Yes			Yes			Yes	
Satd. Flow (RTOR)			193			193			193	
Link Speed (mph)		45			45			45		
Link Distance (ft)		448			517			870		
Travel Time (s)		6.8			7.8			13.2		
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%			0%		
Adj. Flow (vph)	85	0	15	16	0	103	5	648	23	152
Shared Lane Traffic (%)										
Lane Group Flow (vph)	85	0	15	16	0	103	5	648	23	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)		24			24			20		
Link Offset(ft)		0			0			0		
Crosswalk Width(ft)		16			16			16		
Two way Left Turn Lane		Yes								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15
Number of Detectors	1	2	1	1	2	1	1	2	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Over	Prot		Perm	Prot	NA	Perm	Prot
Protected Phases	7		5	3			5	2		1
Permitted Phases						1			2	
Detector Phase	7		5	3		1	5	2	2	1
Switch Phase										
Minimum Initial (s)	6.0		6.0	6.0		6.0	6.0	18.0	18.0	6.0
Minimum Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0
Total Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0
Total Split (%)	21.7%		21.7%	21.7%		23.3%	21.7%	55.0%	55.0%	23.3%

Lane Group	SWT	SWR
Lane Configurations		
Traffic Volume (vph)	1168	18
Future Volume (vph)	1168	18
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		370
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		193
Link Speed (mph)	45	
Link Distance (ft)	899	
Travel Time (s)	13.6	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.92	0.92
Growth Factor	100%	100%
Heavy Vehicles (%)	2%	2%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1270	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1270	20
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	20	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	18.0	18.0
Minimum Split (s)	33.7	33.7
Total Split (s)	34.0	34.0
Total Split (%)	56.7%	56.7%

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL
Maximum Green (s)	6.2		6.2	6.2		7.2	6.2	26.2	26.2	7.2
Yellow Time (s)	4.8		4.8	4.8		4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8	6.8	6.8	6.8	6.8
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None		None	None		None	None	C-Max	C-Max	None
Walk Time (s)								7.0	7.0	
Flash Don't Walk (s)								11.0	11.0	
Pedestrian Calls (#/hr)								0	0	
Act Effct Green (s)	6.2		6.0	6.1		7.2	6.0	28.8	28.8	7.2
Actuated g/C Ratio	0.10		0.10	0.10		0.12	0.10	0.48	0.48	0.12
v/c Ratio	0.24		0.05	0.09		0.29	0.03	0.38	0.03	0.72
Control Delay (s/veh)	26.7		0.3	25.7		2.5	24.8	11.7	0.0	47.7
Queue Delay	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.7		0.3	25.7		2.5	24.8	11.7	0.0	47.7
LOS	C		A	C		A	C	B	A	D
Approach Delay (s/veh)		22.7			5.6			11.4		
Approach LOS		C			A			B		
Queue Length 50th (ft)	14		0	6		0	2	82	0	55
Queue Length 95th (ft)	33		0	21		5	10	120	0	#136
Internal Link Dist (ft)		368			437			790		
Turn Bay Length (ft)	75			75			385		400	370
Base Capacity (vph)	354		336	182		359	182	1701	860	212
Starvation Cap Reductn	0		0	0		0	0	0	0	0
Spillback Cap Reductn	0		0	0		0	0	0	0	0
Storage Cap Reductn	0		0	0		0	0	0	0	0
Reduced v/c Ratio	0.24		0.04	0.09		0.29	0.03	0.38	0.03	0.72

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 12.1		Intersection LOS: B	
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: SR 207 & Cypress Links Boulevard/Deerpark Boulervard



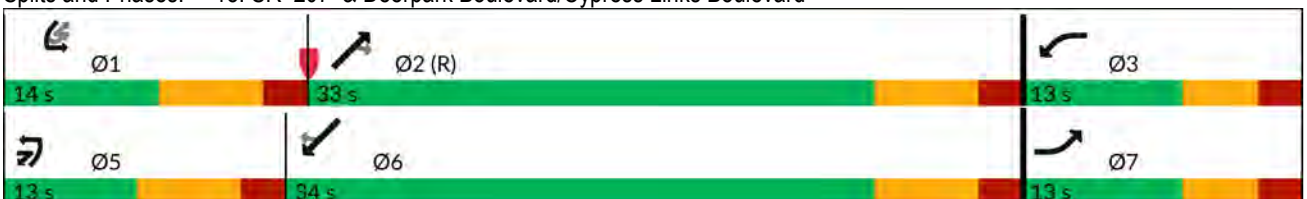
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	0	6	19	0	148	14	1202	11	72	628	85
Future Volume (vph)	30	0	6	19	0	148	14	1202	11	72	628	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	75		0	385		400	370		370
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2024	0	934	1770	0	1583	1752	3505	1568	1687	3374	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2024	0	934	1770	0	1583	1752	3505	1568	1687	3374	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169			169			169			169
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		2418			510			825			878	
Travel Time (s)		47.1			7.7			12.5			13.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	73%	73%	73%	2%	2%	2%	3%	3%	3%	7%	7%	7%
Adj. Flow (vph)	32	0	6	20	0	156	15	1265	12	76	661	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	0	6	20	0	156	15	1265	12	76	661	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0		0	0		0	0	0	0	0	0	0
Detector 1 Size(ft)	20		20	20		20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot		Over	Prot		Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7		5	3			5	2		1	6	
Permitted Phases						1			2			6
Detector Phase	7		5	3		1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0		6.0	6.0	18.0	18.0	6.0	18.0	18.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0	33.7	33.7
Total Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0	34.0	34.0
Total Split (%)	21.7%		21.7%	21.7%		23.3%	21.7%	55.0%	55.0%	23.3%	56.7%	56.7%
Maximum Green (s)	7.5		6.2	7.5		7.2	6.2	26.2	26.2	7.2	27.2	27.2
Yellow Time (s)	3.5		4.8	3.5		4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		6.8	5.5		6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None		None	None	C-Max	C-Max	None	None	None
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	6.6		6.1	6.5		7.1	6.1	38.1	38.1	7.1	46.9	46.9
Actuated g/C Ratio	0.11		0.10	0.11		0.12	0.10	0.64	0.64	0.12	0.78	0.78
v/c Ratio	0.14		0.02	0.11		0.46	0.08	0.57	0.01	0.38	0.25	0.07
Control Delay (s/veh)	25.4		0.2	25.2		9.3	25.5	11.6	0.0	22.4	10.1	4.1
Queue Delay	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.4		0.2	25.2		9.3	25.5	11.6	0.0	22.4	10.1	4.1
LOS	C		A	C		A	C	B	A	C	B	A
Approach Delay (s/veh)		21.4			11.1			11.7			10.6	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	8		0	7		0	5	115	0	33	0	0
Queue Length 95th (ft)	25		0	24		41	20	#293	0	72	181	31
Internal Link Dist (ft)		2338			430			745			798	
Turn Bay Length (ft)	100			75			385		400	370		370
Base Capacity (vph)	253		249	221		344	183	2224	1056	209	2638	1217
Starvation Cap Reductn	0		0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0		0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0		0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.13		0.02	0.09		0.45	0.08	0.57	0.01	0.36	0.25	0.07

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NET, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SR 207 & Deerpark Boulevard/Cypress Links Boulevard

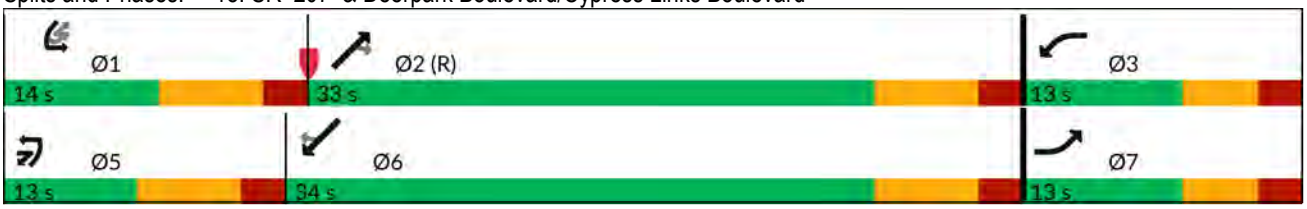


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	84	0	15	16	0	103	5	714	23	151	1340	19
Future Volume (vph)	84	0	15	16	0	103	5	714	23	151	1340	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	75		0	385		400	370		370
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2024	0	934	1770	0	1583	1752	3505	1568	1687	3374	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2024	0	934	1770	0	1583	1752	3505	1568	1687	3374	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169			169			169			169
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		2418			510			825			878	
Travel Time (s)		47.1			7.7			12.5			13.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	73%	73%	73%	2%	2%	2%	3%	3%	3%	7%	7%	7%
Adj. Flow (vph)	88	0	16	17	0	108	5	752	24	159	1411	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	0	16	17	0	108	5	752	24	159	1411	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0		0	0		0	0	0	0	0	0	0
Detector 1 Size(ft)	20		20	20		20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot		Over	Prot		Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7		5	3			5	2		1	6	
Permitted Phases						1			2			6
Detector Phase	7		5	3		1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0		6.0	6.0	18.0	18.0	6.0	18.0	18.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0	33.7	33.7
Total Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0	34.0	34.0
Total Split (%)	21.7%		21.7%	21.7%		23.3%	21.7%	55.0%	55.0%	23.3%	56.7%	56.7%
Maximum Green (s)	7.5		6.2	7.5		7.2	6.2	26.2	26.2	7.2	27.2	27.2
Yellow Time (s)	3.5		4.8	3.5		4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		6.8	5.5		6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None		None	None	C-Max	C-Max	None	None	None
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	7.1		6.0	6.4		7.4	6.0	28.7	28.7	7.4	39.1	39.1
Actuated g/C Ratio	0.12		0.10	0.11		0.12	0.10	0.48	0.48	0.12	0.65	0.65
v/c Ratio	0.37		0.07	0.09		0.31	0.03	0.45	0.03	0.76	0.64	0.02
Control Delay (s/veh)	29.0		0.5	24.9		4.3	24.8	12.4	0.0	25.6	18.7	0.0
Queue Delay	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0		0.5	24.9		4.3	24.8	12.4	0.0	25.6	18.7	0.0
LOS	C		A	C		A	C	B	A	C	B	A
Approach Delay (s/veh)		24.6			7.1			12.1			19.2	
Approach LOS		C			A			B			B	
Queue Length 50th (ft)	24		0	6		0	2	100	0	60	292	0
Queue Length 95th (ft)	54		0	21		16	10	144	0	m59	m292	m0
Internal Link Dist (ft)		2338			430			745			798	
Turn Bay Length (ft)	100			75			385		400	370		370
Base Capacity (vph)	253		248	221		343	181	1676	837	208	2199	1042
Starvation Cap Reductn	0		0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0		0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0		0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.35		0.06	0.08		0.31	0.03	0.45	0.03	0.76	0.64	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NET, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 16.7		Intersection LOS: B	
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 207 & Deerpark Boulevard/Cypress Links Boulevard



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	8	0	0	440	29	1277	146	558	795	83
Future Volume (vph)	0	0	8	0	0	440	29	1277	146	558	795	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		150	180		150
Storage Lanes	0		1	0		2	1		1	1		1
Taper Length (ft)	25		25	25		25	50		50	25		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	2787	1770	3539	1583	3433	3539	1583
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	2787	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1091			708			100			141
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		374			405			516			446	
Travel Time (s)		8.5			9.2			7.8			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	9	0	0	478	32	1388	159	607	864	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	9	0	0	478	32	1388	159	607	864	90
Turn Type			pm+ov			Prot	Prot	NA	Perm	Prot	NA	Perm
Protected Phases			7			1	7	4		2	8	
Permitted Phases			8						4			8
Detector Phase			7			1	7	4	4	2	8	8
Switch Phase												
Minimum Initial (s)			6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)			11.5			14.5	11.5	25.0	25.0	22.0	25.0	25.0
Total Split (s)			13.5			17.0	13.5	66.0	66.0	37.0	52.5	52.5
Total Split (%)			11.3%			14.2%	11.3%	55.0%	55.0%	30.8%	43.8%	43.8%
Maximum Green (s)			9.0			10.0	9.0	59.0	59.0	30.0	45.5	45.5
Yellow Time (s)			3.5			4.5	3.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)			1.0			2.5	1.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			4.5			7.0	4.5	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None			Max	None	C-Max	C-Max	Max	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)			61.5			10.0	7.5	59.0	59.0	30.0	51.3	51.3
Actuated g/C Ratio			0.51			0.08	0.06	0.49	0.49	0.25	0.43	0.43
v/c Ratio			0.01			0.54	0.29	0.80	0.19	0.71	0.57	0.12
Control Delay (s/veh)			0.0			2.4	55.3	23.0	5.8	50.3	25.8	1.9
Queue Delay			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)			0.0			2.4	55.3	23.0	5.8	50.3	25.8	1.9

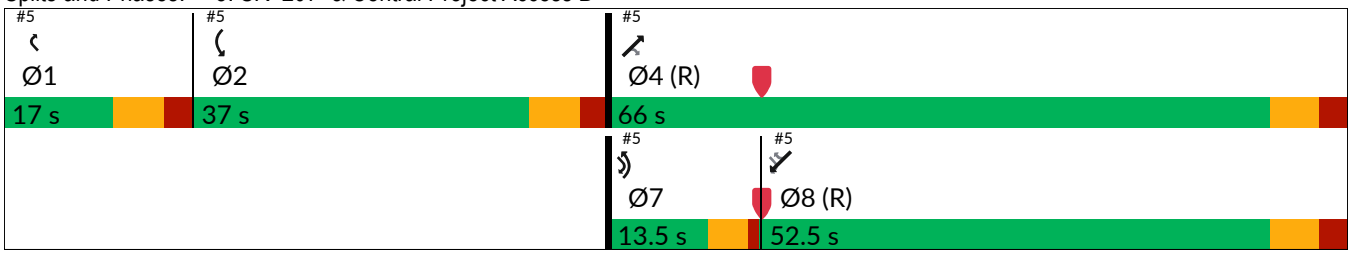
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS			A			A	E	C	A	D	C	A
Approach Delay (s/veh)					2.4			21.9			34.0	
Approach LOS					A			C			C	
Queue Length 50th (ft)			0			0	26	341	34	248	247	1
Queue Length 95th (ft)			0			0	m46	402	72	m273	m291	m7
Internal Link Dist (ft)		294			325			436			366	
Turn Bay Length (ft)							350		150	180		150
Base Capacity (vph)			1351			881	132	1740	829	858	1511	756
Starvation Cap Reductn			0			0	0	0	0	0	0	0
Spillback Cap Reductn			0			0	0	0	0	0	0	0
Storage Cap Reductn			0			0	0	0	0	0	0	0
Reduced v/c Ratio			0.01			0.54	0.24	0.80	0.19	0.71	0.57	0.12

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 24.5 Intersection LOS: C
Intersection Capacity Utilization 62.9% ICU Level of Service B
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SR 207 & Central Project Access B

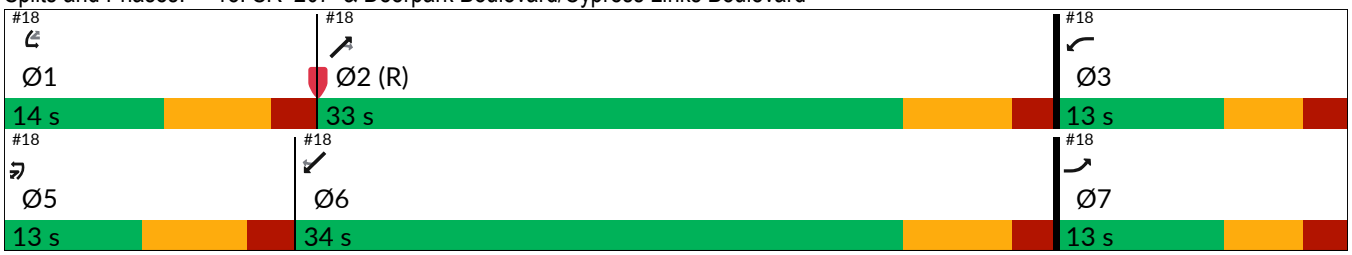


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	38	0	8	19	0	148	19	1243	11	72	643	94
Future Volume (vph)	38	0	8	19	0	148	19	1243	11	72	643	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	75		0	385		400	370		370
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	50		50
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2024	0	934	1770	0	1583	1752	3505	1568	1687	3374	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2024	0	934	1770	0	1583	1752	3505	1568	1687	3374	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169			169			169			169
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		2418			510			825			878	
Travel Time (s)		47.1			7.7			12.5			13.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	73%	73%	73%	2%	2%	2%	3%	3%	3%	7%	7%	7%
Adj. Flow (vph)	40	0	8	20	0	156	20	1308	12	76	677	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	0	8	20	0	156	20	1308	12	76	677	99
Turn Type	Prot		Over	Prot		Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7		5	3			5	2		1	6	
Permitted Phases						1			2			6
Detector Phase	7		5	3		1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0		6.0	6.0	18.0	18.0	6.0	18.0	18.0
Minimum Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0	33.7	33.7
Total Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0	34.0	34.0
Total Split (%)	21.7%		21.7%	21.7%		23.3%	21.7%	55.0%	55.0%	23.3%	56.7%	56.7%
Maximum Green (s)	7.5		6.2	7.5		7.2	6.2	26.2	26.2	7.2	27.2	27.2
Yellow Time (s)	3.5		4.8	3.5		4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		6.8	5.5		6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None		None	None	C-Max	C-Max	None	None	None
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	6.7		6.1	6.5		7.1	6.1	38.1	38.1	7.1	46.9	46.9
Actuated g/C Ratio	0.11		0.10	0.11		0.12	0.10	0.64	0.64	0.12	0.78	0.78
v/c Ratio	0.18		0.03	0.11		0.47	0.11	0.59	0.01	0.38	0.26	0.08
Control Delay (s/veh)	25.8		0.3	25.2		9.3	26.0	12.1	0.0	26.8	11.4	6.2
Queue Delay	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay (s/veh)	25.8		0.3	25.2		9.3	26.0	12.1	0.0	26.8	11.4	6.2
LOS	C		A	C		A	C	B	A	C	B	A
Approach Delay (s/veh)		21.6			11.1			12.2			12.2	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	10		0	7		0	7	122	0	23	0	0
Queue Length 95th (ft)	30		0	24		41	24	#346	0	m82	323	72
Internal Link Dist (ft)		2338			430			745			798	
Turn Bay Length (ft)	100			75			385		400	370		370
Base Capacity (vph)	253		248	221		343	182	2224	1056	208	2636	1216
Starvation Cap Reductn	0		0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0		0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0		0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.16		0.03	0.09		0.45	0.11	0.59	0.01	0.37	0.26	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NET, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 12.3		Intersection LOS: B	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 207 & Deerpark Boulevard/Cypress Links Boulevard



Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	0	50	68	12	1738	1319	125
Future Vol, veh/h	0	50	68	12	1738	1319	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	250	-	-	150
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	7	2	2
Mvmt Flow	0	54	74	13	1889	1434	136

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	717	1434	1570	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	6.44	4.24	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.52	2.27	-	-	-
Pot Cap-1 Maneuver	0	372	174	393	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	-	372	164	164	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	16.32	2.17	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	164	-	372	-	-
HCM Lane V/C Ratio	0.53	-	0.146	-	-
HCM Ctrl Dly (s/v)	49.3	-	16.3	-	-
HCM Lane LOS	E	-	C	-	-
HCM 95th %tile Q(veh)	2.7	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	23	6	0	1429	803	0
Future Vol, veh/h	23	6	0	1429	803	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	7	0	1553	873	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1649	436	-	0	-	0
Stage 1	873	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	90	568	0	-	-	-
Stage 1	369	-	0	-	-	-
Stage 2	414	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	90	568	-	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	21.04	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	-	219	568	-	-
HCM Lane V/C Ratio	-	0.114	0.011	-	-
HCM Ctrl Dly (s/v)	-	23.6	11.4	-	-
HCM Lane LOS	-	C	B	-	-
HCM 95th %tile Q(veh)	-	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	99	14	0	37
Future Vol, veh/h	10	0	99	14	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	108	15	0	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	155	115	0	0	123	0
Stage 1	115	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	836	937	-	-	1464	-
Stage 1	910	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	836	937	-	-	1464	-
Mov Cap-2 Maneuver	836	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.36	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	836	1464	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Ctrl Dly (s/v)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	19	0	0	707	18	850	137	705	1520	52
Future Volume (vph)	0	0	19	0	0	707	18	850	137	705	1520	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	350		150	180		150
Storage Lanes	0		1	0		2	1		1	1		1
Taper Length (ft)	25		25	25		25	50		50	25		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt			0.865			0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	2787	1770	3539	1583	3433	3539	1583
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	2787	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			1091			758			140			118
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		374			405			516			446	
Travel Time (s)		8.5			9.2			7.8			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	21	0	0	768	20	924	149	766	1652	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	21	0	0	768	20	924	149	766	1652	57
Turn Type			pm+ov			Prot	Prot	NA	Perm	Prot	NA	Perm
Protected Phases			7			1	7	4		2	8	
Permitted Phases			8						4			8
Detector Phase			7			1	7	4	4	2	8	8
Switch Phase												
Minimum Initial (s)			6.0			6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)			10.5			10.5	10.5	25.0	25.0	22.0	25.0	25.0
Total Split (s)			17.0			12.0	17.0	72.0	72.0	36.0	55.0	55.0
Total Split (%)			14.2%			10.0%	14.2%	60.0%	60.0%	30.0%	45.8%	45.8%
Maximum Green (s)			12.5			7.5	12.5	65.0	65.0	29.0	48.0	48.0
Yellow Time (s)			3.5			3.5	3.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)			1.0			1.0	1.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			4.5			4.5	4.5	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode			None			None	None	C-Max	C-Max	Max	C-Max	C-Max
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)			67.5			7.1	7.0	65.0	65.0	29.4	57.7	57.7
Actuated g/C Ratio			0.56			0.06	0.06	0.54	0.54	0.25	0.48	0.48
v/c Ratio			0.02			0.87	0.19	0.48	0.16	0.91	0.97	0.07
Control Delay (s/veh)			0.0			16.4	53.7	15.0	4.0	52.1	40.5	0.8
Queue Delay			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)			0.0			16.4	53.7	15.0	4.0	52.1	40.5	0.8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
LOS			A			B	D	B	A	D	D	A
Approach Delay (s/veh)					16.4			14.2			43.2	
Approach LOS					B			B			D	
Queue Length 50th (ft)			0			4	16	208	12	329	~730	0
Queue Length 95th (ft)			0			#99	m37	255	49	m319	m#587	m0
Internal Link Dist (ft)		294			325			436			366	
Turn Bay Length (ft)							350		150	180		150
Base Capacity (vph)			1382			884	184	1916	921	840	1700	821
Starvation Cap Reductn			0			0	0	0	0	0	0	0
Spillback Cap Reductn			0			0	0	0	0	0	0	0
Storage Cap Reductn			0			0	0	0	0	0	0	0
Reduced v/c Ratio			0.02			0.87	0.11	0.48	0.16	0.91	0.97	0.07

Intersection Summary

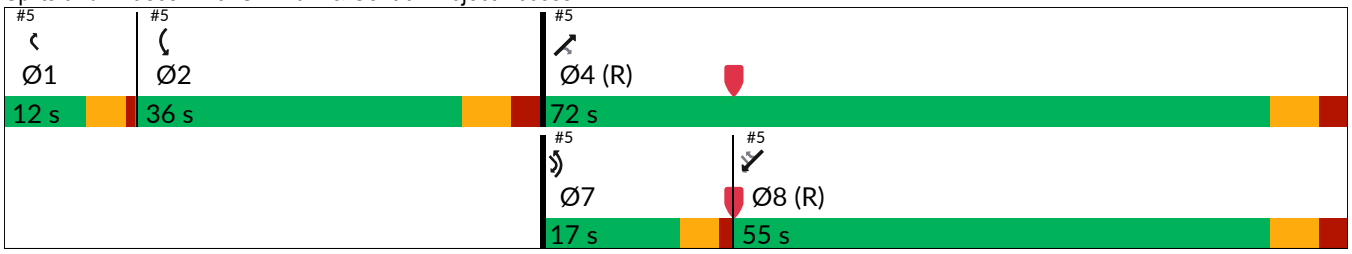
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:NET and 8:SWT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay (s/veh): 31.0 Intersection LOS: C
Intersection Capacity Utilization 57.8% ICU Level of Service B
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SR 207 & Central Project Access B

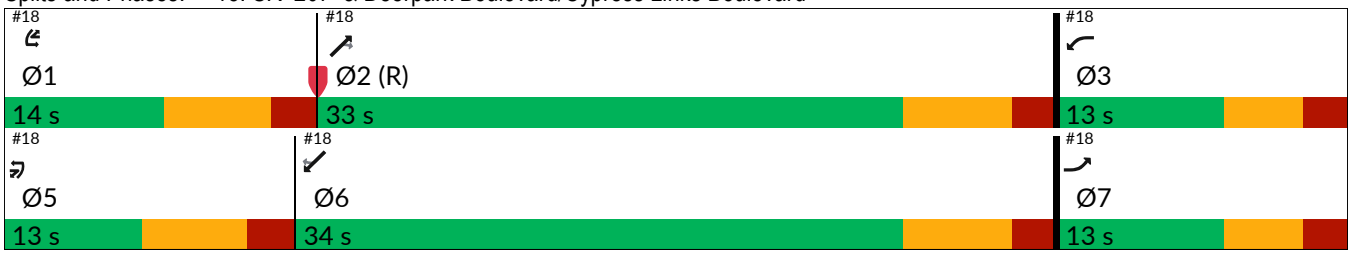


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	104	0	19	16	0	103	8	740	23	151	1379	24
Future Volume (vph)	104	0	19	16	0	103	8	740	23	151	1379	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	75		0	385		400	370		370
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	50		25	50		25	50		50	50		50
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2024	0	934	1770	0	1583	1752	3505	1568	1687	3374	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2024	0	934	1770	0	1583	1752	3505	1568	1687	3374	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169			169			169			169
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		2418			510			825			878	
Travel Time (s)		47.1			7.7			12.5			13.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	73%	73%	73%	2%	2%	2%	3%	3%	3%	7%	7%	7%
Adj. Flow (vph)	109	0	20	17	0	108	8	779	24	159	1452	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	0	20	17	0	108	8	779	24	159	1452	25
Turn Type	Prot		Over	Prot		Over	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7		5	3		1	5	2		1	6	
Permitted Phases									2			6
Detector Phase	7		5	3		1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0		6.0	6.0		6.0	6.0	18.0	18.0	6.0	18.0	18.0
Minimum Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0	33.7	33.7
Total Split (s)	13.0		13.0	13.0		14.0	13.0	33.0	33.0	14.0	34.0	34.0
Total Split (%)	21.7%		21.7%	21.7%		23.3%	21.7%	55.0%	55.0%	23.3%	56.7%	56.7%
Maximum Green (s)	7.5		6.2	7.5		7.2	6.2	26.2	26.2	7.2	27.2	27.2
Yellow Time (s)	3.5		4.8	3.5		4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		6.8	5.5		6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None		None	None	C-Max	C-Max	None	None	None
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Don't Walk (s)								11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	7.2		6.1	6.4		7.3	6.1	28.7	28.7	7.3	39.0	39.0
Actuated g/C Ratio	0.12		0.10	0.11		0.12	0.10	0.48	0.48	0.12	0.65	0.65
v/c Ratio	0.45		0.08	0.09		0.32	0.05	0.46	0.03	0.77	0.66	0.02
Control Delay (s/veh)	30.9		0.6	24.9		4.3	25.0	12.6	0.0	42.2	22.9	0.0
Queue Delay	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Delay (s/veh)	30.9		0.6	24.9		4.3	25.0	12.6	0.0	42.2	22.9	0.0
LOS	C		A	C		A	C	B	A	D	C	A
Approach Delay (s/veh)		26.2			7.1			12.3			24.4	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	30		0	6		0	3	104	0	81	532	0
Queue Length 95th (ft)	64		0	21		16	14	150	0	m82	m573	m0
Internal Link Dist (ft)		2338			430			745			798	
Turn Bay Length (ft)	100			75			385		400	370		370
Base Capacity (vph)	253		248	221		341	181	1676	837	206	2194	1040
Starvation Cap Reductn	0		0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0		0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0		0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.43		0.08	0.08		0.32	0.04	0.46	0.03	0.77	0.66	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NET, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 64.0%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 18: SR 207 & Deerpark Boulevard/Cypress Links Boulevard



Intersection	
Int Delay, s/veh	4.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	127	149	1378	2009	78
Future Vol, veh/h	0	127	149	1378	2009	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	250	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	7	7	2	2
Mvmt Flow	0	138	162	1498	2184	85

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1092	2268	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.24	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.27	-	-	-
Pot Cap-1 Maneuver	0	210	206	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	210	206	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	50.17	6.48	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	206	-	210	-	-
HCM Lane V/C Ratio	0.786	-	0.658	-	-
HCM Ctrl Dly (s/v)	66.4	-	50.2	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	5.5	-	4	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	60	16	0	945	1539	0
Future Vol, veh/h	60	16	0	945	1539	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	17	0	1027	1673	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2186	836	-	0	-	0
Stage 1	1673	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	-	-
Pot Cap-1 Maneuver	~ 39	310	0	-	-	-
Stage 1	138	-	0	-	-	-
Stage 2	565	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 39	310	-	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	138	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	62.98	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	-	111	310	-	-
HCM Lane V/C Ratio	-	0.585	0.056	-	-
HCM Ctrl Dly (s/v)	-	75.2	17.3	-	-
HCM Lane LOS	-	F	C	-	-
HCM 95th %tile Q(veh)	-	2.8	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	0	25	8	0	99
Future Vol, veh/h	25	0	25	8	0	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	27	9	0	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	32	0	0	36	0
Stage 1	32	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	1042	-	-	1575	-
Stage 1	991	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	1042	-	-	1575	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	917	-	-	-	-	-

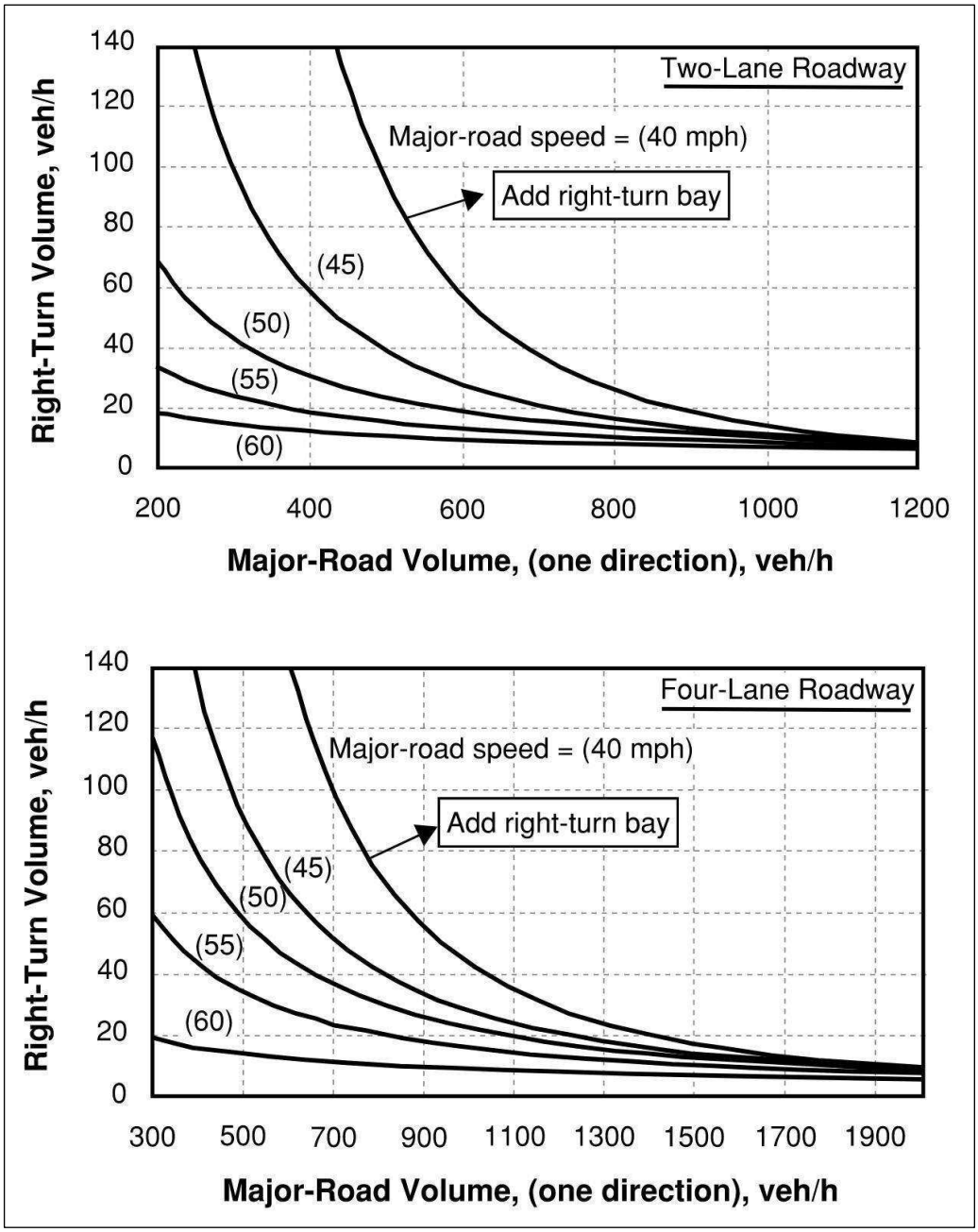
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.35	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	854	1575	-
HCM Lane V/C Ratio	-	-	0.032	-	-
HCM Ctrl Dly (s/v)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Appendix H

Excerpts from FDOT Multimodal Access Management Guidebook; FDM 212

Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection



Source: NCHRP Report 457, TDOT Highway System Access Manual

Figure 78 | Left-Turn Lane Warrants for Two-Lane Rural Roadways (Unsignalized)

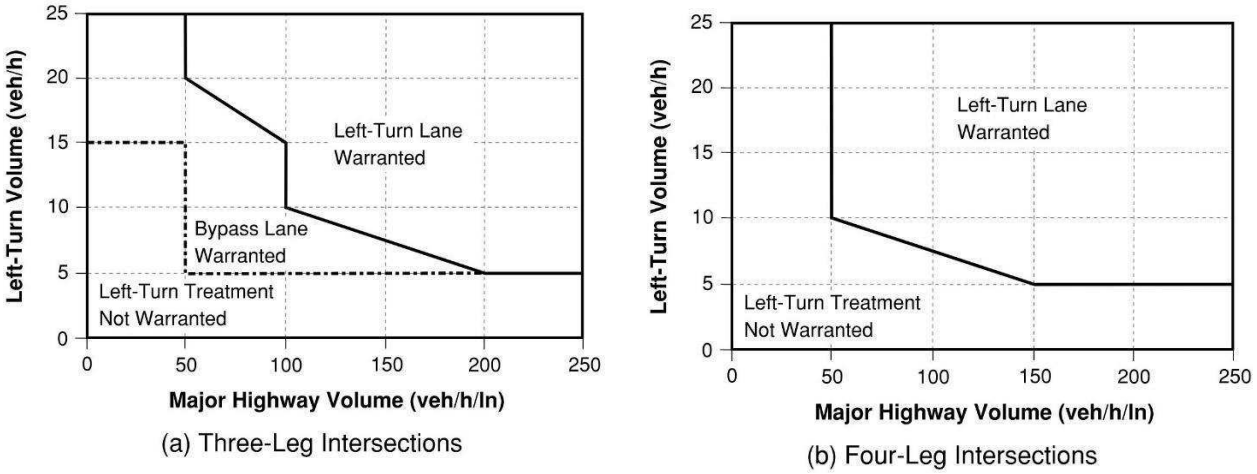


Figure 79 | Left-Turn Lane Warrants for Four-Lane Rural Roadways (Unsignalized)

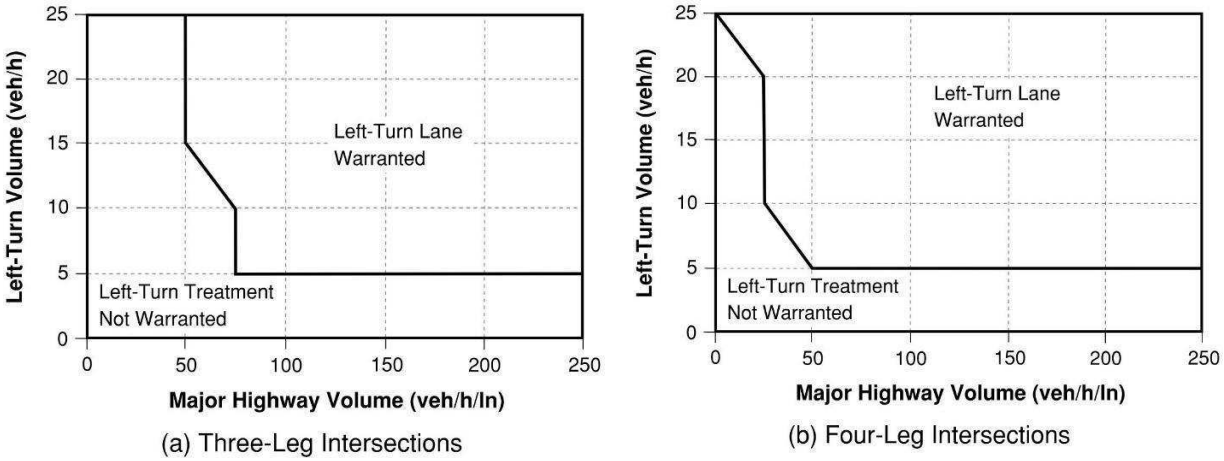
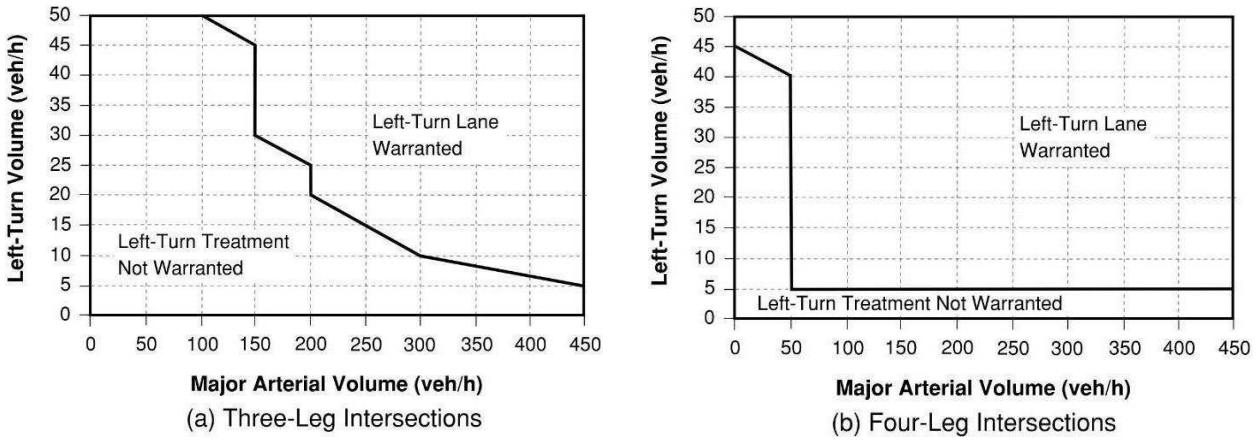
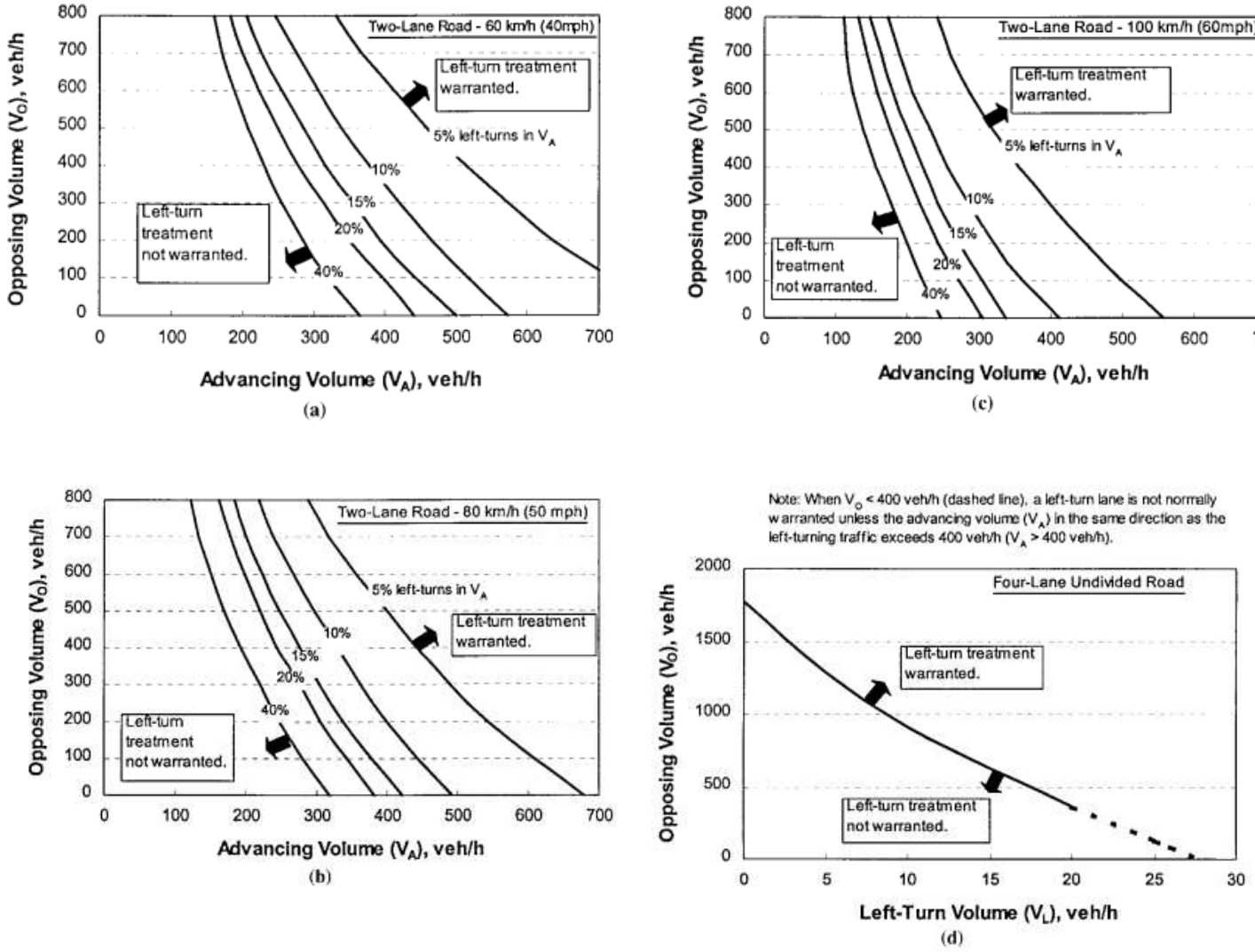


Figure 80 | Left-Turn Lane Warrants for Urban and Suburban Arterials



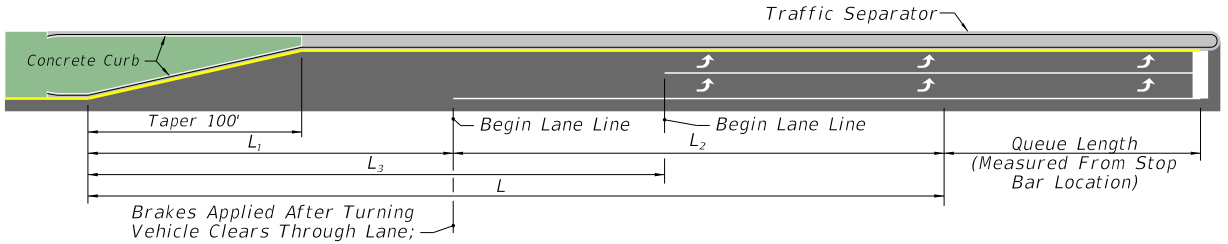
Source: NCHRP Report 745

Figure 81 | Left-Turn Lane Warrants (Unsignalized Intersections) – Alternate Method



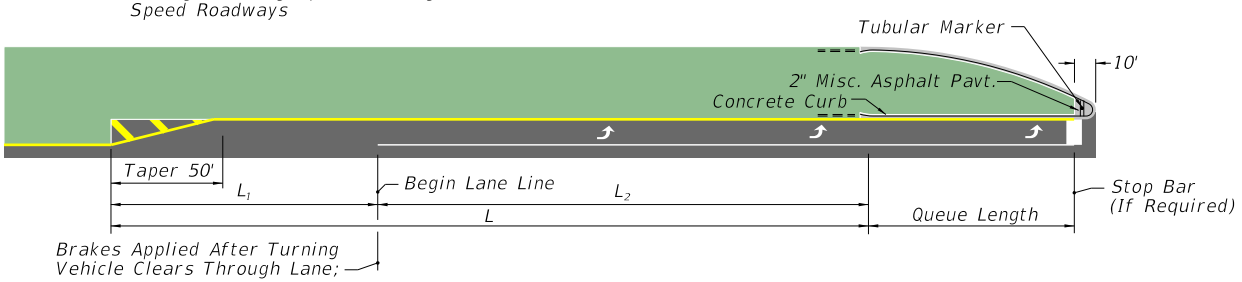
Source: NCHRP Report 457

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN

Entry Speed:
10 mph Below Design Speed For
Low Speed Roadways
Average Running Speed For High
Speed Roadways



SINGLE LEFT TURN

Entry Speed:
10 mph Below Design Speed
For Low Speed Roadways
Average Running Speed For
High Speed Roadways

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:

1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
   - Entry Speed of 40 mph
   - Brake to stop distance (L_2) of 135 ft.
   - Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2025

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Saint Augustine FL 32084

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SAG St Augustine Record 10/26/2026

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Legal Clerk

Notary, State of WI, County of Brown

8.25.30

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NOTICE OF A PROPOSED MAJOR MODIFICATION

NOTICE IS HEREBY GIVEN that a public hearing will be held on 11/19/2026 at 1:30 pm before the Planning and Zoning Agency in the St. Johns County Auditorium located at 500 San Sebastian View, St. Augustine, Florida and on 12/1/2026 at 9:00 am before the Board of County Commissioners in the St. Johns County Auditorium located at 500 San Sebastian View, St. Augustine, Florida to consider a Request for a Major Modification to the Travel Center at State Road 207 PUD (Ordinance 2019-06, as amended) to add approximately 0.64 acres (Parcel ID 136550-0000): currently zoned Commercial Highway Tourist (CHT), to increase the maximum square footage of commercial space from 40,000 square feet to 180,000 square feet, to change the name of the PUD from "Travel Center at State Road 207" to "Hanania Auto Group" and provide other revisions within an updated MDP Text and Map.

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, APPROVING A MAJOR MODIFICATION TO THE TRAVEL CENTER AT SR 207 UNIT DEVELOPMENT (PUD), ORDINANCE NUMBER 2007-05, AS AMENDED; MAKING FINDINGS OF FACT; PROVIDING A SAVINGS CLAUSE; REQUIRING RECORDATION; AND PROVIDING FOR AN EFFECTIVE DATE.

The subject property is located at 2645 State Road 207. See attached map (Exhibit A). This file and the proposed ordinance are maintained in the Planning and Zoning Division of the Growth Management Department located at the St. Johns County Permit Center, 4040 Lewis Speedway, St. Augustine, Florida 32084 and may be inspected by interested parties prior to said public hearing. Items not heard by 6 pm shall automatically be continued until 9 am the following day, unless otherwise directed by the Board.

Interested parties may appear at the meeting and be heard with respect to the proposed ordinance.

If a person decides to appeal any decision made with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

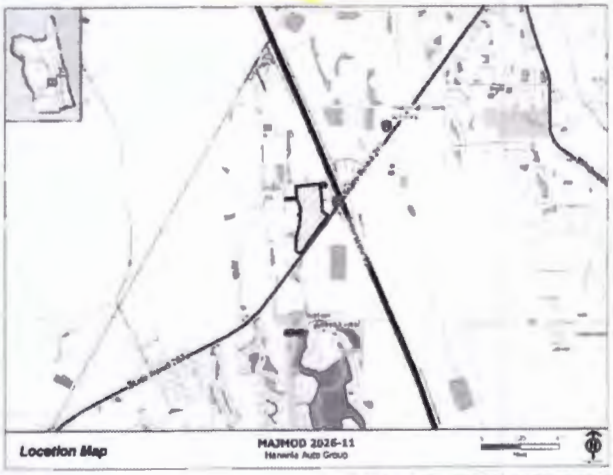
This matter is subject to court imposed quasi-judicial rules of procedure. Interested parties should limit contact with the Board of County Commissioners or the Planning and Zoning Agency members on this topic, except in compliance with Resolution 95-126, to properly noticed public hearings or to written communication, care of SJC Planning and Zoning Division, 4040 Lewis Speedway, St. Augustine, Florida, 32084.

NOTICE TO PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL HEARING-IMPAIRED PERSONS: In accordance with the Americans with Disabilities Act, persons needing special accommodations or an interpreter to participate in this proceeding should contact the County's ADA Coordinator at (904) 209-0650 or at the St. Johns County Facilities Management, 2416 Dobbs Road, St. Augustine, FL 32086. Hearing impaired persons, call Florida Relay Service (1-800-955-8770), no later than 5 days prior to the meeting.

PLANNING AND ZONING AGENCY
ST. JOHNS COUNTY, FLORIDA
RICHARD HILSENBECK, CHAIR

BOARD OF COUNTY COMMISSIONERS
ST. JOHNS COUNTY, FLORIDA
CLAY MURPHY, CHAIR

FILE NUMBER: MAJMOD-2026000011
PROJECT NAME: Hanania Auto Group



SAG44690926

Order# 12728232, 10/26/2026