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

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

5/4/2021

BCC MEETING DATE

TO: Hunter S. Conrad, County Administrator **DATE:** April 7, 2021

FROM: Joseph C. Cearley, Special Projects Manager **PHONE:** 904 209-0590

SUBJECT OR TITLE: COMPAMD 2020-08 Stonecrest (Transmittal)

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

BACKGROUND INFORMATION:

Transmittal hearing for COMPAMD 2020-08, known as Stonecrest, 6164 Race Track Road, a Comprehensive Plan Amendment to amend the Future Land Use Map designation from Rural/Silviculture (R/S) to Residential-C (RES-C) for approximately 46.53 acres for a residential community consisting of a maximum 147 dwelling units. The Planning and Zoning Agency recommended approval for Transmittal to State and Regional Agencies with a 7-0 vote at its April 1, 2021, regularly scheduled meeting. The Agency discussed the impacts of future growth and the impacts on schools.

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 transmit COMPAMD 2020-08 Stonecrest, based upon four (4) findings of fact.
DENY: Motion to deny the transmittal of COMPAMD 2020-08 Stonecrest, based upon four (4) findings of fact.

For Administration Use Only:
Legal: Christine Valliere 4/13/2021 **OMB:** DC 4/13/2021 **Admin:** Joy Andrews 4/26/2021



Growth Management Department

PLANNING DIVISION REPORT

Application for Comprehensive Plan Amendment
File Number: COMPAMD 2020-08 Stonecrest

To: The Board of County Commissioners

Through: The Planning and Zoning Agency

From: Joseph Cearley, Special Projects Manager
Growth Management Department

Date: April 6, 2021

Subject: Transmittal hearing for COMPAMD 2020-08, known as "Stonecrest", 6164 Race Track Road, a Comprehensive Plan Amendment to amend the Future Land Use Map designation from Rural/Silviculture (R/S) to Residential-C (RES-C) for approximately 46.53 acres for a residential community of a maximum 147 dwelling units.

Owner/Applicant: St. Johns Mortgage Management, Inc.

Representative: St. Johns Law Group, Douglas N. Burnett, Esq.

Hearing dates: Planning and Zoning Agency – April 01, 2021
Board of County Commissioners – May 4, 2021

Commissioner District: District 1

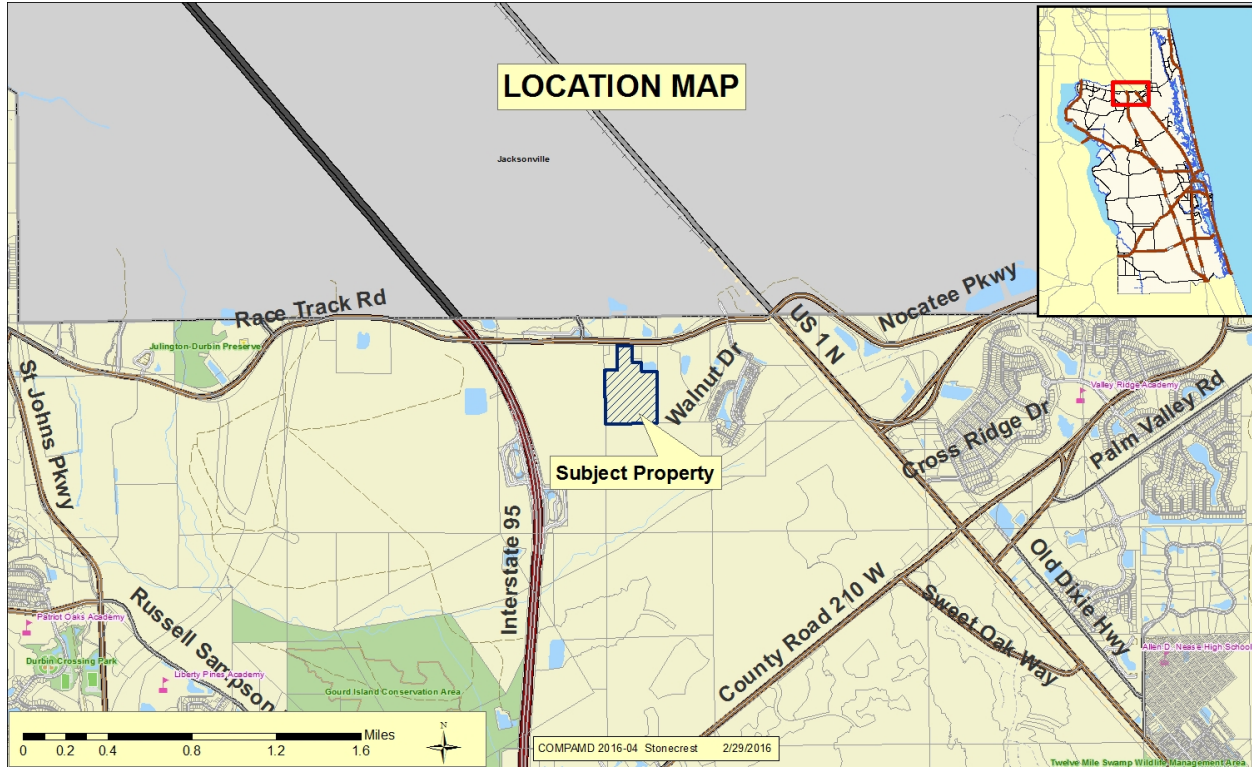
SUGGESTED MOTION/RECOMMENDATION/ACTION

APPROVE: Motion to transmit **COMPAMD 2020-08 Stonecrest**, based upon four (4) findings of fact.

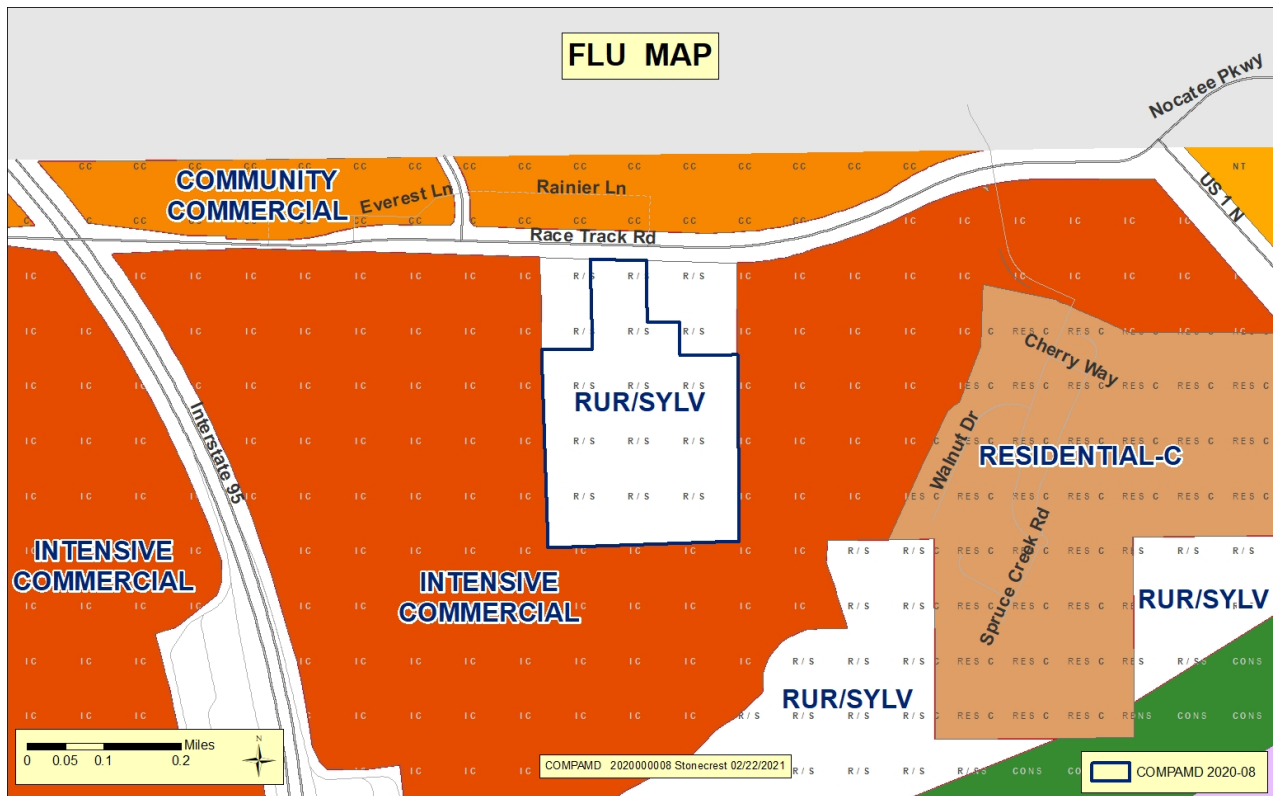
DENY: Motion to deny the transmittal of **COMPAMD 2020-08 Stonecrest**, based upon four (4) findings of fact.

MAP SERIES

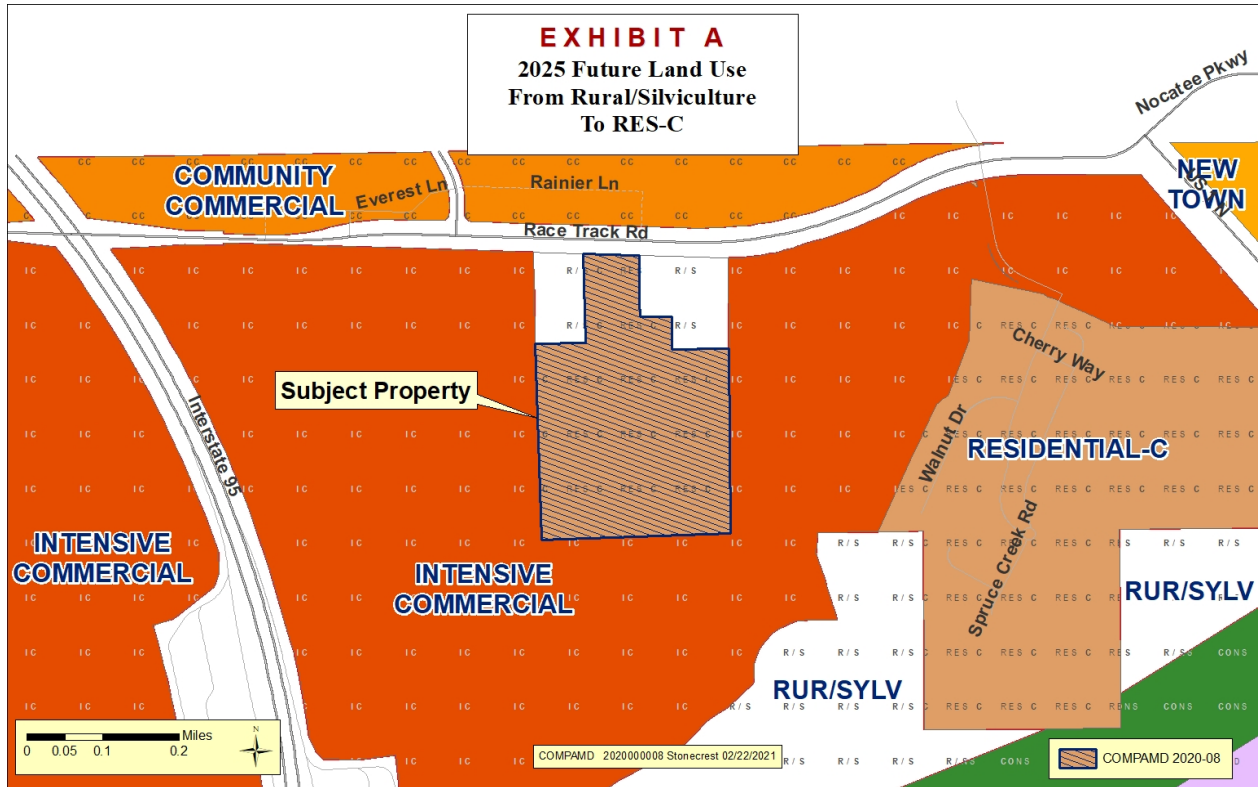
Location: The subject property consists of approximately 46.53 acres of land located along Race Track Road, immediately east of Interstate 95 and west of US 1 North.



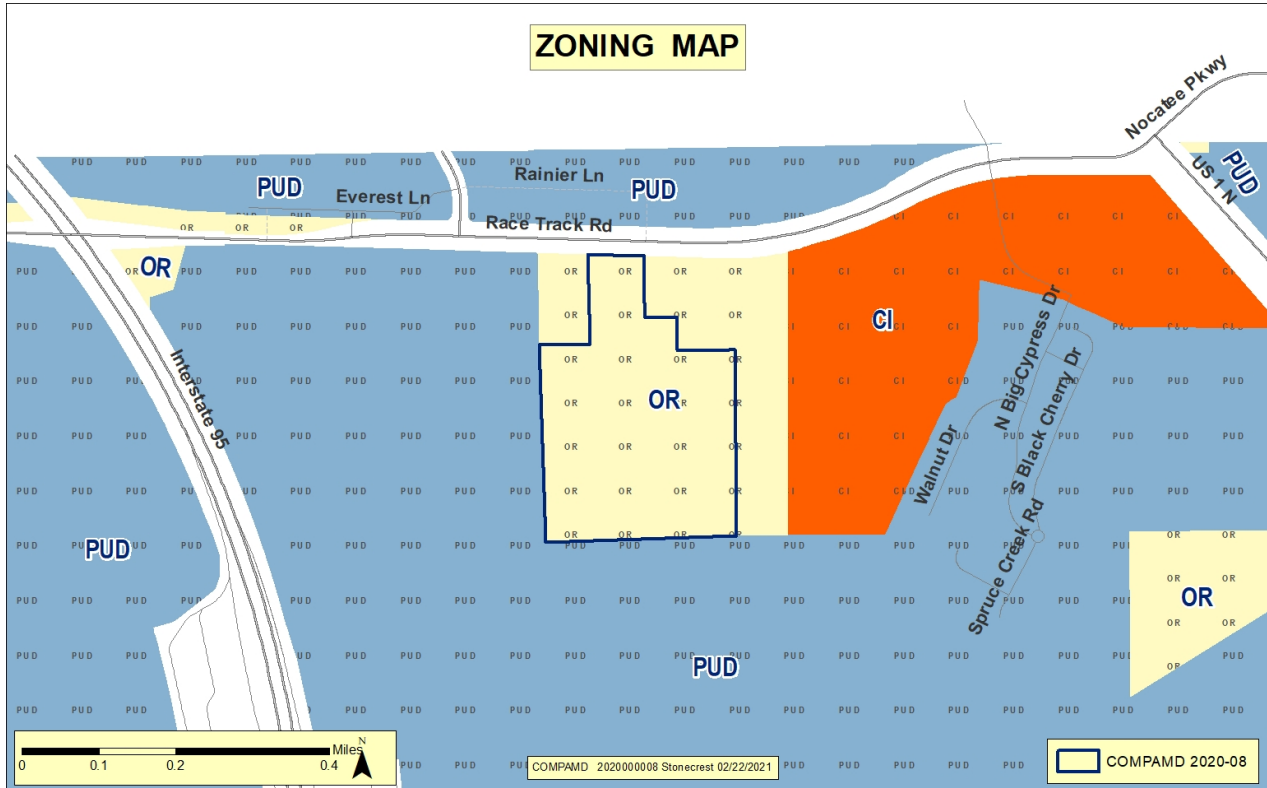
Existing Future Land Use: The subject property is an irregularly shaped lot that is designated Rural/Silviculture (R/S) on the Future Land Use Map. There are several small lots along Race Track Road, to the immediate east and west of the northern section of the subject parcel that are also designated Rural/Silviculture (R/S). Lands to the east, west and south along a majority of the subject parcel are designated Intensive Commercial (IC) on the Future Land Use Map. Lands located to the north are designated Community Commercial (CC). The vacant future commercial pod of the Bartram Park PUD is located directly to the north.



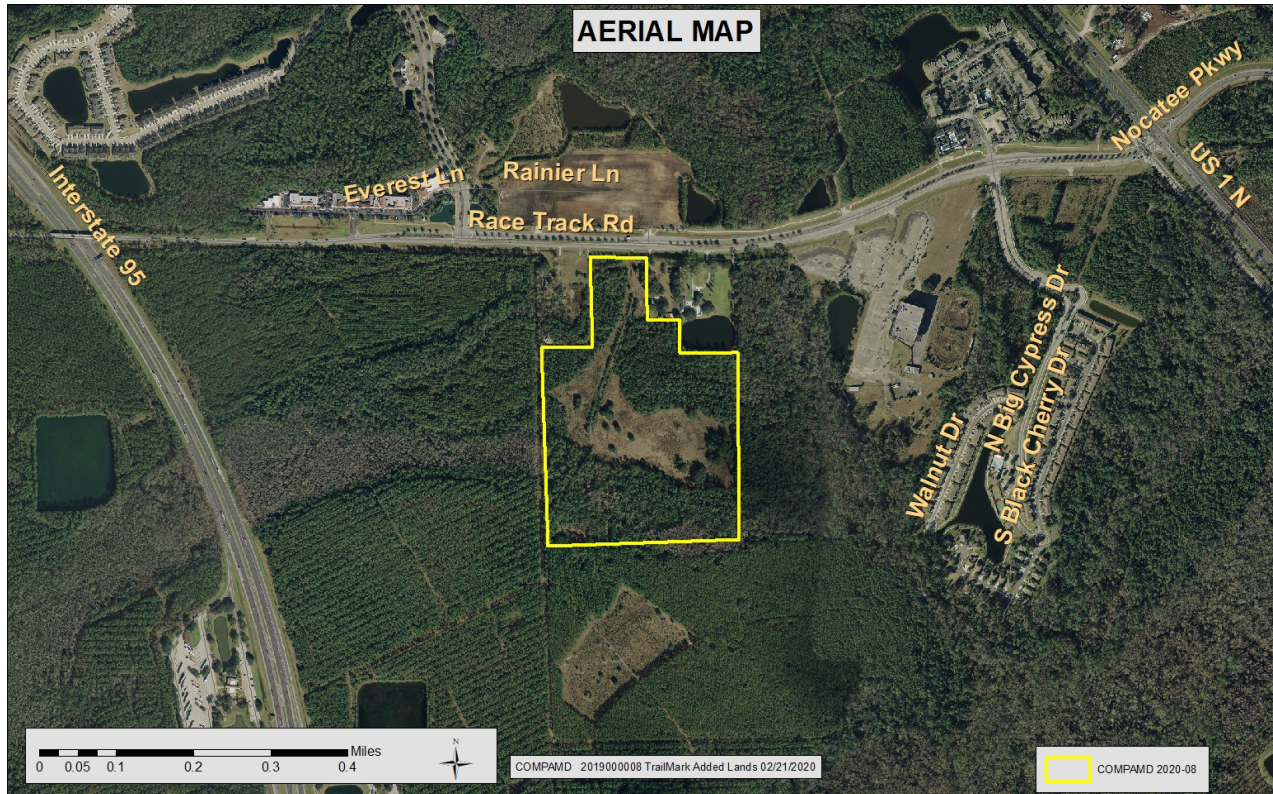
Proposed Future Land Use: The applicant has requested a Residential-C (Res C) Future Land Use Map designation to allow a maximum of 147 single family dwelling units. The property lies adjacent to the east and north of Phase 3 and 4 of the Durbin National Urban Service Area (USA) which has a Future Land Use Map designation of Intensive Commercial (IC). Phases 3 and 4 of the Durbin National Urban Service Area include entitlements for office and retail uses, hotel, and multifamily uses that would border the south and west boundaries of the applicant's proposed single-family residential development.



Zoning District: The applicant has filed a companion rezoning application to rezone the subject property from Open Rural (OR) to Planned Unit Development (PUD). Lands to the south, east and west are zoned Open Rural (OR) and lands to the north are zoned PUD (specifically the commercial node of the Bartram Park PUD).



Aerial Imagery: The subject property contains approximately 46.53 acres of undeveloped land, although the site is improved with an existing pole barn. The property maintains 390 feet of frontage located along Race Track Road, approximately 1/2 mile west of its intersection with US 1. To the east of the subject property is a vacant parcel owned by Bayard Timberland Company and Multifamily development, and less than one-thousand (1,000) feet further east is the former Best Bet facility. To the west is Phase II of the Durbin Park PUD which has entitlements to develop 2,265 units of Multifamily Residential, 1,697,130 square feet of Commercial Shopping Center, 2,276,065 square feet of Office, 350 Hotel Rooms, and 375,000 square feet of Hospital use.



APPLICATION SUMMARY

This is a transmittal hearing for a proposed Large Scale Comprehensive Plan Future Land Use Map amendment from Rural/Silviculture (R/S) to Residential-C (Res-C) for approximately 46.53 acres of undeveloped land. The applicant has submitted a companion application (PUD 2020-11) which will be scheduled concurrently at the adoption hearings with this proposed amendment.

The density for the current Land Use of Rural/Silviculture would allow either 1 unit/100 acres if developed under Open Rural (OR) zoning, or potentially up to 1 unit/5 acres if developed as a Planned Rural Development. As such, the applicant is seeking this FLUM amendment to increase the development entitlements associated with the property. Given that the subject property has approximately 34.81 developable acres (minus wetlands), under the proposed Residential-C FLUM designation, the applicant would have the ability to construct up to the maximum density of 208 single-family residential units. The proposed density is 147 units, or 4.22 dwelling units per net acre. The applicant is proposing a text amendment to limit development rights on the parcel to 147 dwelling units.

The Bartram Park Development of Regional Impact (DRI), which is located north of the subject property across Race Track Road, is entitled to develop approximately 1,956,360 square feet of commercial/office uses within the commercial pods of their approved PUD rezoning. The boundary of the Bartram Park DRI closest to the proposed Stonecrest development to the north consists primarily of lands with a Community Commercial (CC) Future Land Use Map designation, although properties further northwest within the DRI are developed with single-family residential dwelling units.

In 2015, at the request of Durbin Creek National, LLC, the County established an Urban Service Area (USA), pursuant to Sec 163.3165 (50), FL Statutes, and approved a Development Agreement which set forth entitlements and transportation mitigation for a mixture of uses consisting of 1,697,130 square feet of Commercial/Shopping Center, 2,276,065 square feet of Office, 375,000 square feet of Hospital, 350 Hotel rooms and 2,265 multi-family residential units, on properties equating to approximately 1,624 acres (Ord. 2020-20). This represents the single largest contiguous area designated Intensive Commercial (IC) on the St. Johns County Future Land Use Map, and also 69% of all IC designated lands in the County. The Stonecrest property abuts the Durbin Creek National, LLC lands on the west and south, including lands within Phases 1, 3 and 4 of the Development Agreement. Those lands are designated for a mix of office, retail, hospital, and multi-family development. To the west of Stonecrest is a vacant parcel owned by Bayard Timberland Company and further east is the former Best Bet facility.

The applicant contends that the proposed amendment supports a more appropriate use of the subject property than the present FLUM designation, and believes that the additional residential development is necessary to help bring the amount of residential users that commercial users require before committing to a particular area. The applicant furthermore states that the existing Rural/Silviculture (R/S) FLUM designation is not in keeping with the development trends in the area. The applicant has submitted a companion Planned Unit Development rezoning that includes up to 147 single-family residential units.

Table 1 below (Future Land Use Map Designation Comparison) below shows the differences in Use categories allowed under the current designation of Rural/Silviculture, and the proposed designation of Residential – C.

Table 1: Future Land Use Map Designation Comparison

Permitted Uses	R/S	Res-C
Agricultural	X	
Residential		X
Cultural/Institutional	X	X
Mining and Extraction	X	
Outdoor Passive	X	X
Neighborhood Public Service	X	X
Solid Waste and Correctional Facilities	X	
Public or Private Schools	X	X
Neighborhood Business and Commercial (PUD)		X
Office and Professional (PUD)		X
Residential (as an accessory use)		X
General Business and Commercial (PUD)		X
Multi-Family Residential (up to 13 units/acre)		X
Mixed Use (Community Commercial)		X

Table 2 represents the uses permitted within the proposed Residential-C FLUM map designation of the Stonecrest development and the uses permitted within the approved Intensive Commercial (IC) FLUM map designation of lands surrounding the proposed Stonecrest development.

Table 2: Future Land Use Map Designation Comparison

Permitted Uses	Res-C	Intensive Commercial
Residential (up to six (6) dwelling units per net acre)	X	
Multi-Family Residential (up to thirteen (13) dwelling units per net acre)		X
Cultural/Institutional	X	X
Outdoor Passive	X	
Neighborhood Public Service	X	X
Public or Private Schools	X	
Neighborhood Business and Commercial	X	X
General Business and Commercial	X	
Office and Professional	X	X
Agricultural (subject to compatibility)	X	
Residential (as an accessory use)		X
General Business and Commercial		X
High Intensity Commercial		X
Highway Commercial		X
General Public Service		X
Regional Business and Commercial		X
Regional Cultural and Entertainment		X
Mixed Use – Intense Commercial		X

Impact Review: The development is subject to concurrency review and compliance with Article XI of the Land Development Code prior to construction plan approval. At that time, a formal concurrency application and a detailed land development traffic analysis will be required; concurrency will be determined based upon the current availability of public infrastructure.

- **Transportation:** Staff review of the traffic impact analysis indicates that the maximum allowable density based on the companion text amendment (160 single-family units) is classified as a Major Project for concurrency review purposes and is estimated to generate 1,602 daily trips and 160 new, external P.M. peak hour trips.

There is currently adequate capacity on the directly accessed roadway segment, Link 78.2 (Race Track Road from Bartram Springs Parkway to SR 5 (US 1)). Link 78.2 is currently at 69.1% of capacity based on total committed traffic. However, Link 78.1 (Race Track Rd from Bartram Park Blvd to Bartram Springs Pkwy) is adversely impacted and will require a proportionate fair share agreement to mitigate for transportation. A portion of this segment from East Peyton Parkway to Bartram Springs Parkway is planned to be widened to 4-lanes by FDOT in conjunction with the I-95 widening project, including the I-95 overpass.

- **Potable Water:** JEA Provides water and sewer to the subject property. According to a letter dated March 11, 2021, JEA will be able to meet the water plant capacity for a new 147 single-family residential development. The water service will be provided by the existing 24 inch water main on the north side of Race Track Road.
- **Sewer:** According to a letter dated March 11, 2021, JEA will be able to meet the sewer plant capacity for a new 147 single-family residential development. The sewer service will be provided by the existing 12 inch force main on the south side of Race Track Road.
- **Drainage and Solid Waste:** All drainage and solid waste will comply with the applicable County, regional and State requirements.
- **Public Schools:** A letter was received by the St. Johns County School District on March 16, 2021 stating that capacity was currently available within the Nease Concurrency Service Area (CSA) at all levels of education for the development of 147 single family dwelling units.

DEPARTMENTAL REVIEW

Technical Division Review: All future site engineering, drainage and required infrastructure improvements will be reviewed pursuant to the established Development Review Process to ensure that the development has met all applicable local regulations and permitting requirements. No permits will be issued prior to compliance with all applicable regulations.

Planning Division Review: Presently, much of the surrounding area consists of agricultural lands and low-density residential development. However, the subject property is surrounded to the south, west and east by parcels that maintain a FLUM designation of Intensive Commercial (IC). This area is in the process of transitioning from rural to intensive commercial uses to provide support services and employment opportunities for the existing and future residential populations, and provide economic development opportunities. The Durbin Creek National

property is anticipated to accommodate a mixture of uses including commercial/shopping center, office, hotel, hospital and multi-family residential. Additionally, the Intensive Commercial (IC) FLUM designation allows a myriad of use categories, including but not limited to, High Intensity Commercial, Highway Commercial, Regional Business and Commercial, Regional Cultural and Entertainment, and Mixed Use. If the subject site is approved for single family residential development, the surrounding commercial lands will be required to include incompatibility buffers from the single family neighborhood. Even with these buffers, homeowners adjacent to Intensive Commercial development often perceive that the neighboring development creates a negative burden on their quality of life. The County should expect that possible outcome during the review of a Planned Unit Development application for the surrounding commercially designated land.

Policy A.1.11.1.f states, “*Intensive Commercial uses are generally incompatible with residential uses, unless those residential uses are multi-family residential or the residential uses are an accessory use*”. Although residential populations are necessary to support retail demand, there are substantial single family residential entitlements approved in the northwest sector of the county and the Nocatee area, both of which are anticipated to provide demand for this regional commercial node.

Pursuant to the Comprehensive plan, single-family home development is not the most appropriate or compatible land use for this site, given the surrounding Intensive Commercial land uses to the south, east and west, and the Community Commercial FLUM designation to the north. Alternatively, development of multi-family residential housing would appear a more appropriate transition, as would commercial, office or light industrial uses. Residential C and D land Use categories support multi-family development, but single family development is proposed on this site. If the Board decides to transmit this amendment, compatibility measures should be examined as a part of the companion Planned Unit Development.

CORRESPONDENCE

No correspondence was received.

PLANNING AND ZONING AGENCY (APRIL 1, 2021)

This item was heard before the Planning and Zoning Agency on April 1, 2021 and was recommended for transmittal to State and Regional Agencies unanimously 7-0. There was some discussion on the impacts of future growth and the impacts on schools. Currently, there is capacity at all levels. Additionally, the Agency stated that this was a perfect example of infill development. .

COMPREHENSIVE PLAN AMENDMENT PROCESS

According to Florida Statute Chapter 163, Florida Community Planning Act, Comprehensive Plan amendments greater than 10 acres in size and changes to Comprehensive Plan policies require a Transmittal hearing. In St. Johns County, Transmittal hearings, require a recommendation from the Planning and Zoning Agency and final action by the Board of County Commissioners. Transmittal means that the Comprehensive Plan application will be sent to the Department of Economic Opportunity, Northeast Florida Regional Council, Department of Education, Florida Fish and Wildlife Conservation Commission, Florida Department of Transportation, St. Johns River Water Management District, Department of Environmental Protection, Department of State and adjacent local governments. These State, regional and local agencies have 30 day review period to comment on the application. Should the County receive comments, staff will work with the Department/agency, applicant and County to resolve the comment. Once the 30 day State, regional and local agency review is complete, the Amendment is scheduled for Adoption Hearings, which again require a recommendation from

the Planning and Zoning Agency and Board of County Commissioners final action to approve or deny the amendment. The companion PUD modifications will be heard concurrently at these hearings.

ATTACHMENTS

1. Applicable Comprehensive Plan and Land Development Code Provisions
2. Recorded Documents Section
3. Application and Supporting Documents
4. Water and Sewer Availability Letter
5. School District Correspondence

FINDINGS OF FACT
COMPAMD 2020-08 Stonecrest (Transmittal)

APPROVE	DENY
1. The proposed Comprehensive Plan Amendment was fully considered after public hearing pursuant to legal notice duly published as required by law.	1. The proposed Comprehensive Plan Amendment was fully considered after public hearing pursuant to legal notice duly published as required by law.
2. The proposed Comprehensive Plan Amendment is consistent with the St. Johns County Comprehensive Plan, Ordinance No. 2010-38, as amended, the Northeast Florida Strategic Regional Policy Plan, the Community Planning Act and Land Development Regulation Act (Chapter 163, Florida Statutes), subject to further assessment at the adoption hearing.	2. The proposed Comprehensive Plan Amendment is not consistent with the St. Johns County Comprehensive Plan, Ordinance No. 2010-38, as amended, the Northeast Florida Strategic Regional Policy Plan, the Community Planning Act and Land Development Regulation Act (Chapter 163, Florida Statutes).
3. The proposed Comprehensive Plan Amendment is procedurally consistent with Part 9.05.00 of the Land Development Code, subject to further assessment at the adoption hearing.	3. The proposed Comprehensive Plan Amendment is not procedurally consistent with Part 9.05.00 of the Land Development Code.
4. The amendment is consistent with the Goals, Objectives, and Policies of the St. Johns County Comprehensive Plan, including Policies A.1.2.5, A.1.2.7, A.1.3.11, A.1.15.2, and with other provisions provided during the hearing.	4. The amendment is not consistent with the Goals, Objectives, and Policies of the St. Johns County Comprehensive Plan, including Policies A.1.2.5, A.1.2.7, A.1.3.11, A.1.15.2, nor with other provisions provided during the hearing.

ATTACHMENT 1

**CITED COMPREHENSIVE PLAN AND
LAND DEVELOPMENT CODE
PROVISIONS**

Objective A.1.2

Control of Urban Sprawl

The County shall control urban sprawl, characterized by leapfrog development, strip development, and low density residential over a large area.

Policies

- A.1.2.1 The County shall only issue development orders or development permits consistent with the provisions of the County Concurrency Management System, as provided in the Land Development Code.
- A.1.2.2 The County shall promote infill residential development, within the Development Areas as depicted on the Future Land Use Map, near existing facilities by offering a Variable Density Factor for residential developments that are served by central water and central sewer consistent with the Variable Density Factors established through Policy A1.11.1.
- A.1.2.3 New residential developments in the Agricultural-Intensive and Rural/Silviculture districts shall be clustered pursuant to the provisions of the Planned Rural Development land development regulations.
- A.1.2.4 New stand-alone Commercial development shall not be permitted in the Agricultural-Intensive or Rural/Silviculture districts, unless, directly related to or accessory to or supportive of agricultural activities or operations, or agribusiness opportunities allowed by specific zoning districts or as defined in Policy A.1.6.9 as further defined in the Land Development Code.
- A.1.2.5 All Comprehensive Plan amendments shall provide justification for the need for the proposed amendment and demonstrate how the proposed amendment discourages urban sprawl and not adversely impact natural resources. In evaluating proposed amendments, the County shall consider each of the following:
- (a) the extent to which the proposed amendment is contiguous to an existing Development Area which has developed in a manner providing a compact, contiguous development pattern with the proposed amendment;
 - (b) the extent to which population growth and development trends warrant an amendment , including an analysis of vested and approved but unbuilt development;
 - (c) the extent to which adequate infrastructure to accommodate the proposed amendment exists, or is programmed and funded through an adopted Capital Improvement Schedule, such as the County Capital Improvement Program, the Florida Department of Transportation Five-Year Work

Program, the North Florida Transportation Planning Organization (TPO) Transportation Improvement Program, or will be privately financed through a binding executed agreement, or will otherwise be provided at the time of development impacts as required by law;

- (d) the extent to which the amendment will result in an efficient use of public funds needed for the provision of new infrastructure and services related to it;
- (e) the extent to which the amendment will not result in a sprawl development pattern as determined by Chapter 163, Florida Statutes, and will not discourage infilling of more appropriate areas available for development within existing Development Area Boundaries; and
- (f) the extent to which the amendment will result in a sustainable development pattern through a balance of land uses that is internally interrelated; demonstrates an efficient use of land; ensures compatible development adjacent to agriculture lands; protects environmental qualities and characteristics; provides interconnectivity of roadways; supports the use of non-automobile modes of transportation; and appropriately addresses the infrastructure needs of the community.
- (g) the extent to which the amendment results in positive market, economic and fiscal benefits of the area as demonstrated through a market demand analysis, economic impact analysis and fiscal impact analysis.

A.1.2.6 The extension or expansion of utilities and roads should promote compact, contiguous development patterns.

A.1.2.7 The County shall encourage urban and suburban growth in Development Areas where public facilities and services exist. Development Areas are those areas designated on the Future Land Use Map, which depict the overall future growth pattern of the County. Areas designated R/S and A-I are not Development Areas. Comprehensive Plan amendments to add development area shall be discouraged unless the applicant demonstrates the amendment provides economic development, job creation, preservation of the natural environment, or other public benefit.

A.1.2.8 The County shall encourage infill development. Infill development is development on a vacant parcel or parcels of land within Development Areas that are surrounded by an existing built area. Compatibility of the infill development shall be considered with the development review process. Infill development shall not be considered in R/S or A-I areas.

A.1.2.9 The County shall investigate the designation of an Urban Service Area (USA) or and Transportation Concurrency Exemption Area (TCEA), as allowed by Florida Statutes, in areas where found appropriate.

surrounding properties or the natural environment;

- b) adequate public facilities exist to serve the intended Commercial development;
- c) there is a demonstrated deficiency of other available lands designated Commercial to accommodate the proposed Commercial use, and the applicant has demonstrated that a need exists for the proposed Commercial development, based on the size, scale and population of the area being served; and
- d) the proposed development will promote compact commercial centers or districts rather than a strip commercial development pattern, characterized by continuous linear commercial frontage along the roadway.
- e) the amendment is consistent with the policies contained in Policy A.1.2.5 and the policies contained in Objective A.1.5 of this Plan.

A.1.3.11 When a Comprehensive Plan amendment, rezoning or development application is considered, the County shall ensure compatibility of adjacent and surrounding land uses. Land uses, include but are not limited to permitted uses, structures, and activities allowed within the land use category or implementing zoning district. Compatibility means a condition in which land uses can co-exist in relative proximity to each other in a stable fashion over time such that no use is unduly negatively impacted directly or indirectly by another use. Compatibility does not mean “the same as“. Compatibility refers to the sensitivity of development proposals in maintaining the character of existing development and environments. The compatibility of land uses is dependent on numerous characteristics which may impact adjacent or surrounding uses. These include, but are not limited to: type of use, density, intensity, height, general appearance and aesthetics, odors, noise, smoke, dust, vibration, traffic generation, sanitation, litter, drainage, fire risk, air quality, vegetation, topography, soil conditions, wildlife, aquifer recharge, surface waters, drainage, protection of Listed Species or Essential Habitat, maintenance of public infrastructure, availability of potable water, sanitary sewer and other necessary public services and nuisances.

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

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

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

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

- e. roads, setbacks, buffers, fences, walls, landscaping, parks and open spaces, wetlands, conservation areas, drainage ponds, lakes, and other similar characteristics.

- Mixed Use – Community Commercial
 - Multi-family Residential Units, up to 13 units per acre. When community commercial uses are planned in a Residential Future Land Use designation, the density is limited by the Residential Future Land Use designation. Such development shall be reviewed through the Planned Development land development regulations, and when constructed with commercial uses, such as apartments located on the second floor of retail shops. Density shall be determined on a site specific basis considering design, compatibility, infrastructure, site characteristics and other similar considerations, which may limit density appropriate to the site. In West Augustine, Neighborhood and Community Commercial uses may be provided in Residential Land Use designations as permitted by zoning designation and Overlay District regulations.
 - Residential as an Accessory Use, defined in the Land Development Code.
- (f) **Intensive Commercial** shall mean highway commercial or high-intensity commercial uses, along with large office, institutional, and tourist-oriented uses which are generally incompatible with residential uses. Permitted uses shall include the following as defined and controlled by the County land development regulations:
- Neighborhood Business and Commercial;
 - General Business and Commercial;
 - High Intensity Commercial;
 - Highway Commercial
 - Cultural/Institutional;
 - Office and Professional;
 - Neighborhood Public Service;
 - General Public Service;
 - Regional Business and Commercial;
 - Regional Cultural and Entertainment
 - Mixed Use – Intensive Commercial

- Multi-family Residential Units, up to 13 units per acre. When intensive commercial uses are planned in a Residential Future Land Use designation, the density is limited by the Residential Future Land Use designation. Such development shall be reviewed through the Planned Development land development regulations, and when constructed with commercial uses, such as apartments located on the second floor of retail shops. Density shall be determined on a site specific basis considering design, compatibility, infrastructure, site characteristics and other similar considerations, which may limit density appropriate to the site,
- Residential as an Accessory Use, defined in the Land Development Code.

(g) **Rural Commercial** shall mean commercial uses intended to serve rural communities and which are compatible with rural land use densities and intensities. Permitted uses shall include the following as defined and controlled by the County land development regulations:

- Rural Commercial (uses supportive of rural communities, including general stores; establishments for the retail sale of motor fuels, bait & tackle and general supplies; roadside stands; nurseries; fish camps with accessory lodging and restaurant facilities; bed and breakfast establishments; campgrounds; Recreational Vehicle parks; hunt clubs; saddle clubs; riding academies; boarding stables; shooting ranges, and other similar uses); and agricultural manufacturing establishments as defined in the County's Land Development Regulations;
- Neighborhood Business and Commercial;
- Cultural/Institutional
- Neighborhood Public Service
- Residential as may be allowed as an Accessory Use within the County land development regulations.

(h) **Business and Commerce Park** is a development that contains a mixture of retail, office, business and/or, light industrial buildings with supporting uses. Restaurants, showrooms and similar commercial retail are allowed on a scale to serve the Business and Commerce Park. Business and Commerce Parks shall have centralized traffic circulation, access, parking, utilities, drainage, open space, similar architectural and aesthetic designs and compatibility. Permitted uses shall include the following as defined and controlled by the County land development regulations:

Objective A.1.15
Comprehensive Plan Amendment and Review

The County shall have a mechanism for review and amendment of the Comprehensive Plan.

Policies

- A.1.15.1 St. Johns County shall provide for the amendment of the Comprehensive Plan in accordance with the provisions of Chapter 163, F.S. Applications to amend the Future Land Use Map may be submitted by the owner, or agent for the owner of property proposed for redesignation; by the County; by the Planning & Zoning Agency; or by the Board of County Commissioners. Applications to amend other portions of the Comprehensive Plan may be submitted by any interested party, by the County, by the Planning & Zoning Agency, or by the Board of County Commissioners. The County shall establish an appropriate fee for the review of the proposed amendments.
- A.1.15.2 Applications requesting amendment to the Comprehensive Plan or Future Land Use Map shall be evaluated based upon criteria which shall include, but not be limited to the following:
- (a) consistency with the Goals, Objectives and Policies of the St. Johns County Comprehensive Plan;
 - (b) consistency with the Northeast Florida Strategic Regional Policy Plan;
 - (c) impacts on public facilities and services;
 - (d) environmental impacts; and,
 - (e) compatibility with surrounding areas.
 - (f) the need to modify land uses and development patterns within antiquated subdivisions.
- A.1.15.3 The County may amend the Comprehensive Plan according to applicable law.
- A.1.15.4 Pursuant to applicable law, the County shall evaluate the effectiveness of the Comprehensive Plan. As applicable, the County may prepare and consider adoption of amendments to the Plan as identified in the evaluation.

ATTACHMENT 2
RECORDED DOCUMENTS SECTION

ORDINANCE NO. 2021 - _____
AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, AMENDING THE 2025 COMPREHENSIVE PLAN, ORDINANCE NO. 2010-38, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP DESIGNATION FROM RURAL/SILVICULTURE (R/S) TO RESIDENTIAL-C (RES-C) FOR APPROXIMATELY 46.53 ACRES OF LAND LOCATED OFF RACE TRACK ROAD; PROVIDING FOR FINDINGS OF FACT; FINDINGS OF CONSISTENCY; SEVERABILITY; AND AN EFFECTIVE DATE.

WHEREAS, Chapter 125 and 163, Florida Statutes provide for the Board of County Commissioners to prepare, implement and enforce Comprehensive Plans and Land Development regulations for the control of development within the County;

WHEREAS, Section 163.3184 and 163.3187 Florida Statutes provide the process for the adoption of Comprehensive Plan amendments; and,

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

SECTION 1. The St. Johns County Comprehensive Plan is amended to change the Future Land Map designation from Rural/Silviculture (R/S) to Residential-C for approximately 46.53 acres of land as described and shown on the attached EXHIBITS A and B, and limiting the maximum number of single family dwelling units with a Comprehensive Plan policy text amendment on the attached EXHIBIT C.

SECTION 2. The 2025 Comprehensive Plan amendment described in Section 1 is based upon the following Findings of Fact:

- (a) The proposed Comprehensive Plan Amendment was fully considered after public hearing pursuant to legal notice duly published as required by Law.
- (b) The proposed Comprehensive Plan Amendment is consistent with the St. Johns County Comprehensive Plan, Ordinance No. 2010-38, as amended, the Northeast Florida Strategic Regional Policy Plan, the Community Planning Act and Land Development Regulation Act (Chapter 163, Florida Statutes).
- (c) The proposed Comprehensive Plan Amendment is procedurally consistent with Part 9.05.00 of the Land Development Code.
- (d) The amendment is consistent with the Goals, Objectives, and Policies of the St. Johns County Comprehensive Plan, including Policies A.1.2.5, A.1.2.7, A.1.3.11, A.1.15.2, and with other provisions provided during the hearing.

SECTION 3. The remaining portions of the St. Johns County Comprehensive Plan, Ordinance No. 2010-38, as amended and the 2025 Future Land Use Map, as amended, which are not in conflict with the provisions of this ordinance, shall remain in full force and effect.

SECTION 4. Should any section, subsection, sentence, clause, phrase or portion of this ordinance be held invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed a separate, distinct and independent provision and shall not affect the validity of the remaining portions.

SECTION 5. These amendments to the St. Johns County Comprehensive Plan shall be effective 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely, challenged, within 30 days after adoption, the amendment does not become effective until the state land planning agency or Administration Commission enters a final order determining the adopted amendment to be in compliance.

SECTION 6. This ordinance shall be recorded in a book of land use regulation ordinances kept and maintained by the Clerk of Court 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 _____ 2021.

BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA

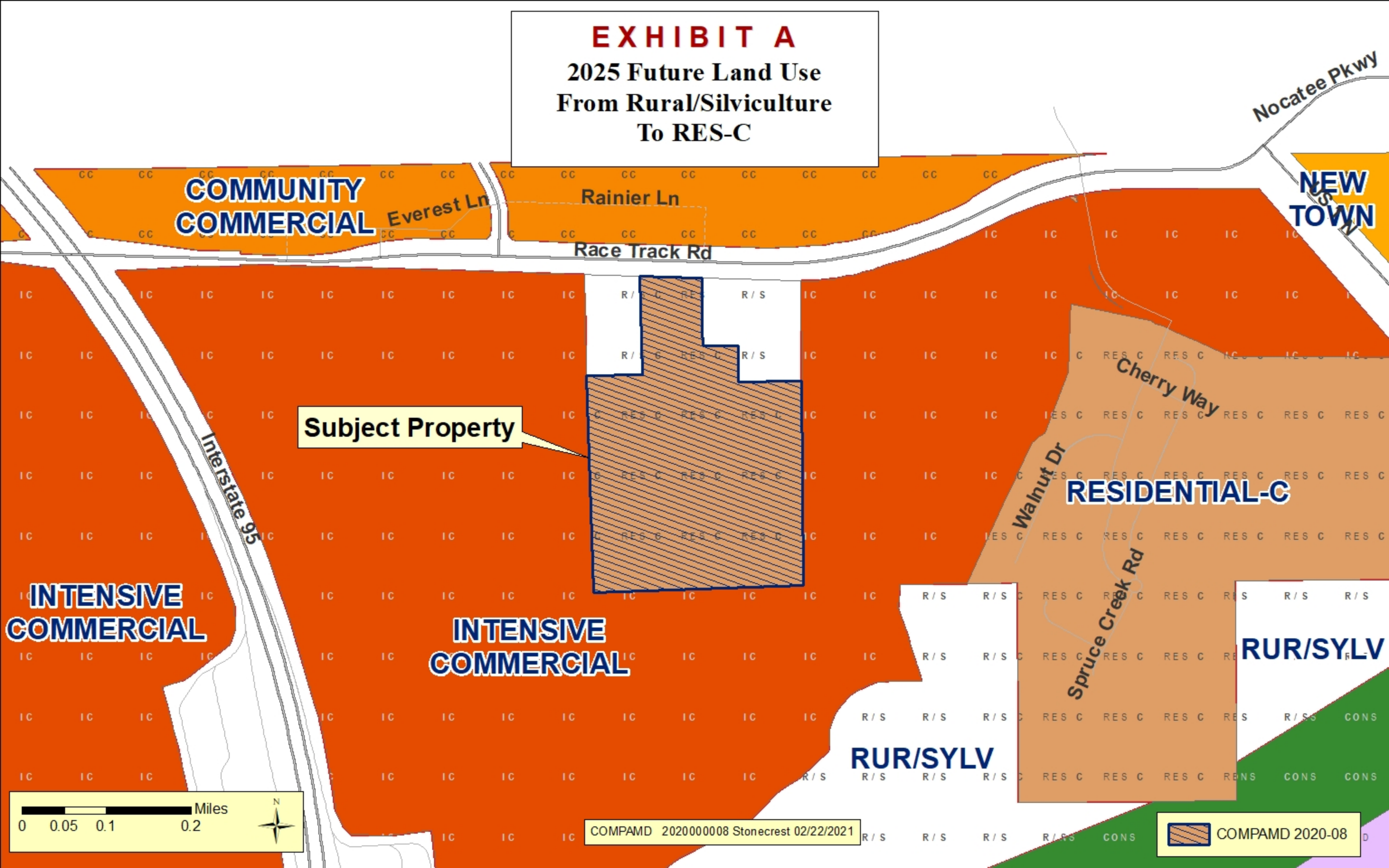
BY: _____
Jeremiah R. Blocker, Chair

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

BY: _____
Deputy Clerk

Effective Date: _____

EXHIBIT A
2025 Future Land Use
From Rural/Silviculture
To RES-C



COMMUNITY COMMERCIAL

NEW TOWN

Subject Property

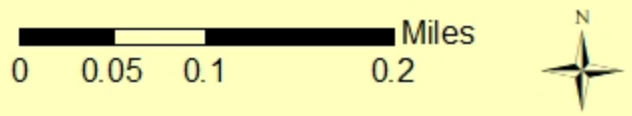
RESIDENTIAL-C

INTENSIVE COMMERCIAL

INTENSIVE COMMERCIAL

RUR/SYLV

RUR/SYLV



COMPAMD 202000008 Stonecrest 02/22/2021


 COMPAMD 2020-08

Exhibit "B"

STONECREST – LEGAL DESCRIPTION

DESCRIPTION AS FURNISHED:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

A PARCEL OF LAND IN THE WEST ½ OF THE NORTHEAST ¼ OF SECTION 4, TOWNSHIP 5 SOUTH, RANGE 28 EAST, ST. JOHNS COUNTY, FLORIDA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID WEST ½ OF THE NORTHEAST ¼ OF SECTION 4; THENCE SOUTH 87 DEGREES 13 MINUTES 41 SECONDS WEST, ON THE SOUTH LINE OF SAID NORTHEAST ¼ OF SECTION 4, A DISTANCE OF 1,315.11 FEET; THENCE NORTH 2 DEGREES 35 MINUTES 56 SECONDS WEST, ON THE WEST LINE OF SAID NORTHEAST ¼ OF SECTION 4, A DISTANCE OF 1,347.80 FEET; THENCE NORTH 87 DEGREES 24 MINUTES 04 SECONDS EAST, 349.46 FEET; THENCE NORTH 2 DEGREES 35 MINUTES 56 SECONDS WEST 613.50 FEET; THENCE SOUTH 89 DEGREES 24 MINUTES 26 SECONDS EAST, ON THE SOUTH LINE OF RACE TRACK ROAD, A 66 FOOT WIDTH RIGHT OF WAY LYING 33 FEET ON EACH SIDE OF THE CENTERLINE OF SAID ROAD, 387.59 FEET; THENCE SOUTH 1 DEGREE 29 MINUTES 26 SECONDS EAST 425.00 FEET; THENCE NORTH 88 DEGREES 30 MINUTES 34 SECONDS EAST 220.00 FEET; THENCE SOUTH 1 DEGREES 29 MINUTES 26 SECONDS EAST, ON THE WEST LINE OF THE EXCEPTION DESCRIBED IN DEED RECORDED IN OFFICIAL RECORDS BOOK 59, PAGE 527, PUBLIC RECORDS OF SAID COUNTY, 224.29 FEET; THENCE NORTH 88 DEGREES 30 MINUTES 34 SECONDS EAST, ON THE SOUTH LINE OF SAID EXCEPTION, 396.00 FEET; THENCE SOUTH 1 DEGREE 29 MINUTES 26 SECONDS EAST, ON THE EAST LINE OF SAID WEST HALF OF THE NORTHEAST ¼ OF SECTION 4, A DISTANCE OF 1,274.91 FEET TO THE POINT OF BEGINNING.

EXCEPTING ANY PART IN RACE TRACK ROAD.

Exhibit C

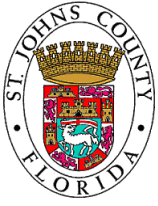
STONECREST
(COMPAMD 2020-08)

(8) Site-Specific Limitations on Density/Intensity

- (s) The Stonecrest property legally described in Ordinance No. 2021-__ is assigned the future land use designation of Residential-C as shown on the Future Land Use Map. Residential use on the Stonecrest property shall be limited to a maximum of 147 single-family residential dwelling units. Proposed changes to increase the allowed development density are subject to the provisions of Chapter 163, Florida Statutes, regarding large-scale amendments to the Comprehensive Plan.

**END OF RECORDED DOCUMENTS
SECTION**

ATTACHMENT 3
APPLICATION AND SUPPORTING
DOCUMENTS



Comprehensive Plan Amendment - Application
 St. Johns County Growth Management Services Department
 4040 Lewis Speedway
 St. Augustine, Florida 32084
 Phone (904) 209-0675 Fax (904) 209-0676

This application, together with ALL REQUIRED EXHIBITS and application fee, should be completed and filed with the Planning Division prior to the established filing deadline for the public hearings before the Planning and Zoning Agency and Board of County Commissioners. A COMPREHENSIVE PLAN AMENDMENT DOES NOT ENTITLE THE APPLICANT TO A DEVELOPMENT PERMIT OR CERTIFICATE OF CONCURRENCY.

File No. COMPAMD 2020-08	Fee \$	Date December 29, 2020
Owner/Applicant St. Johns Mortgage Management, Inc.	Agent Douglas N. Burnett, Esq., St. Johns Law Group	
Address P.O. Box 40	Address 104 Sea Grove Main Street	
City Hilliard State Florida	City St. Augustine State Florida	
Zip 32046 Phone (904) 495-0400	Zip 32080 Phone (904) 495-0400	

TYPE OF REQUEST: This is a request to amend the *St. Johns County Comprehensive Plan* as follows:

TEXT AMENDMENT (Sign certification statement and attach additional pages as necessary):

Limit total number of residential units to 147.

FUTURE LAND USE MAP AMENDMENT (Complete the following sections):

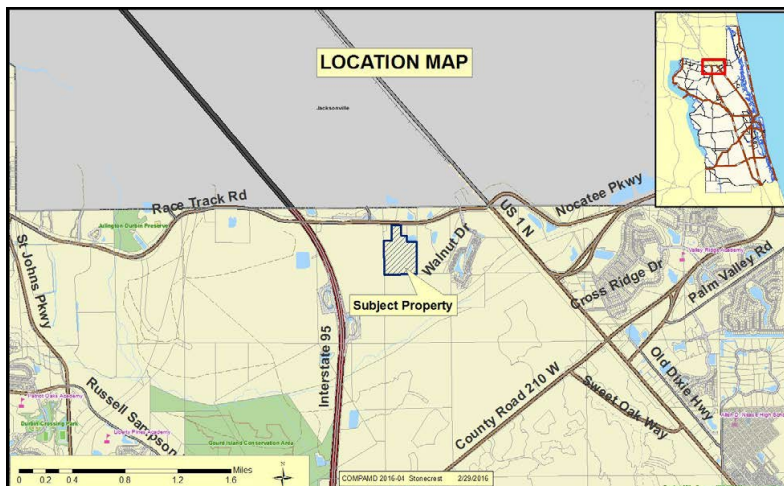
Existing Future Land Use Map Designation: R/S **Existing Zoning:** OR

Proposed Future Land Use Map Designation: Residential C **Proposed Zoning:** PUD

LOCATION/DESCRIPTION: **Property Appraiser's Parcel Identification #** 023495-0040

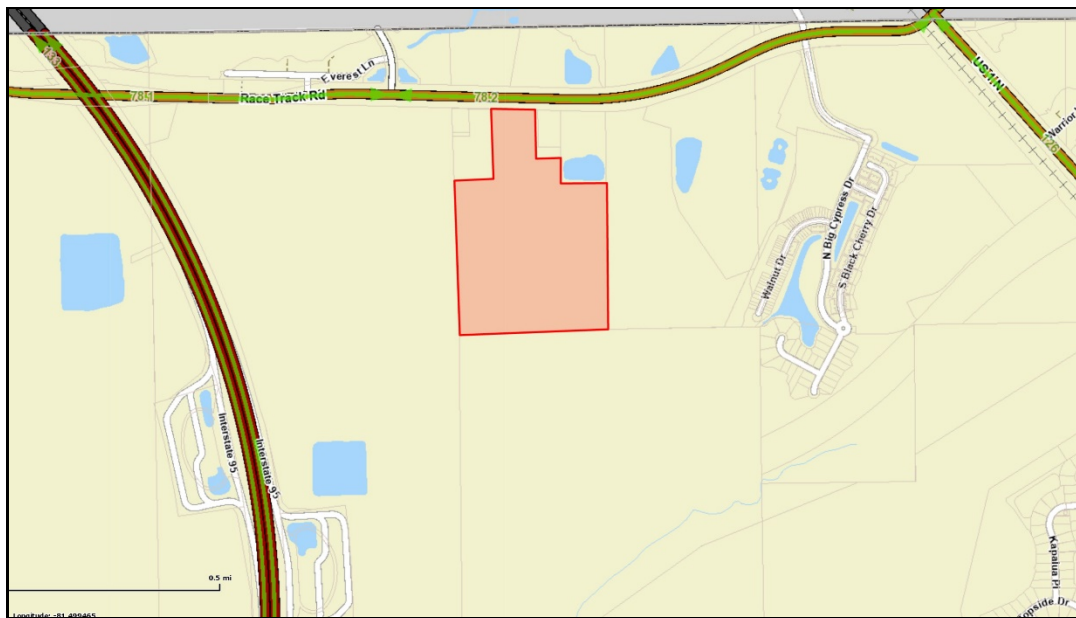
Street Address/Location: 6164 Race Track Road, St. Johns, FL 32259

Section: 4 **Township:** 5 **Range:** 28 **PD:** **Road Segment:** 78.2





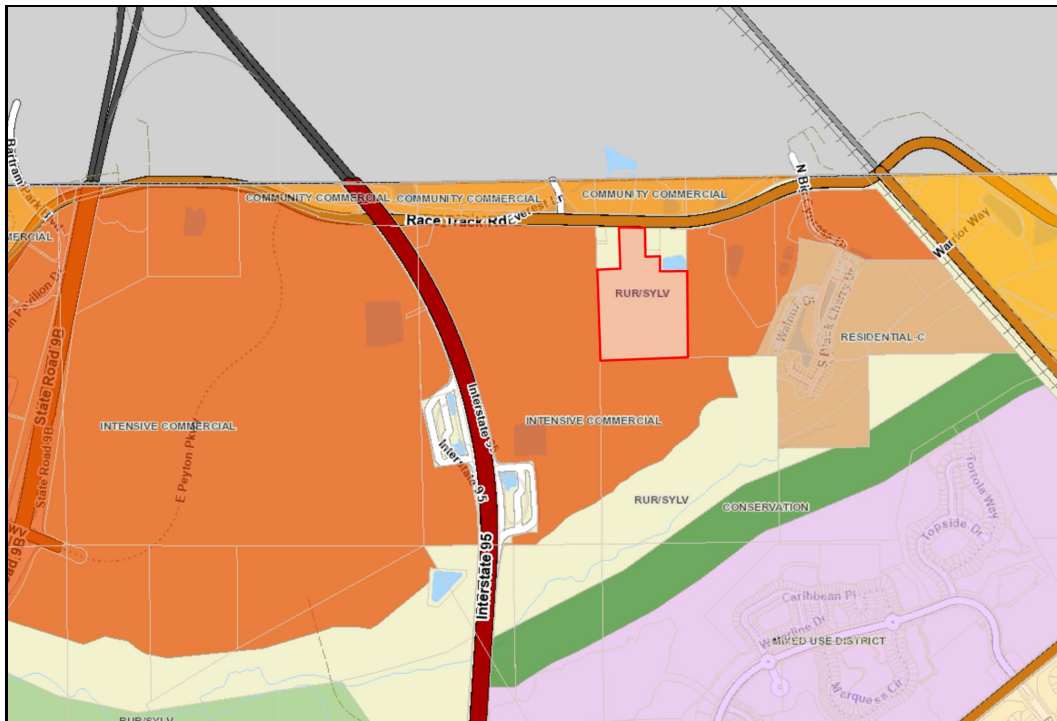
Aerial



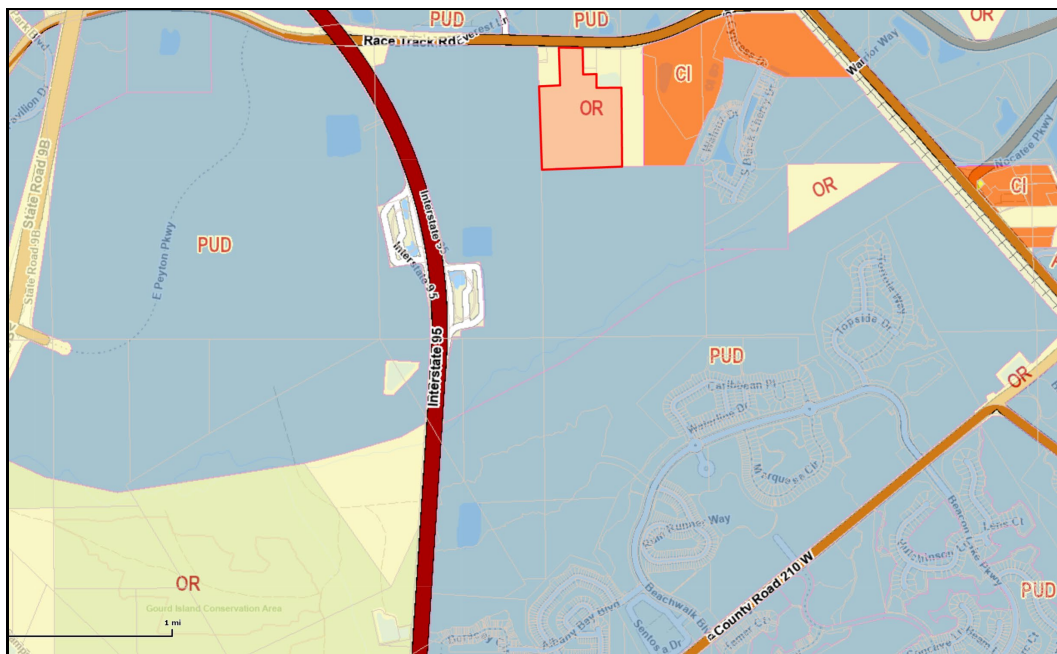
Road Segment Map – 78.2

Total Acreage: 46.53 Overall Dimensions: irregular

Adjacent Future Land Use Map Designation/Zoning:

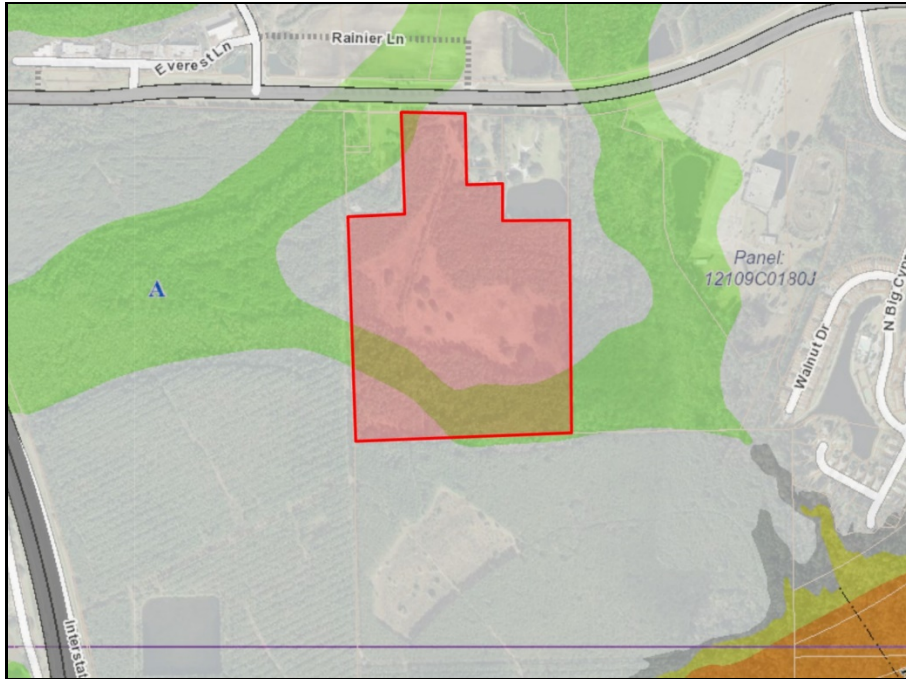


Future Land Use Map

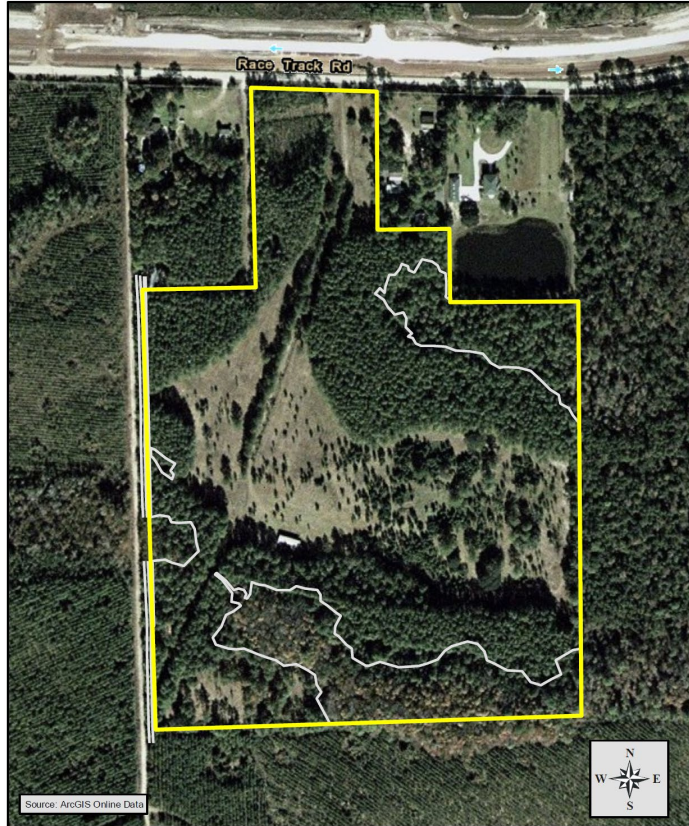


Zoning Map

Flood Zone: Zone A and X



Wetlands: Yes. **Type:** Isolated **Acres:** About 8.38 acres



Soil Associations:

The *Soil Survey of St. Johns County, Florida* (U.S. Department of Agriculture, Soil Conservation Service, 1983) indicates that the subject property contains three main soil types, as described below and depicted on Figure 3.

A. Toci fine sand

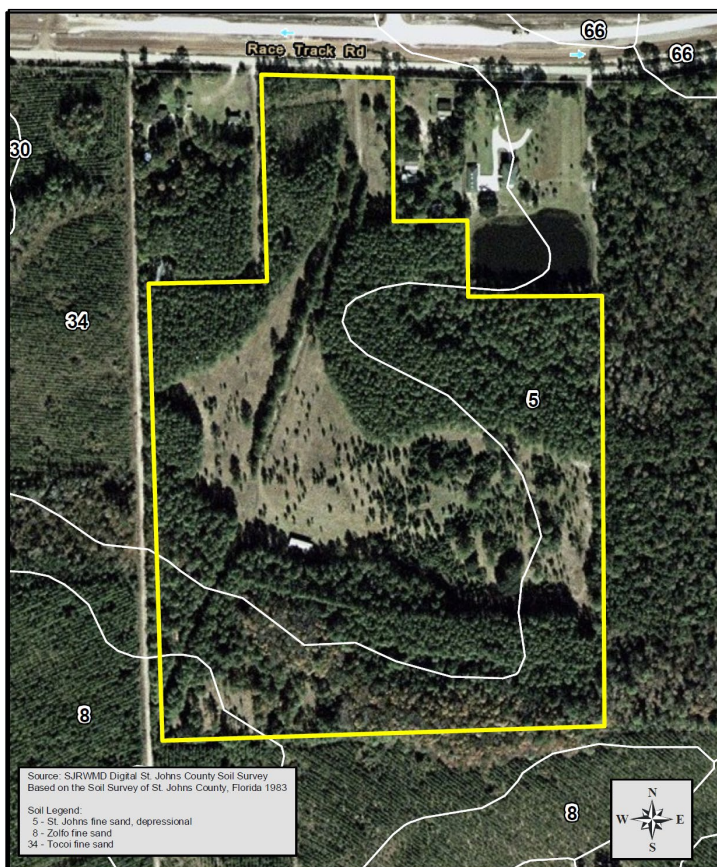
Most of the uplands are mapped as containing Toci fine sand. This is a nearly level poorly drained soil that typically is found in pine flatwoods. The water table is within 10 inches of the surface for 2 to 4 months and at a depth of 20 to 40 inches below the surface for more than 6 months in most years. There is a spodic or hardpan layer beginning anywhere from 4 to 14 inches below the ground surface. Below the spodic layer is an argillic horizon containing clay and/or loam that occurs around 4 feet below the ground surface.

B. Zolfo fine sand

The property is mapped as containing a relatively small area of Zolfo fine sand in the southwest corner. This is a nearly level somewhat poorly drained soil that typically occurs on low rises in the pine flatwoods. The seasonal high water table is at a depth of 24 to 40 inches below the ground surface for 4 to 6 months during most years. Zolfo fine sand has a spodic horizon that starts more than 50 inches below the ground surface.

C. St. Johns fine sand, depressional

The wetlands on the property are mapped as containing St. Johns fine sand, depressional. This is a nearly level, very poorly drained soil that typically occurs in depressional areas in the flatwoods. The soil is covered with standing water for periods of 6 to 12 months during most years. The upper 10 to 13 inches is black to very dark gray sand, known as an umbric epipedon. A spodic layer occurs within 30 inches of the ground surface.



Provide brief description of existing property. Include existing land cover and uses, any existing structures, infrastructure.

The Stonecrest property is a proposed residential community consistent and compatible with area development on Racetrack Road in the rapidly growing northern part of St. Johns County, Florida. The property is on the south side of Racetrack Road and is located in an area where residential development has continued to develop and enjoy strong sales, both to the north into Duval County and throughout northern St. Johns County. The property is partially cleared and surrounded by land planned for commercial development.

The subject property is an irregularly shaped lot that is designated Rural/Silviculture (R/S) on the Future Land Use Map. There are several small lots along Racetrack Road, to the immediate east and west of the northern section of the subject parcel that are also designated Rural/Silviculture (R/S). Lands to the east, west and south along a majority of the subject parcel are designated Intensive Commercial (IC) on the Future Land Use Map. Lands located to the north are designated Community Commercial (CC). The commercial pod of the Bartram Park PUD is located directly to the north and had experienced very strong growth and development with the western half now fully built-out and the eastern half, immediately to the north of this site, is well under development.

The Bartram Park Development of Regional Impact (DRI), which is located north of the subject property across Race Track Road, is entitled to develop approximately 1,956,360 square feet of commercial/office uses within the commercial pod of their approved PUD rezoning. The boundary of the Bartram Parks DRI closest to the proposed Stonecrest development to the north consists primarily of lands with a Community Commercial (CC) Future Land Use Map designation, although properties further northwest within the DRI are developed with single family residential dwelling units.

The applicant has requested a Residential-C (Res C) Future Land Use Map designation which would allow a maximum of 147 single family dwelling units. The property lies within an outparcel adjacent to Phase 3 and 4 of the Durbin National Urban Service Area (USA) which has a Future Land Use Map designation of Intensive Commercial (IC). Phases 3 and 4 of the Durbin National Urban Service Area include entitlements for office and retail uses that would border the south and west boundaries of the applicant's proposed single-family residential development with a significant wetland strand intervening in areas.

In 2015, at the request of Durbin Creek National, LLC, the County established an Urban Service Area (USA), pursuant to Sec 163.3165 (50), FL statutes, and a Development Agreement which set forth entitlements and transportation mitigation for a mixture of uses consisting of 2,397,130 square feet of Commercial/Shopping Center, 2,795,610 square feet of Office, 350 Hotel rooms and 999 multi-family residential units, on properties equating to approximately 1,624 acres (Ord. 2015-04). This represents the single largest contiguous area designated Intensive Commercial (IC) on the St. Johns County Future Land Use Map, and also 69% of all IC designated lands in the County.

The Stonecrest property abuts the Durbin Creek National, LLC lands on the west and south, including lands within Phases 1, 3 and 4 of the Development Agreement. Those lands are designated for a mix of office, retail, and multi-family development. To the east of Stonecrest is a vacant parcel owned by Bayard Timberland Company, and further east is the former Best Bet facility.

The proposed amendment supports a more appropriate use of the subject property than the present FLUM designation and additional residential development is appropriate in this area which is encompassed by areas designated as within the Development Area Boundary and adjacent on two sides to an Urban Service Area. The existing Rural/Silviculture (R/S) FLUM designation is out of keeping with the development trends in the area. The applicant will submit a companion Planned Unit Development rezoning that includes up to 147 single-family residential units.

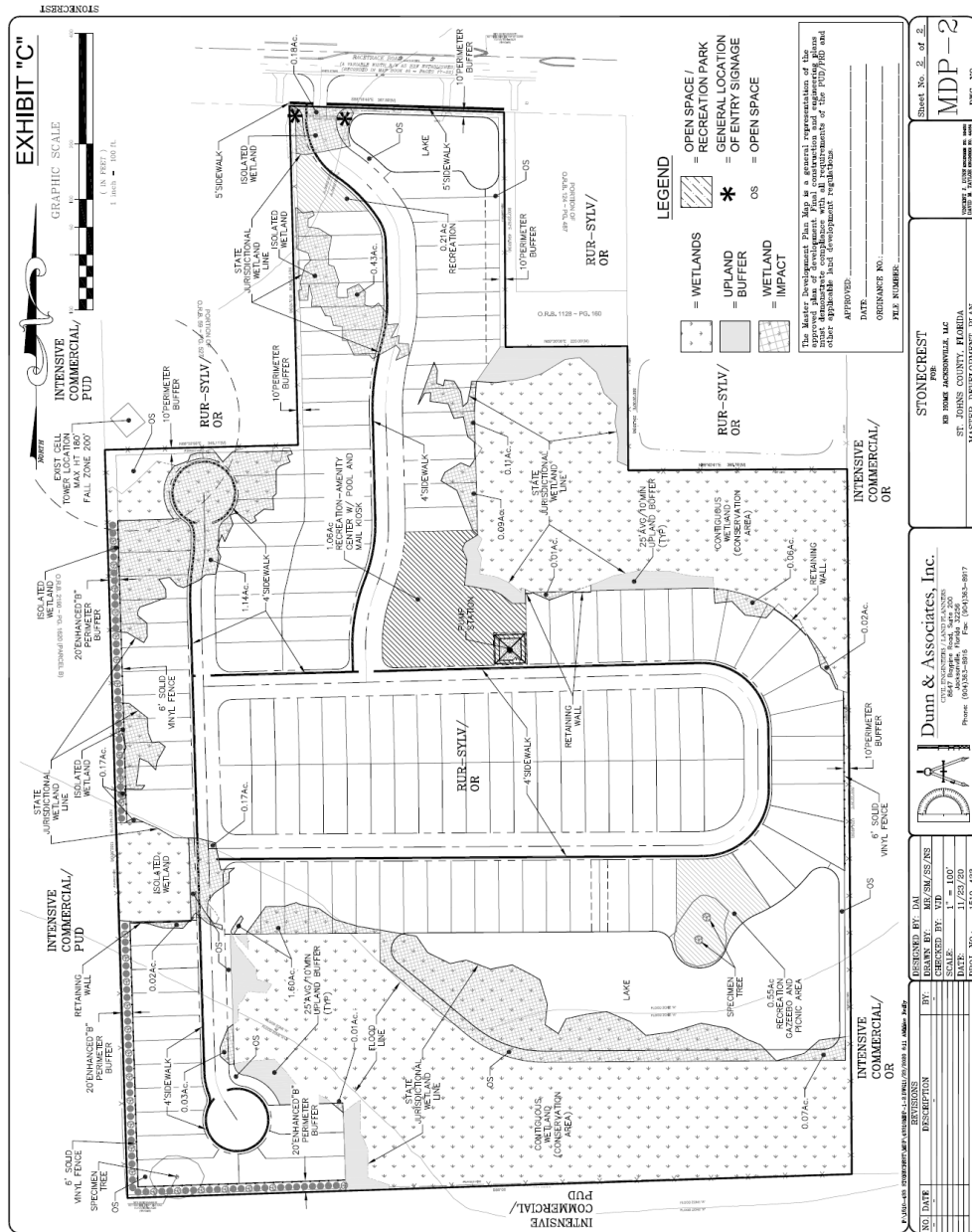
This area is rapidly transitioning from rural to intensive commercial uses to support existing and future residential populations, and provide economic development opportunities. The Durbin Creek National property is being developed to accommodate a mixture of uses including commercial/shopping center, office, hotel and multi-family residential. Additionally, the Intensive Commercial (IC) FLUM designation allows a myriad of use categories, including but not limited to, High Intensity Commercial, Highway Commercial, Regional Business and Commercial,

Regional Cultural and Entertainment, and Mixed Use.

Buffering will be incorporated into the companion PUD rezoning, including enhanced tree planting. For example, a 20' incompatibility buffer will be provided where lots abut intensive commercial uses on the western and southern boundaries and include a 6' solid vinyl fence. The buffering will also include a row of live oak trees not less than 10' high and 2" caliper at the time of planting, spaced 43' apart with two (2) evergreen trees not less than 10' high and 2" caliper at the time of planting spaced evenly between the live oaks 15'±.

The subject property contains approximately 46.53 acres of undeveloped land, although the site is improved with an existing pole barn. The property maintains 390 feet of frontage located along Racetrack Road, approximately 1/2 mile west of its intersection with US 1.

The site is planned to be developed in a manner generally depicted below:



CONSISTENCY WITH COMPREHENSIVE PLAN:

1. Provide justification/reasons for not developing in designated development areas as shown on Future Land Use Map. Include economic reasons and, if applicable, market study.

The proposed amendment to the St. Johns County Comprehensive Plan supports a more appropriate use of the Subject Property than the present FLUM designation. The Property is a parcel of developed land in this popular area of the County and is in proximity to existing development where residential sales have been among the strongest with ever increasing sales prices. Much of the nearby residential development has developed out or is already committed to homebuilders, including approved developments on the northern side of Racetrack Road going into Duval County. However, planned commercial development, such as from nearby DRI's and the area Community Commercial and Intensive Commercial, is not developed out but encircles this parcel. Additional residential development is necessary to help bring the amount of residential users that commercial users require before committing to a particular area. Further, the existing Rural Silviculture designation is out of keeping with the development trends in the area and FLUM's designation for all of the surrounding area.

Stonecrest site development and construction costs are estimated to total \$39.9 million over a projected three-year buildout period, including annual averages of \$4.7 million per year in labor costs and \$6.0 million per year in the cost of construction materials and equipment. Construction wages of \$4.7 million per year will support 109 on-site construction jobs per year over three years. Annual spending by construction workers will generate another 64 jobs and \$2.1 million in earnings annually in other economic sectors. Annual spending on of \$6.0 million on materials and equipment will generate another \$2.5 in annual revenues or sales in other sectors and a total of \$4.5 million in earnings and 115 jobs off-site in various economic sectors. Total annual direct (on-site) and secondary (off-site) impacts of construction include \$11.3 million in worker earnings and 288 jobs.

Long-term average annual demand for 700-750 new single-family homes is considered realistic for the northwestern market area, provided that adequate lot inventory is available. Completion of the extension of SR9B to the proposed Race Track Road Connector and St. Johns Parkway (CR2209) will greatly improve traffic movement to, from, and within this area of the County and will reinforce future demands for new housing in the area. There is a limited supply of available lots and the 18-20 month supply reflects a demand factor of 700-750 new single-family homes per year. Less than a two-year running supply of lots tends to constrain home building. It also provides opportunities for other developments to enter and add diversity to the market. This is a clear indication that the available lot inventory is diminishing rapidly and there is a growing demand for new lots. This high price environment provides the opportunity, as Stonecrest presents, to develop and market new homes priced well below average prices in the area. With an expected average price of \$300,000, Stonecrest provides an attractive and competitive affordable alternative to most other active developments in the area.

Most notably, the site is now surrounding areas designated within Development Area Boundaries and abutting on two side lands that are in an Urban Service area.

2. Provide information regarding the consistency of the proposed land use amendment with the adopted Future Land Use Element objectives and policies, and any other relevant section of the Comprehensive Plan. Also address consistency with the Strategic Regional Policy Plan and the State Comprehensive Plan.

The intended plan of development is contiguous to and surrounded by existing urbanized areas with public infrastructure/services. The site proposes a compact development pattern. The intended plan of development provides additional residential development, increasing the attractiveness of the area for additional commercial growth, strengthening the County's jobs-housing balance and increasing the ad valorem revenue St. Johns County can collect. The proposed amendment will not promulgate urban sprawl and truly represents in-fill considering it is surrounded by more intense uses. The existing Rural Silviculture designation is far more inconsistent with the surrounding Community Commercial and Intensive Commercial designations. The intended plan to development single family residential with small lots provides a unique product to the area and one that is transitional between multi-family and traditional larger lot single family residential lots.

ST. JOHNS COUNTY COMPREHENSIVE PLAN

Policy A.1.1.1: The Development shall be committed to the protection of natural resources through its stormwater management program.

Wastewater collection and treatment service to the Development will be provided by JEA with no wastewater discharge into Class II or Class III Waters.

Policy A.1.2.1: The Development will comply with the concurrency requirements as adopted in the Comprehensive Plan for the public facilities associated with the development.

This will be accomplished by complying with all of St. Johns County's requirements regarding concurrency. This will likely include an application for an agreement regarding school concurrency.

The project will be a Major Project estimated to generate more than 50 average weekday peak hour trips based on a maximum of 147 residential units (34.74 upland acres x 6 DU/acre).

Due to the opening of Fire Station 19 at 205 Veterans Parkway, the 5 road mile coverage on Race Track Road now extends north approximately 160 feet past N. Big Cypress Drive.

Policy A.1.2.5: While the proposed amendment changes the development area boundary, the current Rural Silviculture designation is out of keeping and inconsistent with the surrounding Community Commercial and Intensive Commercial designation and does not provide a stepped approach to density and intensity of uses. The proposed amendment will make the property consistent with other area development and the smaller lot sizes signal a more urban area consistent with the development trends in the area.

- (a) The property is located contiguous to an existing Development Area being almost entirely encircled by the Development Area, which has developed in a manner providing a compact, contiguous development pattern which will be furthered with the proposed amendment;
- (b) The population growth and development trends warrant the proposed amendment, including the significant amount of vested and approved but unbuilt development, which includes the Urban Service Area and commercial development contemplated by Durbin Creek National;
- (c) Adequate infrastructure to accommodate the proposed Stonecrest amendment exists, or is programmed and funded through an adopted Capital Improvement Schedule, such as the County Capital Improvement Program, the Florida Department of Transportation Five-Year Work Program, the North Florida Transportation Planning Organization (TPO) Transportation Improvement Program, or will be privately financed through a binding executed agreement, or will otherwise be provided at the time of development impacts as required by law;
- (d) The Stonecrest amendment will result in an efficient use of public funds needed for the provision of new infrastructure and services, as this area of Racetrack Road is located strategically in an area where the County has determine is situation for growth and development, especially with the nearby Urban Service Area;
- (e) The Stonecrest amendment will not result in a sprawl development pattern as determined by Chapter 163, Florida Statutes, and will not discourage infilling of more

appropriate areas available for development within existing Development Area Boundaries, as the project is located well within what a lay person may concerned to be the development area even if located outside of, but surrounded by, the Development Area Boundary;

- (f) The Stonecrest amendment will result in a sustainable development pattern through balancing land uses; demonstrating an efficient use of land; ensuring compatible development; protecting environmental qualities and characteristics; providing interconnectivity of roadways; supporting the use of non-automobile modes of transportation; and appropriately addressing the infrastructure needs of the community;
- (g) The Stonecrest project will result in positive market, economic and fiscal benefits of the area as demonstrated through a market demand analysis, economic impact analysis and fiscal impact analysis.

Policy A.1.2.6: Water, sewer and electrical service exists and is available to the Subject Property. The intended plan of development will promote compact, contiguous development patterns.



Policy A.1.2.7: The project is surrounded by more intense uses and should have a use more in keeping with development trends. As shown on the Generalize Site Plan, the project contemplates only impacting a small portion of wetland. In fact, it is contemplated that only 0.07 acres of the 8.38 acres onsite will be impacted, meaning that the wetlands will almost entirely be protected (15.83 acres) from development with the approval of the project.

The project also provides other public benefit by creating a housing product not found in the immediate area. The project is largely surrounded by the Durbin Creek National Urban Service

Area, which contemplates Multi-Family Apartment housing. The smaller lot sizes proposed by Stonecrest will provide the opportunity for the next step in housing in a planned development.

Policy A.1.3.11. Environmental Compatibility.

The project is located in an area without the presence of high-quality environmental elements that are capable of being impacted. Wetlands onsite will be largely preserved and buffered with some wetland impacts.

Policy A.1.3.11., specifically provides, "In order to ensure compatibility with a Comprehensive Plan amendment, the County may require the submittal of a companion zoning application, such as a PUD, Special Use request or other application showing development of the property." In furtherance of the Policy, the Applicant will be submitting a Planned Unit Development application.

Importantly, the companion PUD application will demonstrate the Applicant's commitment for the project to be environmentally conscience in its approach to development of the site. This commitment will be shown throughout the PUD's Master Development Plan Map, which addresses wetlands, buffers, and various other environmental factors.

Goal A.1.3. The proposed amendment supports a more appropriate use of the property than the present FLUM designation. Much of the nearby residential development has developed out or is already committed to homebuilders and planned commercial development, such as from nearby DRI's and the area Community Commercial and Intensive Commercial, is not developed out but encircles this parcel. The existing Rural Silviculture designation is out of keeping with the development trends in the area and FLUM's designation for all of the surrounding area. The intended plan of development is contiguous to and surrounded by existing urbanized areas with public infrastructure/services. The site proposes a compact development pattern. The proposed amendment will not promulgate urban sprawl and truly represents in-fill considering it is surrounded by more intense uses. The existing Rural Silviculture designation is far more inconsistent with the surrounding Community Commercial and Intensive Commercial designations.

Policy A.1.4.4: Due to historical data, previous ground disturbances and previous archaeological research, those portions of the project area that have not been previously surveyed for archaeological resources retain a low probability for the occurrence of such resources. If any are encountered during development, they will be reported to the State Division of Historical Resources for determination of any required mitigation.

The project area falls within a "Medium" probability zone for archaeological sites based upon the County's Archaeological Site Probability Model Map (Figure 8.4). A Phase I, intensive cultural resources assessment survey (CRAS) designed to locate the historic resources across the project area will be conducted in accordance with LDC Section 3.01.05.B.1. Any identified structures 40 years of age or older should be analyzed in the survey as well, due to the number of years it can take for construction to occur following initial applications. Approval of the study will be obtained prior to approval of land clearing, development permits, subdivision plats, and/or development and construction plans.

Policy A.1.5.6: The Subject Property is not within the Coastal High Hazard Area; therefore this policy is not applicable.

Policy A.1.7.4: The Subject Property will be rezoned via the planned unit development (PUD) process, which will be a companion application.

Policy A.1.8.1: The development area is located to ensure the efficient provision of utilities.

Policy A.1.10: There are no natural resources which will be negatively impacted by the proposed development other than some wetlands.

Policy A.1.11: No uses other than residential are proposed.

Policy A.1.15.2: The Application meets the criteria for an amendment to the Comprehensive Plan or Future Land Use Map based upon the following criteria:

- (a) this Application is consistent with the Goals, Objectives and Policies of the St. Johns County Comprehensive Plan;
- (b) this Application is consistent with the Northeast Florida Strategic Regional Policy Plan;
- (c) this Application results in low impacts on public facilities and services;
- (d) this Application poses limited environmental impacts;
- (e) this Application is compatible with the surrounding area;
- (f) this Application demonstrates the need for the property to be consistent with area development trends and patterns.

Policy A.1.17: The Applicant has already communicated with some area property owners regarding its proposed addition of residential development and has received positive feedback. The Applicant will, of course, conduct a community meeting as the application is evaluated and before public hearings.

Policy A.2.1.1(a):The Property is intended to provide compatible residential development and to provide additional support to spark the immediate surrounding area's retail needs.

Objective A.1.20. Potential Trail Connectivity. The Property is not located near an identified trail.

However, the companion Planned Unit Development will provide for connection to the existing sidewalk system, which in turn will connect to the County's Trail system.

Policy A.2.1.6: No portion of the site is within a designated green way.

Policy A.2.1.9: The proposed uses for the Property will provide for the compatibility with and protection of the quality and integrity of existing neighborhoods. Concurrent with this application, the Applicant is submitting a Planned Unit Development request, which will be evaluated by staff along with this request.

Policy B.1.1.4: The intended plan of development will not increase the amount of vehicular impacts beyond what can be sufficiently mitigated. Concurrently herewith, the Applicant will be filing an application for concurrency.

Policy B.1.4.1: Development of the Property with residential uses poses no threat to the acquisition, reservation or preservation of County rights of way and there already exists sufficient right-of-way for Racetrack Road, which is 4-laned in this section.

Policy B.1.6.1: The Applicant is proposing density well-within the limits of Residential C.

Policy D.1.1.2: The site contains minimal environmentally sensitive areas or wetlands that will not otherwise be preserved.

Objective D.1.3: The Subject Property is planned for regional water and sewer facility service from JEA.

Objective D.1.4: Septic tanks are not proposed for use within the Subject Property.

Policy D.3.1.8: There shall be no significant impacts to the 100-year floodplain storage volume as a result of the proposed amendment. All County floodplain ordinances shall be adhered to in the development of the project. The project's stormwater management system will meet pre-post discharge rate attenuation to prevent increases in flood levels.

Policy D.4.1.1: The Subject Property will be served by JEA.

Objective D.4.5: The Property will be developed in compliance with the County's Land Development Regulations of the Land Development Code and in compliance with the County's Comprehensive Plan provisions relating to environmentally friendly landscaping, including complying with the County's guidelines on xeriscaping, use of native, drought tolerant vegetation and reduction in irrigation water demand.

Objective D.5.2: The site is not within an area identified as actual or potential recharge for the Floridian or Surficial Aquifer.

Policy D.5.3.2: The Development will be consistent with the water conservation measures adopted by St. Johns County to protect the surficial aquifer.

Policy D.5.5.1: The plan of development will encourage conservation of water resources through the use of water saving devices. The Property is not within the 100-year flood zone. The Property is not a recharge area for the Floridan Aquifer. Master planning efforts will include the utilization of natural vegetation to the greatest extent possible, together with the use of xeriscaping, drought resistant native plantings, and other vegetation and landscape design features to reduce the water demand for irrigation. Stormwater will be used for irrigation where possible and practical.

Policy D.5.5.6: No golf course is proposed in the Development.

Objective E.1.7: The Subject Property is not located within the Coastal High Hazard Area (CHHA) and has no bearing on public expenditures within the CHHA.

Objective E.1.9: The Property is located in hurricane evacuation zone B and is on a hurricane evacuation route with excellent roadways.

Policy E.2.2.4: Future development on the property will be consistent with Policy E.2.2.4 for upland buffers adjacent to wetlands.

Policy E.2.2.6. Environmental Surveys and Listed Species.

Please see Environmental Survey submitted with the application. There are no listed species on the site.

Policy E.2.2.7: There are environmentally sensitive areas or habitat on site in a limit amount as the site has historically been used for residential.

Policy E.2.3.7: The development will not adversely affect water quality or quantity.

Objective E.2.5: The Subject Property will be served by centralized water and sewer systems from JEA, protecting County water resources from the risk of contamination by failing septic systems and well intrusion.

Policy E.2.5.1: The Subject Property will have central sewer service and does not propose any permanent septic tanks.

Objective H.1.5: The intended plan of development for this site, with nearby area commercial development, has

been designed in such a manner that it will meet or exceed the established level of service identified in the St. Johns County Comprehensive Plan.

Objective H.1.6: The Development will be subject to all applicable St. Johns County impact fees. Nothing contained herein shall preclude the Applicant from entering into an impact fee agreement with the St. Johns County Board of County Commissioners.

NORTHEAST FLORIDA STRATEGIC REGIONAL POLICY PLAN

Policy 1.2.5 and Policy 1.2.8: The proposed amendment offers new employment opportunities for St. Johns County residents, assisting improvement of the County's jobs-housing balance. The Subject Property is ideally located around major transportation corridors (Racetrack Road, US 1 and I-95 with the 9B Extension planned).

Policy 4.1.1: The stormwater management system for the Development shall be designed to adhere to all applicable regulatory criteria to protect the water quality.

Policy 4.1.2: The post-development peak runoff shall not exceed the pre-development peak runoff.

Policy 4.1.5: The intended plan of development includes protection of any adjacent contiguous wetland systems; provision of upland buffers surrounding and such wetlands; and locating the internal transportation network so as to significantly reduce secondary impacts to wetland areas by assuring that the stormwater management system will not result in any wetland drawdown and will maintain appropriate hydration.

Policy 4.2.1: The Development's water conservation measures may include utilization of native plant material for landscaping, discouraging use of potable water for irrigation, and the use of water-saving devices and plumbing fixtures.

Policy 5.1.6: The intended plan may include reservations for transit stops to encourage alternatives to the personal automobile.

Policy 5.3.2 and Policy 5.3.3: The Subject Property shall be developed consistent with the access management standards listed in the St. Johns County Land Development Code.

STATE COMPREHENSIVE PLAN

Water Quality

Ch. 187.201(7)(b)(5): The Applicant has demonstrated the availability of local and regional water supplies.

Ch. 187.201(7)(b)(10): The intended plan of development will help improve water quality by containing, treating and disposing of stormwater in an environmentally responsible manner – this is more so than the existing cleared land with little or no stormwater management. The project is compatible with existing local and regional water supplies and its state-of-the-art master drainage and stormwater treatment for all runoff will not use open waters as the primary outfall for stormwater. This will minimize changes in hydrology in the systems and maximize times of concentration and retention within the preservation areas that protect water quality. No wastewater discharge into project wetlands or waters is anticipated. The Subject Property is not within a high aquifer recharge area and it is not anticipated that water from the Florida Aquifer will be used as a primary water source.

Ch. 187.201(7)(b)(12): The Development will be served by central wastewater treatment facilities. The Development's surface water management system will be designed to comply with all applicable requirements of St. Johns County, St. Johns River Water Management District,

and Florida Department of Environmental Protection.

Natural Systems and Recreational Lands

Ch. 187.201(9)(b)(3): The proposed amendment will not adversely impact endangered species.

Air Quality

Ch. 187.201(10)(b)(2): The Development will maintain air quality and will make every effort not to damage the natural environment. No industrial uses are proposed, nor are any other use likely to involve impacts to air quality

Land Use

Ch. 187.201(15)(b)(1): The project is ideally located to encourage the development of non-residential needs in St. Johns County. Existing infrastructure has the capacity to accommodate the proposed amendment in an environmentally acceptable manner.

Ch. 187.201(15)(b)(3): The proposed amendment contributes the accomplishment of this Policy by providing an attractive and functional mix in the overall area of living, working, shopping and recreational activities.

Ch. 187.201(15)(b)(6): The Development employs principles of sustainability that include protecting the water supply, floodplains, and natural areas from development.

Public Facilities

Ch. 187.201(17)(b)(1): The intended plan of development protects the substantial investment in public facilities that already exist by current utility facility capacity.

Transportation

Ch. 187.201(19)(b)(2): The Applicant's transportation investment is consistent with the requirements of the St. Johns County Capital Improvements Plan.

Ch. 187.201(19)(b)(12): The Subject Property is not located in a Coastal High Hazard Area and does avoid to the maximum extent possible impacts to environmentally sensitive areas.

Ch. 187.201(19)(b)(15): The Applicant has been and will continue to coordinate with state, regional, and local transportation policies and procedures to ensure that all transportation issues are being addressed and handled accordingly.

Economy

Ch. 187.201(21)(b)(1): The Development will provide the additional homes needed to spark the development of the planned commercial uses, thereby creating new employment opportunities and help diversify the St. Johns County economy. The proposed transportation plan provides for efficient and orderly access within the project boundaries, and between adjacent land uses, markets, service centers, and job opportunity centers. By adding new homes to this rapidly developing location, the intended plan of development will contribute to the satisfaction of this Policy by providing new employment opportunities.

ESTIMATED IMPACT ON THE AVAILABILITY OF PUBLIC FACILITIES:

3. Describe how the property is to be developed. Include phasing, uses and estimates of (a) number and

type of dwelling units; (b) square feet and type of commercial/industrial uses; (c) open space and recreational area; (d) buffers; (e) wetlands; (f) drainage and infrastructure areas; and (g) other uses and sizes. Account for all acres. Provide phasing dates and anticipated buildout.

The property is intended to be developed as a single phase of no more than 147 single family residential units through the County's Planned Unit Development zoning process, consistent with the County's Land Development Regulations. Completion of the project is anticipated to be within ten (10) years of permit approval.

- 4. (a) The project will use: public sewer or private sewer or septic tank.
 (b) The project will use: public water or private water or private well.

- 5. (a) Will the project build its own water plant? Yes No.
 (b) Will the project build its own sewage plant? Yes No.

- 6. If public or private utilities are to provide services, attach letters from the utility company or companies stating whether the utility company anticipates the availability of capacity to service the project through all phases.

See Water and Sewer Utility letter.

7. Estimated Water and Sewage Demand:

Water: 51,450 gallons per day based on 350 gallons per day per residence with a maximum of 147 residences.
 Sewer: 51,450 gallons per day

8. Describe anticipated drainage system:

The drainage and surface water management system sufficient to accommodate the project will be implemented as part of the construction plan approval process. The stormwater management systems will be designed in compliance with the rules and criteria required by the St. Johns River Water Management District (SJRWMD), St. Johns County and, where applicable, the Florida Department of Transportation (FDOT).

9. Estimate the Solid Waste Demand by 5.7 pounds per person per day or by use. Indicate methodology:

147 units x 2.44 = 358.68 x 5.7 = 2,044.48 lbs. per day.

10. Estimate the Transportation Disadvantaged Van Services Demand by applying 1.5 percent times the number of Dwelling Units times 2.44 Persons Per Unit. (Only applies to residential developments).

Phase (Years)	Demand
1 (2015 -2020)	5.38

11. Estimate the Recreation and Open Space Demand of residential projects by applying the following formulas:

- (a) 147 units x 2.44 Persons Per Unit (358.68) with a required 5 acres per 1,000 population for Neighborhood/Community Park or 1.79 acres
- (b) 147 units x 2.5 Persons Per Unit = 367.5 with a required 24 acres per 1,000 population for Regional/Open Space or 8.82 acres.

The Stonecrest project will comply with Policies F.1.3.1 and F.1.3.8. and the companion PUD will provide

neighborhood-sized recreation, including typical facilities, within the development for their residents that meet the above County LOS standard.

12. Traffic – Estimate Average Weekday Peak Hour Trips by phase by number of dwelling units and square feet of each non-residential use using the trip generation rates from the latest edition of the Institute of Transportation Engineers *Trip Generation Manual*.

The project will be a Major Project estimated to generate more than 50 average weekday peak hour trips based on a maximum of 147 residential units (34.74 upland acres x 6 DU/acre). An LDTA will be submitted.

13. Estimate the area of impact using the Traffic Impact Methodology and Procedures contained in Appendix A of the Land Development Code and estimate the impacts on the Levels of Service on the segments within the Area of Impact by Phase. ATTACH CALCULATIONS (staff will complete for up to 29.99 peak hour trips).

See LDTA.

I HEREBY CERTIFY THAT ALL INFORMATION IS CORRECT:

Signature of owner(s) or authorized person if Owner's Authorization Form is attached:

Printed or typed name: Douglas N. Burnett

Signature: 

STATE OF FLORIDA
COUNTY OF ST. JOHNS

The foregoing instrument was acknowledged before me this 29 December 2020, by Douglas N. Burnett, who is personally known to me.

Notary Public, State of Florida
Name: _____

My Commission Expires _____
My Commission Number is: _____

NAME AND ADDRESS OF PERSONS TO RECEIVE ALL CORRESPONDENCE REGARDING THIS APPLICATION:

Douglas N. Burnett, Esq.
dburnett@sjlawgroup.com
St. Johns Law Group
104 Sea Grove Main Street
St. Augustine, Florida 32080
(904) 495-0400 office

Vincent J. Dunn, P.E.
vdunn@dunneng.com
Dunn & Associates, Inc.
8375 Dix Ellis Trail, Suite 102
Jacksonville, FL 32256
(904) 363-8916 office



Prepared for:



&



Prepared By:



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Stonecrest PUD

Comprehensive Plan Amendment LDTA

St. Johns County, Florida

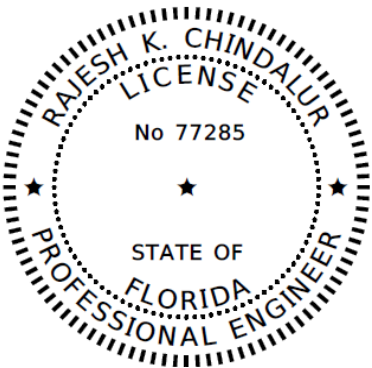
Project #: 1048-200-020
Date: 10/07/2020

PROFESSIONAL ENGINEER CERTIFICATE

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

PROJECT:	Stonecrest PUD – Comprehensive Plan Amendment LDTA
LOCATION:	St. Johns County, Florida
CLIENT:	KB Home

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



*THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY*

ON THE DATE ADJACENT TO THE SEAL.

*PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED
AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.*

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

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

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Appendix

Attachment A	Stonecrest Conceptual Site Plan
Attachment B	CPA LDTA Methodology Document and Email Approval
Attachment C	St. Johns County "Transportation Analysis Spreadsheet" 01/01/2020
Attachment D	Travel Demand Model Plots
Attachment E	FDOT Construction Cost Per Mile Models

Introduction

This Land Development Traffic Assessment (LDTA) was prepared in support of a Comprehensive Plan Amendment (CPA) application for the proposed Stonecrest residential development. The proposed Stonecrest development will be located on approximately 46.33 acres located on the south side of Race Track Road, approximately 875 feet east of Bartram Springs Parkway in St. Johns County, Florida.

The property is currently zoned Open Rural (OR) with a Future Land Use Map (FLUM) designation of Rural Silviculture (RS). The applicant is seeking a comprehensive plan amendment (CPA) with PUD zoning and FULM designation of Residential C FLUM designation.

The proposed development is anticipated to include a maximum of 160 single-family residential dwelling units. Access to the proposed residential development will be provided via a right-in-right-out driveway on Race Track Road. This driveway will be located approximately 950 feet east of Bartram Springs Parkway. **Figure 01** shows the project location.

A copy of the Generalized Site Plan (GSP) provided by Dunn and Associates, Inc. is included as **Attachment A**. The methodology used in this study is consistent with the methodology provided and approved by the St. Johns County Staff on 09/22/2020. A copy of the methodology document and the email approval is included as **Attachment B**.

Trip Generation

Trip generation for the proposed project was estimated using the equation provided in the *Trip Generation Manual*, 10th Edition published by Institute of Transportation Engineers (ITE). The proposed residential development is anticipated to generate a total 1,602 daily trips that include 118 AM peak and 160 PM peak hour trips. **Table 1** summarizes the Daily, AM peak and PM peak hour trip generation for the proposed Stonecrest residential development.

Study Area

As per Article XI of the St. Johns County Land Development Code, since the proposed development is anticipated to generate 160 PM peak hour trips, the LDTA should include all roadway links within a 4-mile radius of proposed development. All the roadway links within a four-mile radius of the proposed development are listed in **Table 2**. All the study area roadway links with its link IDs within 4-mile radius of the proposed development are shown in **Figure 02**.

Existing Conditions

The existing conditions data for the study area roadway links was taken directly from the *St. Johns County Transportation Analysis Spreadsheet*, dated January 01, 2020. Previously mentioned **Table 2** also provides the existing conditions traffic volumes for the study area roadway links. A copy of the *St. Johns County Transportation Analysis Spreadsheet* dated January 01, 2020 is included in **Attachment C**. Link #78.2: Race Track Road – Bartram Park Parkway to SR 5 (US 1) will be the direct access links for the proposed residential development. **Figure 03** shows existing conditions on Race Track Road at the proposed Project Access Driveway location.

Future Background Conditions Projections

Future background traffic volumes include the existing traffic, exempt development traffic, and approved concurrency traffic (data obtained from the St. Johns County Transportation Analysis Spreadsheet dated 01/01/2020).

Planned and Programmed Improvements

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

- I-95 – CR 210 to International Golf Parkway (IGP): Widen from 6 to 10 Lanes (FDOT I-95 Widening Project)
- I-95 – Duval County Line to CR 210: Widen from 6 to 10 Lanes (FDOT I-95 Widening Project)
- Race Track Road – East Payton Parkway to Bartram Springs Boulevard: Widen from 2 to 4 Lanes (FDOT I-95 Widening Project)
- East Payton Parkway – SR 9B Extension to Race Track Road (4 Lanes – Gate Durbin Park Project)

No planned and programmed roadway and intersection improvements within the transportation study area were identified.

Trip Distribution and Assignment

The interim year 2025 model set of the Northeast Regional Planning Activity Based Model (NERPM_AB3v1) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPO), which was prepared as part of the TPO's 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed residential development.

A reasonableness check of area and facility type coding in the model on study links within the project transportation impact area was performed and the following adjustments were required:

- Race Track Road – East Payton Parkway to Bartram Springs Boulevard: Widen from 2 to 4 Lanes (FDOT I-95 Widening Project)
- East Payton Parkway – SR 9B Extension to Race Track Road (4 Lanes – Gate Durbin Park Project)
- The proposed residential, office and commercial development was added to the travel demand model.

Select link analysis/model run were performed to determine the project related traffic distribution.

Table 3 shows the project traffic distribution and the PM peak hour project traffic assignment on each roadway segment within a 4-mile radius of the project boundary. **Figure 04** shows the project traffic distribution percentages and the PM peak project traffic assignment on each roadway segment within a 4-mile radius of the project boundary. **Attachment D** includes copies of the model plots.

Segment Analysis

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

- Link 78.1a: Race Track Road – Bartram Park Boulevard to East Payton Parkway
- Link 78.1b: Race Track Road – East Payton Parkway to Bartram Springs Parkway
- Link 78.2: Race Track Road – Bartram Springs Parkway to SR 5 (US 1)

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

- Link 78.1a: Race Track Road – Bartram Park Boulevard to East Payton Parkway

However, it should be noted that the above stated adversely impacted roadway segment is anticipated to be deficient (existing peak hour traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under background (no-build) traffic conditions. Additionally, the adversely impacted Link 78.1a: Race Track Road – Bartram Park Boulevard to East Payton Parkway is planned for widening from 2 to 4 lanes as mitigation by both the Durbin Park and Bartram Park mixed use developments.

Upon transmittal of the Comprehensive Plan Amendment application, the applicant will submit a Concurrency Application. The applicant will further comply with concurrency requirements as mandated by Section 163.3180, Florida Statutes, including any provisions of the St. Johns County Land Development Code consistent therewith to mitigate Stonecrest residential Development related transportation adverse impacts.

Project Related Proportionate Share

Project related proportionate share was estimated for the study area roadway segment that is anticipated to be adversely impacted by the traffic from the proposed residential development. **Table 05** provides details of the proposed residential development related project proportionate share estimate. As shown in this table, the Stonecrest residential development related roadway segments proportionate share is estimated at \$137,547. The most recent construction cost per mile models were used in estimating the project related proportionate share. **Attachment E** includes a copy of the FDOT construction cost per mile models.

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

Intersection Capacity Analysis

Intersection analysis must be performed on each major intersection within the study area (including Signalized intersections, Unsignalized intersections and those proposed to be signalized), where the total peak hour traffic volume on one (1) or more links forming a leg of the intersection is projected to equal or exceed ninety percent (90%) of the maximum service volume of the adopted Level of Service standard and is impacted by Development traffic at a level equal to or greater than one percent (1.0%) of the maximum service volume of the adopted Level of Service standard for any phase of the project for which a Final Concurrency Determination is being sought. Intersection analysis will be submitted as an addendum and any intersection related proportionate share calculations will be provided along with the addendum.

Summary and Conclusions

This Land Development Traffic Assessment (LDTA) was prepared in support of a Comprehensive Plan Amendment (CPA) application for the proposed Stonecrest residential development. The proposed Stonecrest development will be located on approximately 46.33 acres located on the south side of Race Track Road, approximately 875 feet east of Bartram Springs Parkway in St. Johns County, Florida. The property is currently zoned Open Rural (OR) with a Future Land Use Map (FLUM) Designation of Rural Silviculture (RS). The applicant is seeking a comprehensive plan amendment (CPA) with PUD zoning and FULM designation of Residential C FLUM designation. The proposed development is anticipated to include a maximum of 160 single-family residential dwelling units.

Access to the proposed residential development will be provided via a right-in-right-out driveway on Race Track Road. This driveway will be located approximately 950 feet east of Bartram Springs Parkway. The proposed residential development is anticipated to generate a total 1,602 daily trips that include 118 AM peak and 160 PM peak hour trips.

The existing conditions data for the study area roadway links was taken directly from the *St. Johns County Transportation Analysis Spreadsheet*, dated January 01, 2020. Future background traffic volumes include the existing traffic and exempt development traffic, approved concurrency traffic.

The interim year 2025 model set of the Northeast Regional Planning Activity Based Model (NERPM_ABv3) travel demand forecasting model was used to develop project traffic distribution for the proposed Stonecrest residential development.

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

The following planned and programmed roadway improvements within the transportation study area were identified.

- I-95 – CR 210 to International Golf Parkway (IGP): Widen from 6 to 10 Lanes (FDOT I-95 Widening Project)
- I-95 – Duval County Line to CR 210: Widen from 6 to 10 Lanes (FDOT I-95 Widening Project)
- Race Track Road – East Payton Parkway to Bartram Springs Boulevard: Widen from 2 to 4 Lanes (FDOT I-95 Widening Project)
- East Payton Parkway – SR 9B Extension to Race Track Road (4 Lanes – Gate Durbin Park Project)

The roadway link analysis indicates that the following study area roadway segments are anticipated to be impacted (residential development contributes 1% or more of the maximum service volume of the adopted level of service standard) due to the traffic generated by the proposed Stonecrest residential development.

- Link 78.1a: Race Track Road – Bartram Park Boulevard to East Payton Parkway
- Link 78.1b: Race Track Road – East Payton Parkway to Bartram Springs Parkway
- Link 78.2: Race Track Road – Bartram Springs Parkway to SR 5 (US 1)

The following link is anticipated to be adversely impacted (development contributes one percent or more of the maximum service volume of the adopted level of service standard and existing traffic plus vested development traffic plus reserved development traffic plus project traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under the build-out conditions of the proposed development.

- Link 78.1a: Race Track Road – Bartram Park Boulevard to East Payton Parkway

However, it should be noted that the above stated adversely impacted roadway segment is anticipated to be deficient (existing peak hour traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under background (no-build) traffic conditions. Additionally, the adversely impacted Link 78.1a: Race Track Road – Bartram Park Boulevard to East Payton Parkway is planned for widening from 2 to 4 lanes as mitigation by both the Durbin Park and Bartram Park mixed use developments.

Upon transmittal of the Comprehensive Plan Amendment application, the applicant will submit a Concurrency Application. The applicant will further comply with concurrency requirements as mandated by Section 163.3180, Florida Statutes, including any provisions of the St. Johns County Land Development Code consistent therewith to mitigate Stonecrest residential Development related transportation adverse impacts.

Project related proportionate share was estimated for the study area roadway segments that are anticipated to be adversely impacted by the traffic from the proposed development. The Stonecrest residential development related roadway segments proportionate share is estimated at \$137,547.

Any required study intersection capacity analysis will be provided as part of the Concurrency application submittal.

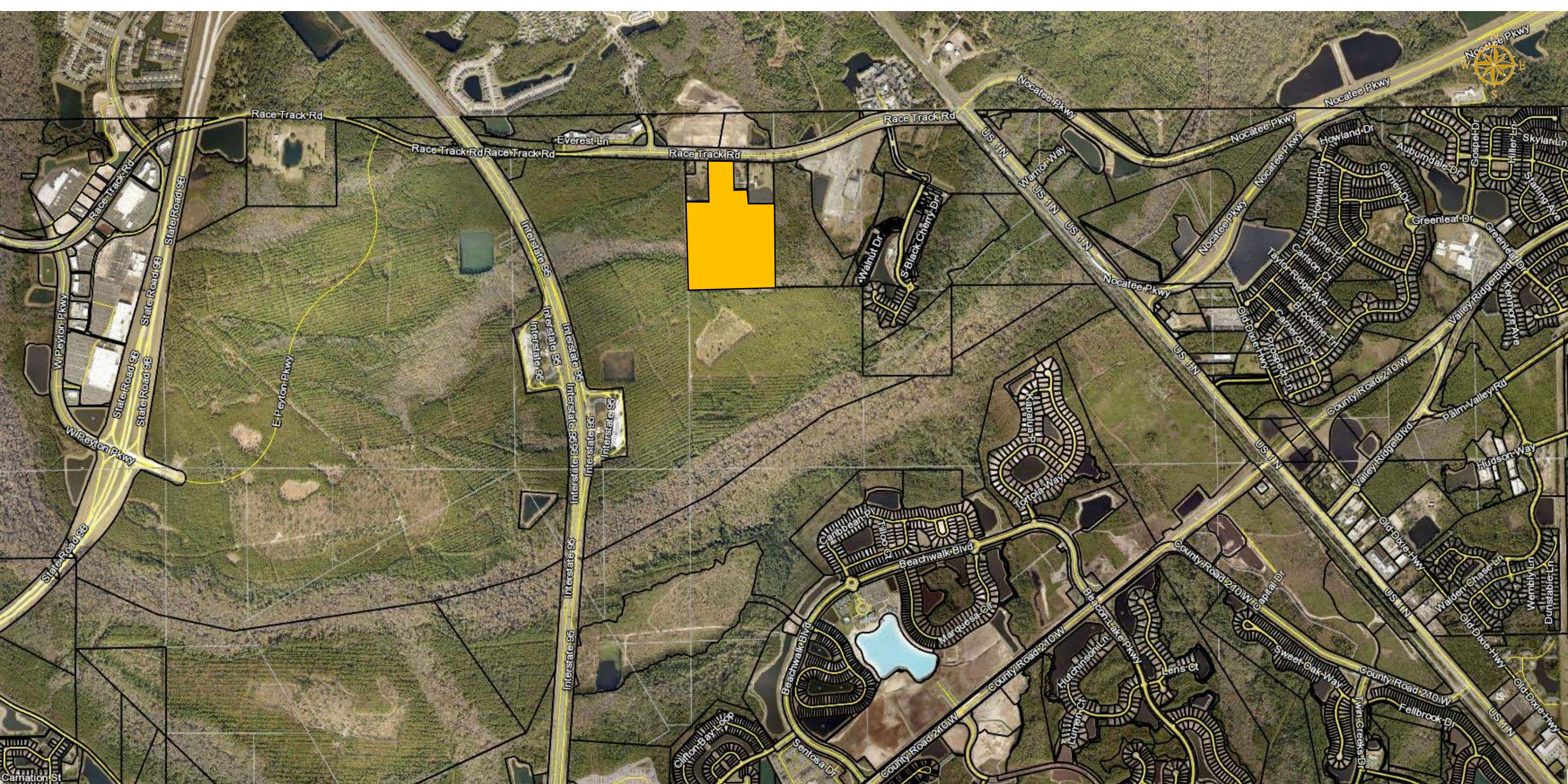


Figure 01 – Location Map

Stonecrest PUD – Comprehensive Plan Amendment LDTA Traffic Study
 St. Johns County, Florida



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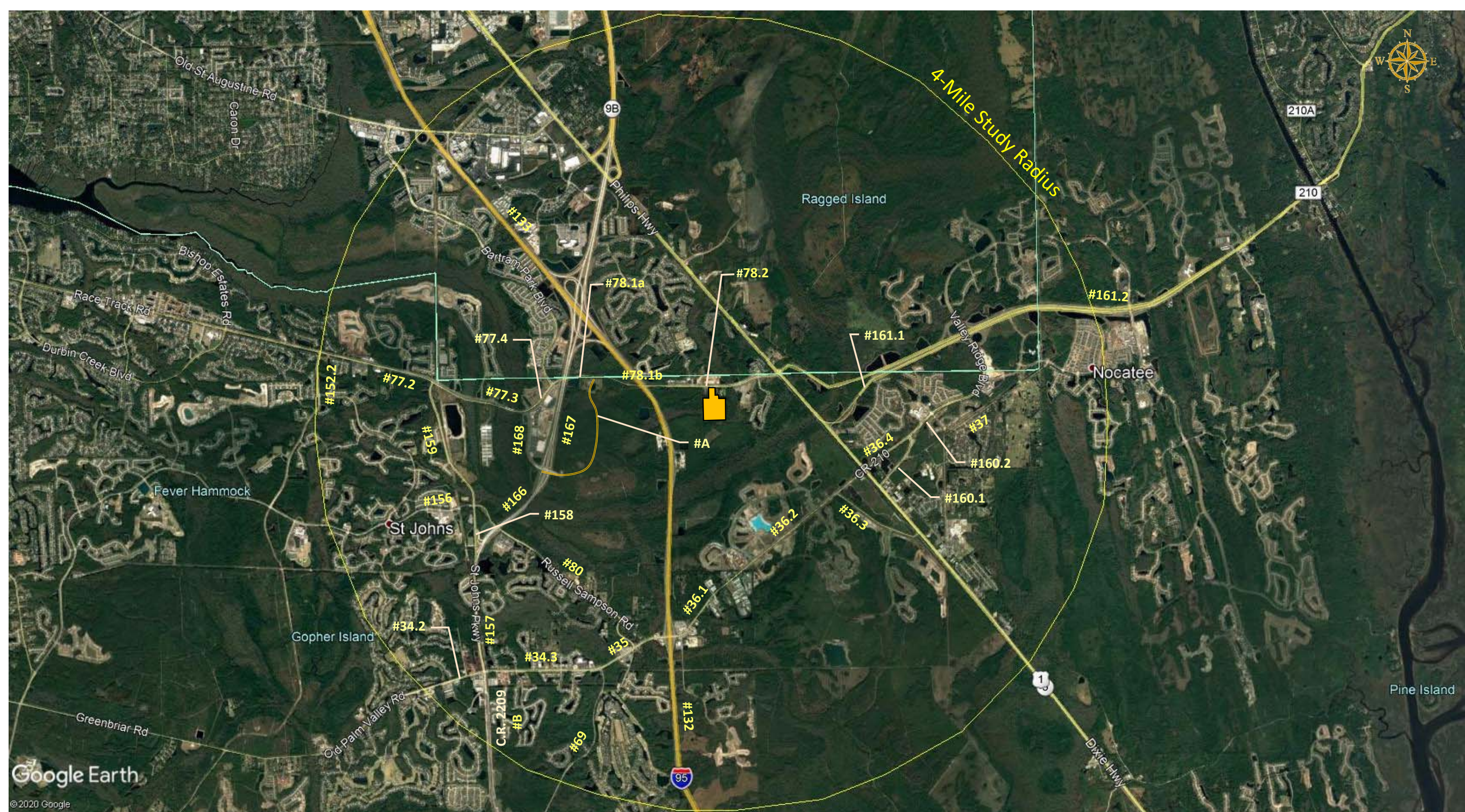


Figure 02 – Study Area Roadway Segments
 Stonecrest PUD – Comprehensive Plan Amendment LDTA Traffic Study
 St. Johns County, Florida



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#123 - Link ID



Bartram Springs Parkway

Race Track Road

Proposed Project Access Driveway

Map

Google

Figure 03 – Existing Conditions on Race Track Road
Stonecrest PUD – Comprehensive Plan Amendment LDTA Traffic Study
St. Johns County, Florida



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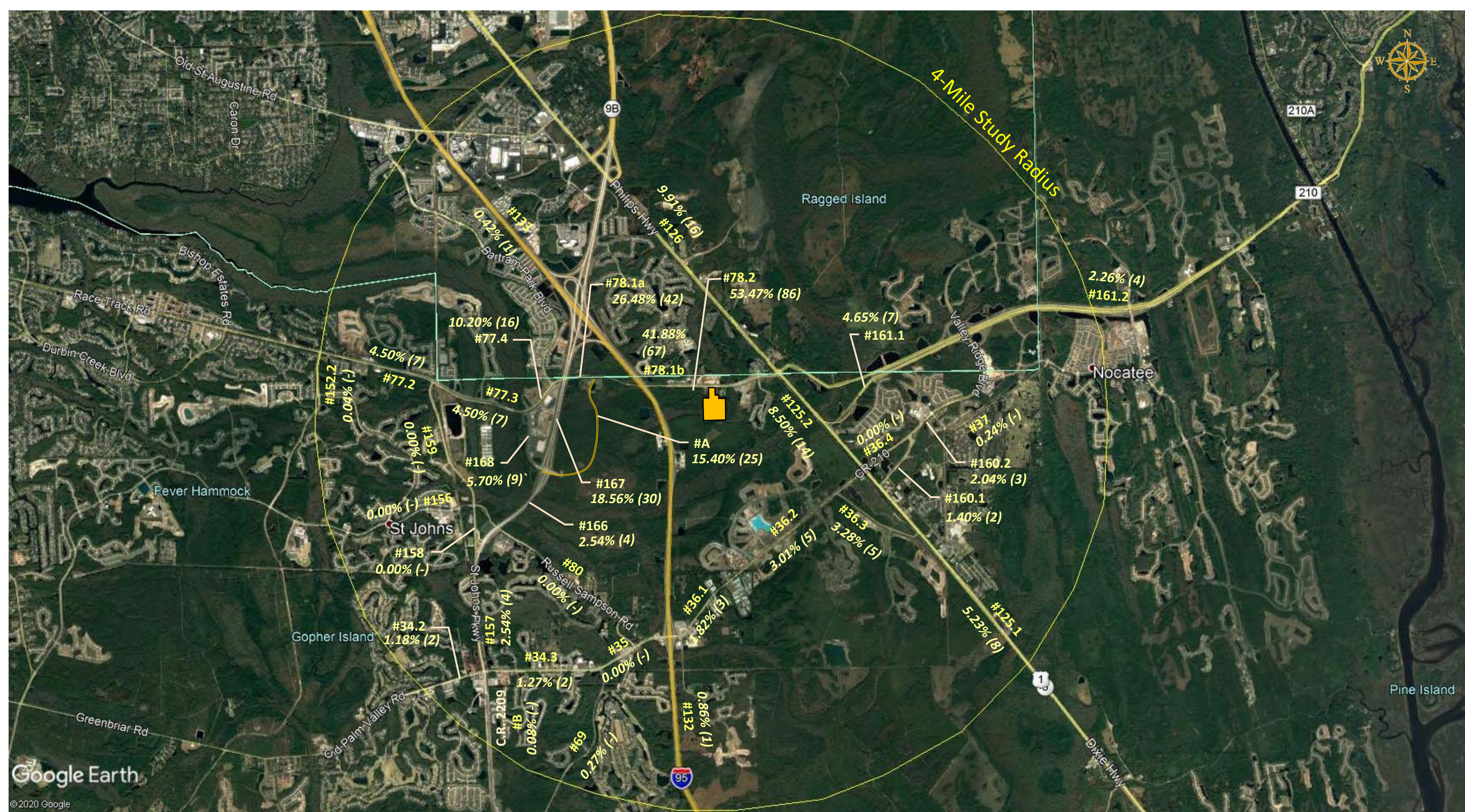


Figure 04 – Study Area Roadway Segments Project Traffic Distribution and Assignment
 Stonecrest PUD – Comprehensive Plan Amendment LDTA Traffic Study
 St. Johns County, Florida



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Table 01
Trip Generation
Stonecrest Residential - Comprehensive Plan Amendment LDTA, St. Johns County, FL

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate or Equation	Percent Traffic		Project Trips		
						Entering	Exiting	Total	Entering	Exiting
210	Single Family Home Detached	160	Units	Daily	$\ln(T) = 0.92 \ln(X) + 2.71$	50%	50%	1,602	801	801
				AM Peak	$T = 0.71(X) + 4.80$	25%	75%	118	30	88
				PM Peak	$\ln(T) = 0.96 \ln(X) + 0.20$	63%	37%	160	101	59

Source: Trip Generation Manual, 10th Edition, ITE

Table 02
Study Area Roadway Segments
Stonecrest Residential - Comprehensive Plan Amendment LDTA, St. Johns County, FL

Link ID	FDOT Station	Roadway	From/To	Area Type	Approved Road Type	LOS Standard	Segment Length (Miles)	Date of Count	Traffic Count AADT	Annual Growth Factor	Link K Factor	2020 Peak Hour Traffic	Exempt Development Traffic	Approved Concurrency Traffic	Total Committed Peak Hour Traffic	Percent Service Volume Utilized	Link Status	Traffic Study Service Volume	Approved Peak Hour Service Volume
34.2		CR 210	Cimarrone Blvd. to CR 2209	UZ	4UC	D	0.71	ADT19	32,282	1.0426	0.090	3,036	129	1,340	4,505	125.8%	DEFICIENT		3,580
34.3		CR 210	CR 2209 to Leo Maguire Parkway	UZ	4UC	D	1.22	ADT19	23,114	1.0376	0.090	2,158	81	1,197	3,436	84.0%	OK	4,090	4,090
35		CR 210	Leo Maguire Parkway to SR 9 (I-95)	UZ	6UC	D	0.81	ADT19	29,092	1.0454	0.091	2,755	125	1,400	4,280	79.4%	OK		5,390
36.1		CR 210	SR 9 (I-95) to Beachwalk Blvd	TR	4MaC	D	1.19	ADT19	27,006	1.0422	0.090	2,533	107	1,394	4,034	114.6%	DEFICIENT	3,520	3,520
36.2		CR 210 W.	Beachwalk Blvd to Alternate CR 210	TR	6MaC	D	1.13	ADT19	19,210	1.0479	0.100	2,017	97	1,573	3,687	76.5%	OK		4,820
36.3		Alternate CR 210	CR 210 W. to SR 5 (US 1) N	TR	2MaC	D	0.95	ADT19	6,246	1.0200	0.106	673	13	698	1,384	105.6%	DEFICIENT		1,310
36.4		CR 210 W.	Alternate CR 210 to Valley Ridge Blvd	TR	2MaC	D	0.93	ADT19	10,021	1.0200	0.103	1,057	21	515	1,593	109.1%	DEFICIENT		1,460
37		Palm Valley Rd (Old CR 210)	Valley Ridge Blvd. to Preservation Trail	TR	2MaC	D	1.86	ADT19	5,947	1.0565	0.092	579	33	-	612	46.7%	OK		1,310
69		Leo Maguire Parkway	CR 16A to CR 210	UZ	2UC	D	5.11	ADT19	6,659	1.0563	0.110	773	44	263	1,080	75.0%	OK		1,440
77.2		Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	UZ	4UC	D	1.23	ADT19	25,891	1.0499	0.096	2,612	130	907	3,649	101.9%	DEFICIENT		3,580
77.3		Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	UZ	4UC	D	1.05	ADT19	24,565	1.0712	0.093	2,455	175	800	3,430	95.8%	CRITICAL		3,580
77.4		Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	UZ	4UC	D	0.39	ADT19	20,678	1.0500	0.096	2,082	104	723	2,909	81.2%	OK		3,580
78.1a		Race Track Rd.	Bartram Park Blvd to East Payton Parkway	UZ	2UC	D	0.66	ADT19	19,689	1.0500	0.097	1,999	100	1,335	3,434	214.6%	DEFICIENT		1,600
78.1b		Race Track Rd.	East Payton Parkway to Bartram Springs Pkwy	UZ	4UC	D	0.83	ADT19	19,689	1.0500	0.097	1,999	100	1,335	3,434	95.9%	CRITICAL		3,580
78.2		Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	UZ	4UC	D	0.97	ADT19	17,938	1.0486	0.094	1,770	86	617	2,473	69.1%	OK		3,580
80		Russell Sampson Rd.	CR 210 to St. Johns Pkwy	UZ	2UC	D	2.37	ADT19	5,463	1.0921	0.142	847	78	258	1,183	82.2%	OK		1,440
125.1	48	SR 5 (US 1)	International Golf Pkwy. to Alternate CR 210	TR	4PA	D	5.39	ADT19	28,267	1.0200	0.090	2,595	52	648	3,295	92.8%	CRITICAL	3,550	3,550
125.2		SR 5 (US 1)	Alternate CR 210 to Valley Ridge Blvd.	TR	4PA	D	0.60	ADT19	26,391	1.0200	0.090	2,423	48	483	2,954	70.8%	OK	4,170	4,170
126	47	SR 5 (US 1)	Valley Ridge Blvd. to Duval Co. Line	TR	4PA	D	2.25	ADT19	26,771	1.0200	0.090	2,458	49	514	3,021	72.4%	OK	4,170	4,170
132	55	SR 9 (I-95)	International Golf Pkwy. to CR 210	TR	6IF	D	5.96	ADT18	89,000	1.0200	0.095	8,797	176	1,843	10,816	117.7%	DEFICIENT		9,190
133	259	SR 9 (I-95)	CR 210 to Duval Co. Line	TR	6IF	D	2.82	ADT18	106,500	1.0200	0.095	10,526	211	2,782	13,519	147.1%	DEFICIENT		9,190
152.2		Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	2UC	D	1.75	ADT19	9,828	1.0875	0.130	1,387	121	871	2,379	148.7%	DEFICIENT		1,600
156		Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	UZ	4UC	D	1.63	ADT19	18,195	1.1539	0.097	2,041	314	719	3,074	95.5%	CRITICAL		3,220
157		St. Johns Pkwy	CR 210 to Future SR 9B Connection	UZ	4MA	D	0.95	ADT19	29,024	1.1625	0.095	3,219	523	1,095	4,837	135.1%	DEFICIENT		3,580
158		St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	UZ	4MA	D	0.79	ADT19	20,347	1.1330	0.100	2,312	308	759	3,379	94.4%	CRITICAL		3,580
159		St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4MA	D	1.40	ADT19	8,959	1.0681	0.101	970	66	497	1,533	42.8%	OK		3,580
160.1		Valley Ridge Blvd	US 1 to CR 210 W.	TR	4MA	D	0.64	ADT19	9,245	1.0200	0.100	938	19	409	1,366	42.7%	OK		3,200
160.2		Valley Ridge Blvd	CR 210 W. to Nocatee Pkwy	TR	4MA	D	1.45	ADT19	11,743	1.0200	0.101	1,207	24	587	1,818	56.8%	OK		3,200
161.1		Nocatee Pkwy	US 1 to Duval County Line	TR	4E	D	1.80	ADT19	26,436	1.1763	0.090	2,799	493	737	4,029	65.0%	OK		6,200
161.2		Nocatee Pkwy	Duval County Line to Crosswater Pkwy	TR	6E	D	0.46	ADT19	29,472	1.0934	0.090	2,903	271	882	4,056	44.1%	OK		9,190
166		SR 9B	St. Johns Pkwy to W. Peyton Pkwy	UZ	4IF	D	1.13	ADT19	31,114	1.0500	0.095	3,100	155	-	3,255	48.6%	OK		6,700
167		SR 9B	W. Peyton Pkwy to Duval County Line	UZ	4IF	D	0.94	ADT19	45,260	1.0500	0.101	4,809	240	-	5,049	75.4%	OK		6,700
168		West Peyton Pkwy	SR 9B to Race Track Rd	UZ	4MA	D	0.62	ADT19	21,387	1.0500	0.093	2,079	104	-	2,183	61.0%	OK		3,580
A		East Payton Parkway	SR 9B to Race Track Rd	UZ	4MA	D											OK		3,580
B		CR 2209	CR 210 to First Coast Expressway	UZ	4MA	D											OK		3,580

Source: St. Johns County Transportation Analysis Spread Sheet (TAS), Date 01/01/2020 (Attachment B)

Notes:

Link 78.1 Race Track Road Split into Link 78.1a (Bartram Springs Blvd. to East Payton Parkway) and 78.1b (East Payton Parkway to Bartram Springs Parkway)

78.1b - Race Track Road: East Payton Parkway to Bartram Springs Parkway, Widen from 2 to 4 lanes (Part of FDOT I-95 Widening Project)

Table 03

Project Traffic Distribution and Assignment

Stonecrest Residential - Comprehensive Plan Amendment LDТА, St. Johns County, FL

Link ID	FDOT Count Station	Roadway	From/To	Project Traffic Distribution	160 Project Traffic Assignment
34.2		CR 210	Cimarrone Blvd. to CR 2209	1.18%	2
34.3		CR 210	CR 2209 to Leo Maguire Parkway	1.27%	2
35		CR 210	Leo Maguire Parkway to SR 9 (I-95)	0.00%	-
36.1		CR 210	SR 9 (I-95) to Beachwalk Blvd	1.82%	3
36.2		CR 210 W.	Beachwalk Blvd to Alternate CR 210	3.01%	5
36.3		Alternate CR 210	CR 210 W. to SR 5 (US 1) N	3.28%	5
36.4		CR 210 W.	Alternate CR 210 to Valley Ridge Blvd	0.00%	-
37		Palm Valley Rd (Old CR 210)	Valley Ridge Blvd. to Preservation Trail	0.24%	-
69		Leo Maguire Parkway	CR 16A to CR 210	0.27%	-
77.2		Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	4.50%	7
77.3		Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	4.50%	7
77.4		Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	10.20%	16
78.1a		Race Track Rd.	Bartram Park Blvd to East Payton Parkway	26.48%	42
78.1b		Race Track Rd.	East Payton Parkway to Bartram Springs Pkwy	41.88%	67
78.2		Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	53.47%	86
80		Russell Sampson Rd.	CR 210 to St. Johns Pkwy	0.00%	-
125.1		SR 5 (US 1)	International Golf Pkwy. to Alternate CR 210	5.23%	8
125.2		SR 5 (US 1)	Alternate CR 210 to Valley Ridge Blvd.	8.50%	14
126		SR 5 (US 1)	Valley Ridge Blvd. to Duval Co. Line	9.91%	16
132	55	SR 9 (I-95)	International Golf Pkwy. to CR 210	0.86%	1
133	259	SR 9 (I-95)	CR 210 to Duval Co. Line	0.4200%	1
152.2		Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	0.04%	-
156		Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	0.00%	-
157		St. Johns Pkwy	CR 210 to Future SR 9B Connection	2.54%	4
158		St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	0.00%	-
159		St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	0.00%	-
160.1		Valley Ridge Blvd	US 1 to CR 210 W.	1.40%	2
160.2		Valley Ridge Blvd	CR 210 W. to Nocatee Pkwy	2.04%	3
161.1		Nocatee Pkwy	US 1 to Duval County Line	4.65%	7
161.2		Nocatee Pkwy	Duval County Line to Crosswater Pkwy	2.26%	4
166		SR 9B	St. Johns Pkwy to W. Peyton Pkwy	2.54%	4
167		SR 9B	W. Peyton Pkwy to Duval County Line	18.56%	30
168		West Peyton Pkwy	SR 9B to Race Track Rd	5.70%	9
A		East Payton Parkway	SR 9B to Race Track Rd	15.40%	25
B		CR 2209	CR 210 to First Coast Expressway	0.08%	-

Source: Attachment D

Table 04
Roadway Segment Analysis
Stonecrest Residential - Comprehensive Plan Amendment LDTA, St. Johns County, FL

Link ID	FDOT Count Station	Roadway	From/To	Area Type	Approved Road Type	2020 Peak Hour Traffic	Exempt Development Traffic	Approved Concurrency Traffic	Total Committed Peak Hour Traffic	Peak Hour Project Traffic Assignment	Build-Out Peak Hour Traffic Volumes	Approved Peak Hour Service Volume	Project Traffic % of MSV	Build-Out Traffic % of MSV	Roadway Segment Impacted	Roadway Segment Adversely Impacted
						A	B	C	D = A + B + C	E = (Table 03)	F = D + E	G	H = E/G	I = F/G	Yes if H > 1.0%	Yes if H > 1% & I > 100%
34.2		CR 210	Cimarrone Blvd. to CR 2209	UZ	4UC	3,036	129	1,340	4,505	2	4,507	3,580	0.06%	125.89%	No	No
34.3		CR 210	CR 2209 to Leo Maguire Parkway	UZ	4UC	2,158	81	1,197	3,436	2	3,438	4,090	0.05%	84.06%	No	No
35		CR 210	Leo Maguire Parkway to SR 9 (I-95)	UZ	6UC	2,755	125	1,400	4,280	-	4,280	5,390	0.00%	79.41%	No	No
36.1		CR 210	SR 9 (I-95) to Beachwalk Blvd	TR	4MaC	2,533	107	1,394	4,034	3	4,037	3,520	0.09%	114.67%	No	No
36.2		CR 210 W.	Beachwalk Blvd to Alternate CR 210	TR	6MaC	2,017	97	1,573	3,687	5	3,692	4,820	0.10%	76.60%	No	No
36.3		Alternate CR 210	CR 210 W. to SR 5 (US 1) N	TR	2MaC	673	13	698	1,384	5	1,389	1,310	0.38%	106.03%	No	No
36.4		CR 210 W.	Alternate CR 210 to Valley Ridge Blvd	TR	2MaC	1,057	21	515	1,593	-	1,593	1,460	0.00%	109.08%	No	No
37		Palm Valley Rd (Old CR 210)	Valley Ridge Blvd. to Preservation Trail	TR	2MaC	579	33	-	612	-	612	1,310	0.00%	46.72%	No	No
69		Leo Maguire Parkway	CR 16A to CR 210	UZ	2UC	773	44	263	1,080	-	1,080	1,440	0.00%	74.99%	No	No
77.2		Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	UZ	4UC	2,612	130	907	3,649	7	3,656	3,580	0.20%	102.12%	No	No
77.3		Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	UZ	4UC	2,455	175	800	3,430	7	3,437	3,580	0.20%	96.00%	No	No
77.4		Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	UZ	4UC	2,082	104	723	2,909	16	2,925	3,580	0.45%	81.69%	No	No
78.1a		Race Track Rd.	Bartram Park Blvd to East Payton Parkway	UZ	2UC	1,999	100	1,335	3,434	42	3,476	1,600	2.63%	217.25%	Yes	Yes
78.1b		Race Track Rd.	East Payton Parkway to Bartram Springs Pkwy	UZ	4UC	1,999	100	1,335	3,434	67	3,501	3,580	1.87%	97.79%	Yes	No
78.2		Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	UZ	4UC	1,770	86	617	2,473	86	2,559	3,580	2.40%	71.47%	Yes	No
80		Russell Sampson Rd.	CR 210 to St. Johns Pkwy	UZ	2UC	847	78	258	1,183	-	1,183	1,440	0.00%	82.17%	No	No
125.1		SR 5 (US 1)	International Golf Pkwy. to Alternate CR 210	TR	4PA	2,595	52	648	3,295	8	3,303	3,550	0.23%	93.04%	No	No
125.2		SR 5 (US 1)	Alternate CR 210 to Valley Ridge Blvd.	TR	4PA	2,423	48	483	2,954	14	2,968	4,170	0.34%	71.17%	No	No
126		SR 5 (US 1)	Valley Ridge Blvd. to Duval Co. Line	TR	4PA	2,458	49	514	3,021	16	3,037	4,170	0.38%	72.83%	No	No
132	55	SR 9 (I-95)	International Golf Pkwy. to CR 210	TR	6IF	8,797	176	1,843	10,816	1	10,817	9,190	0.01%	117.70%	No	No
133	259	SR 9 (I-95)	CR 210 to Duval Co. Line	TR	6IF	10,526	211	2,782	13,519	1	13,520	9,190	0.01%	147.12%	No	No
152.2		Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	2UC	1,387	121	871	2,379	-	2,379	1,600	0.00%	148.69%	No	No
156		Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	UZ	4UC	2,041	314	719	3,074	-	3,074	3,220	0.00%	95.45%	No	No
157		St. Johns Pkwy	CR 210 to Future SR 9B Connection	UZ	4MA	3,219	523	1,095	4,837	4	4,841	3,580	0.11%	135.22%	No	No
158		St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	UZ	4MA	2,312	308	759	3,379	-	3,379	3,580	0.00%	94.39%	No	No
159		St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4MA	970	66	497	1,533	-	1,533	3,580	0.00%	42.82%	No	No
160.1		Valley Ridge Blvd	US 1 to CR 210 W.	TR	4MA	938	19	409	1,366	2	1,368	3,200	0.06%	42.75%	No	No
160.2		Valley Ridge Blvd	CR 210 W. to Nocatee Pkwy	TR	4MA	1,207	24	587	1,818	3	1,821	3,200	0.09%	56.89%	No	No
161.1		Nocatee Pkwy	US 1 to Duval County Line	TR	4E	2,799	493	737	4,029	7	4,036	6,200	0.11%	65.09%	No	No
161.2		Nocatee Pkwy	Duval County Line to Crosswater Pkwy	TR	6E	2,903	271	882	4,056	4	4,060	9,190	0.04%	44.17%	No	No
166		SR 9B	St. Johns Pkwy to W. Peyton Pkwy	UZ	4IF	3,100	155	-	3,255	4	3,259	6,700	0.06%	48.64%	No	No
167		SR 9B	W. Peyton Pkwy to Duval County Line	UZ	4IF	4,809	240	-	5,049	30	5,079	6,700	0.45%	75.81%	No	No
168		West Peyton Pkwy	SR 9B to Race Track Rd	UZ	4MA	2,079	104	-	2,183	9	2,192	3,580	0.25%	61.23%	No	No
A		East Payton Parkway	SR 9B to Race Track Rd	UZ	4MA	-	-	-	-	25	25	3,580	0.70%	0.70%	No	No
B		CR 2209	CR 210 to First Coast Expressway	UZ	4MA	-	-	-	-	-	-	3,580	0.00%	0.00%	No	No

Source: St. Johns County Transportation Analysis Spread Sheet (TAS), Date 01/01/2020 (Attachment B)
78.1 - Race Track Road: Bartram Park Boulevard to Bartram Springs Parkway, Widen from 2 to 4 lanes (Gate Durbin Development Mitigation)

Table 05
Proportionate Share Calculations
Stonecrest Residential - Comprehensive Plan Amendment LDTA, St. Johns County, FL

Link ID	Roadway	From/To	Area Type	Approved Road Type	A Segment Length (Miles) (Table 02)	B Approved Peak Hour MSV (Table 02)	C Peak Hour Project Traffic Assignment (Table 02)	D Projec Traffic for Proportionate Share (Table 04)	E Roadway Improvement Required	F Improved LOS Table MSV (FDOT QLOS)	G Increase in Peak Hour MSV (F - D)	H Project Traffic % of Increase in MSV (B/G)	I Cost of Improvement Per Mile (Attachment E)	J Cost of Construction This Segment (A * J)	K Cost of ROW (19% of Const.) (19% of J)	L Number of Signals for Modification	M Cost of Signal Modification (L * \$300,000)	N Cost of Design and CEI (46% of ROW + Const) (46% * (J + K + M))	O Total Cost of Improvement This Segment (L + J + K + M)	P Project Proportionate Share (H * O)
78.1a	Race Track Rd.	Bartram Park Blvd to East Payton Parkway	UZ	2UC	0.66	1,600	42	42	Widen from 4 to 6 Lanes	3,580	1,980	2.12%	\$ 4,915,749.60	\$ 3,228,009.00	\$ 613,322.00	2	\$ 600,000.00	\$ 2,043,012.00	\$ 6,484,343.00	\$ 137,547.00
Total Roadway Segments Proportionate Share																			\$ 137,547.00	

Attachment A

Conceptual Site Plan

Source: Dunn and Associates, Inc.

RACETRACK ROAD
(A VARIANCE WITHIN 5/8" OF NEW REGULATIONS)
(EXEMPTED BY MAP BOOK 44 - PAGES 17-21)

RACETRACK ROAD
(A VARIANCE WITHIN 5/8" OF NEW REGULATIONS)
(EXEMPTED BY MAP BOOK 44 - PAGES 17-21)

154 LOTS

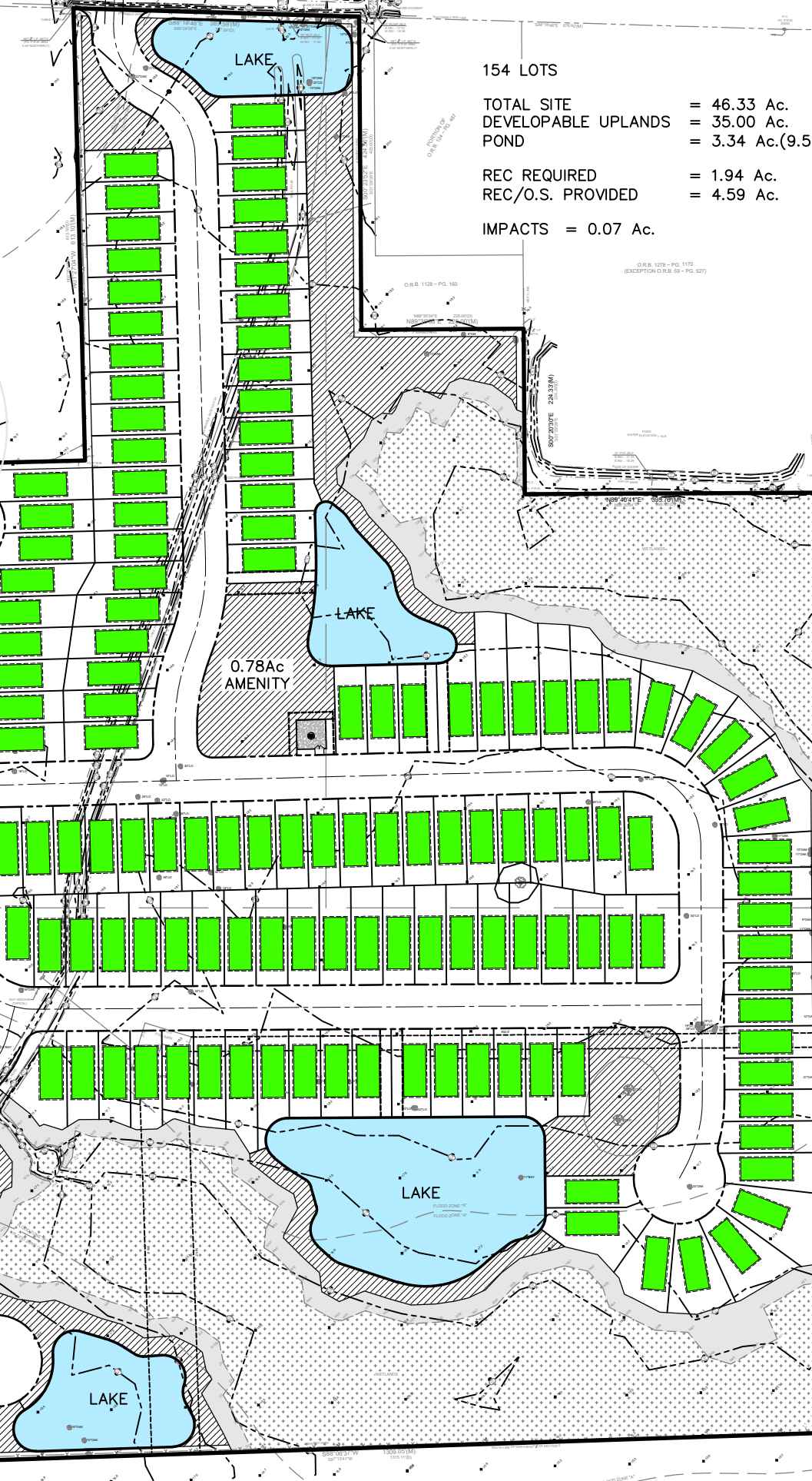
TOTAL SITE = 46.33 Ac.
DEVELOPABLE UPLANDS = 35.00 Ac.
POND = 3.34 Ac. (9.5%)

REC REQUIRED = 1.94 Ac.
REC/O.S. PROVIDED = 4.59 Ac.

IMPACTS = 0.07 Ac.

CELL TOWER

0.78Ac
AMENITY



Attachment B

LDTA Methodology Document and
Approval Email.



Rajesh Ramn Chindalur <chindalur@ctrafficsolutions.com>

RE: Race Track Road Residential (Bartram Springs - Traffic Signal)

1 message

Jan Trantham <jtrantham@sjcfl.us>

Tue, Sep 22, 2020 at 9:59 AM

To: Rajesh Ramn Chindalur <chindalur@ctrafficsolutions.com>

Cc: Rodney Cooper <rcooper@sjcfl.us>, Hank Mein <hmein@sjcfl.us>, Phong Nguyen <pnguyen@sjcfl.us>, Victoria Kutney <vkutney@sjcfl.us>

Rajesh:

Proposed methodology approved as submitted.

Please contact me if any questions arise or if a meeting to discuss any aspect of the analysis is needed.

Jan Trantham

Senior Transportation Planner

St. Johns County Growth Management

4040 Lewis Speedway

St. Augustine, Florida 32084

904-209-0611

From: Rajesh Ramn Chindalur <chindalur@ctrafficsolutions.com>

Sent: Thursday, September 17, 2020 11:50 AM

To: Phong Nguyen <pnguyen@sjcfl.us>; Jan Trantham <jtrantham@sjcfl.us>; Victoria Kutney <vkutney@sjcfl.us>

Cc: Rodney Cooper <rcooper@sjcfl.us>; Hank Mein <hmein@sjcfl.us>

Subject: Re: Race Track Road Residential (Bartram Springs - Traffic Signal)

Phong/Jan/Victoria,

Hope all is well. Attached for your review and approval is the Comprehensive Plan Amendment LDTA methodology for the proposed residential development on Race Track Road just east of Bartram Springs Boulevard.

Please let me know if you would be available either this week or early next week to discuss the study methodology and also the scope of the signal modifications that may be required for the Race Track Road and Bartram Springs Boulevard intersection? Thank you and please let me know if you have any questions.

Regards,

Raj

--

Rajesh Ramn K. Chindalur, P.E., PTOE

Chindalur Traffic Solutions, Inc.

8833 Perimeter Park Boulevard, Suite 103, Jacksonville, FL 32216

Office: (904) 619 3368 | Cell: (904) 422-6923 | Chindalur@ctrfficsolutions.com

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

From: Rajesh K. Chindalur, P.E., PTOE
Project: Race Track Road Residential CPA LDTA
Client: KB Home, Inc.
Project No.: 1048-200-020
Date: 09/15/2020

Introduction:

Chindalur Traffic Solutions, Inc. has been retained by K.B Home, Inc. to perform a Concurrency Land Development Traffic Assessment (LDTA) for the proposed Race Track Road Residential development in St. Johns County, Florida. The subject property is seeking Comprehensive Plan Amendment with a proposal to build a maximum of 160 single family residential dwelling units. **Figure 01** shows the location of the proposed development.

The proposed development will be located on the south side of Race Track Road just east of Bartram Springs Boulevard in St. Johns County, Florida. Access to the development will be provided via a proposed right-in-right-out driveway connecting to Race Track Road.

Attachment A includes a copy of the site plan (Source: Dunn and Associates, Inc.) for the proposed development. The following methodology will be adopted to complete the Concurrency Land Development Traffic Assessment (LDTA).

Trip Generation:

Trip generation and for the proposed development will be estimated using the rates and equations included in the Trip Generation Manual, 10th Edition published by the ITE. **Table 01** summarizes the daily, AM peak and PM peak trips anticipated by the proposed development. As shown in this table, the proposed development is anticipated to generate 160 PM peak trips.

Study Area:

Since the proposed development is anticipated to generate 1606 gross PM peak trips, the study area will include all the roadway segments within a four-mile radius of the proposed development. The details of the study area roadway segments were obtained from most recent St. Johns County's Transportation Analysis Spreadsheet (dated 01/01/2020). **Table 02** summarizes the roadway segments within the 4-mile study area radius. **Figure 02** shows the study area roadway segments within four-mile radius of the proposed development.

Planned and Programmed Roadways:

A review of the St. Johns County Capital Improvement Plan and FDOT Projects Lists show the following improvements are planned within the four-mile study area of the proposed development.

- I-95 – CR 210 to International Golf Parkway (IGP): Widen from 6 to 10 Lanes (FDOT I-95 Widening Project)
- I-95 – Duval County Line to CR 210: Widen from 6 to 10 Lanes (FDOT I-95 Widening Project)
- Race Track Road – East Payton Parkway to Bartram Springs Boulevard: Widen from 2 to 4 Lanes (FDOT I-95 Widening Project)
- East Payton Parkway – SR 9B Extension to Race Track Road (4 Lanes – Gate Durbin Park Project)

Project Traffic Distribution & Assignment:

Project traffic distribution percentages on the study roadway segments will be obtained using the interim year 2025 NERPM_ABv1 travel demand model run.

Roadway Segment Analysis:

The segment analysis of the study area roadway segments will be performed to determine any impacts and adverse impacts due to the new trips from the proposed development. The roadway segment will be considered impacted, if the project traffic assignment (new trips) is equal to or greater than 1% of its adopted LOS maximum service volume (MSV). A study area roadway segment will be considered adversely impacted if that roadway segment is impacted (project new trips 1% of its adopted LOS MSV) and the total traffic (Existing trips + Reserved Trips + New Project Traffic) exceed 100% of the roadway segments adopted LOS MSV. Project related proportionate fair share will be estimated for any of the adversely impacted study area roadway segments. A report summarizing the above tasks and the outcome of the analysis will be prepared for submittal to St. Johns County for review and approvals.

Intersection Capacity Analysis:

Intersection analysis must be performed on each major intersection within the study area (including Signalized intersections, Unsignalized intersections and those proposed to be signalized), where the total peak hour traffic volume on one (1) or more links forming a leg of the intersection is projected to equal or exceed ninety percent (90%) of the maximum service volume of the adopted Level of Service standard and is impacted by Development traffic at a level equal to or greater than one percent (1.0%) of the maximum service volume of the adopted Level of Service standard for any phase of the project for which a Final Concurrency Determination is being sought. Intersection analysis will be submitted as an addendum at the time of Concurrency Application. Any intersection related proportionate share calculations will be provided along with the addendum.

Access Related Off-site Improvements:

Due to the proposed right-in-right-out driveway configuration, traffic entering the project from the east on Race Track Road will have to make a westbound U-turn at the Bartram Springs Boulevard signalized intersection. A westbound left turn lane on Race Track Road currently exists. An evaluation will be performed to determine the adequacy of the existing U-turn lane under the build-out conditions of the proposed development and the need for an eastbound right turn lane on Race Track Road at the proposed project driveway. At the existing signalized intersection, the westbound traffic signal indications currently provide for two 3-section heads. A five-section cluster is anticipated to be required for the future westbound U-turns. The project development plans to install this 5-section cluster. Future Gate Durbin Park development is anticipated to connect to Race Track Road across from the existing Bartram Springs Boulevard. The traffic signal is anticipated to require re-construction at that time.

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

Sincerely,
Chindalur Traffic Solutions, Inc.



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

cc: Mr. Tommy Jinks (tjinks@kbhome.com) – KB Homes

Attachment C

Transportation Analysis
Spreadsheet Dated 01/01/2020



St. Johns County Transportation Analysis Spreadsheet

Updated with 2018 FDOT Traffic Counts and
2019 St. Johns County Traffic Counts
Published: 01/01/2020

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (MI.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2020 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
1		11th Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.68	ADT19	891	1.0200	0.090	82	2	0	84	17.7%	OK		475
2		16th Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.78	ADT19	1,945	1.0268	0.095	189	5	0	194	40.8%	OK		475
3		A Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.57	ADT19	3,284	1.0363	0.090	306	11	0	317	66.7%	OK		475
4		A. Nease Rd./Vermont Blvd.	SR 207 to Co. Landfill Entrance	TR	2MIC	D	2.45	ADT19	1,413	1.0313	0.110	161	5	15	181	17.2%	OK		1,050
5		Allen Nease Rd.	Co. Landfill Entrance to CR 214	TR	2MIC	D	1.23	ADT19	1,304	1.0347	0.107	145	5	29	179	17.0%	OK		1,050
7		Canal Blvd.	CR 210A (Roscoe Blvd) to CR 210 (Palm Vly Rd)	UZ	2UC	D	0.76	ADT19	3,284	1.0200	0.106	355	7	0	362	37.7%	OK		960
8		Cowpen Branch Rd.	CR 13 to SR 206	RU	2MIC	C	3.99	ADT19	518	1.0750	0.209	116	9	0	125	15.8%	OK		790
10		CR 13	CR 204 to Cowpen Branch Rd.	RU	2MaC	C	4.92	ADT19	2,915	1.0313	0.102	305	10	0	315	39.9%	OK		790
11		CR 13	Cowpen Branch Rd. to George Miller Rd.	RU	2MaC	C	2.47	ADT19	3,154	1.0410	0.104	341	14	0	355	44.9%	OK		790
12		CR 13	George Miller Rd. to SR 207 (W)	RD	2MaC	C	2.27	ADT19	2,991	1.0200	0.095	290	6	0	296	31.2%	OK		950
13		CR 13	SR 207 (W) to SR 207 (E)	RD	2MaC	C	1.59	ADT19	960	1.0200	0.113	110	2	0	112	11.8%	OK		950
14		CR 13	SR 207 to CR 13A	RU	2MaC	C	2.71	ADT19	1,933	1.0200	0.097	192	4	38	234	29.6%	OK		790
15		CR 13	CR 13A to CR 214	RU	2MaC	C	7.39	ADT19	802	1.0200	0.105	86	2	6	94	11.9%	OK		790
16		CR 13	CR 214 to CR 208	RU	2MaC	C	6.36	ADT19	717	1.0200	0.112	82	2	4	88	11.1%	OK		790
17.1		CR 13	CR 208 to Joe Ashton Rd.	TR	2MaC	D	4.10	ADT19	2,313	1.0238	0.090	213	5	51	269	12.3%	OK		2,190
17.2		CR 13	Joe Ashton Rd. to SR 16	UZ	2UC	D	1.27	ADT19	10,620	1.0271	0.093	1019	28	75	1,122	77.9%	OK		1,440
18		CR 13A	CR 13 to CR 305	RU	2MaC	C	0.97	ADT19	1,338	1.0200	0.108	147	3	30	180	22.8%	OK		790
19		CR 13A	CR 305 to CR 214	RU	2MaC	C	4.48	ADT19	1,487	1.0200	0.110	167	3	39	209	26.5%	OK		790
20		CR 13A	CR 214 to CR 208	TR	2MaC	D	3.76	ADT19	2,762	1.0200	0.096	269	5	54	328	15.0%	OK		2,190
21.1		CR 13A	CR 208 to Samara Lakes Parkway	TR	2MaC	D	2.85	ADT19	3,998	1.0407	0.109	454	18	162	634	48.4%	OK		1,310
21.2		CR 13A	Samara Lakes Parkway to SR 16	UZ	4UC	D	1.50	ADT19	15,781	1.0734	0.108	1821	134	369	2,324	72.2%	OK		3,220
22		CR 13B (Fruit Cove Rd)	SR 13 to SR 13	UZ	2UC	D	2.38	ADT19	970	1.0200	0.107	106	2	114	222	19.3%	OK		1,150
23.1		CR 16A	SR 13 to CR 210	UZ	2UC	D	0.57	ADT19	12,078	1.0345	0.101	1266	44	478	1,788	124.2%	DEFICIENT		1,440
23.2		CR 16A	CR 210 to Leo Maguire Rd.	TR	2MaC	D	4.23	ADT19	4,160	1.0558	0.102	448	25	482	955	72.9%	OK		1,310
24		CR 16A	Leo Maguire Rd. to SR 16	TR	2MaC	D	2.53	ADT19	5,835	1.0625	0.093	578	36	396	1,010	77.1%	OK		1,310
25.1		CR 16A (Lewis Spdwy)	SR 16 to Varella Ave.	UZ	2UC	D	0.98	ADT19	6,812	1.0202	0.122	849	17	62	928	64.4%	OK		1,440
25.2		CR 16A (Lewis Spdwy)	Varella Ave. to Woodlawn Rd.	UZ	2UC	D	0.35	ADT19	6,744	1.0212	0.093	641	14	111	766	53.2%	OK		1,440
26		CR 16A (Lewis Spdwy)	Woodlawn Rd. to SR 5 (US 1)	UZ	2UC	D	1.07	ADT19	8,960	1.0329	0.126	1169	38	181	1,388	96.4%	CRITICAL		1,440
27		CR 203 (Ponte Vedra Blvd)	SR A1A to CR 210 (Corona Rd)	UZ	2UC	D	4.27	ADT19	4,726	1.0200	0.090	434	9	56	499	43.4%	OK		1,150
28.1		CR 203 (Ponte Vedra Blvd)	CR 210 (Corona Rd) to CR 210A (Solana Rd)	UZ	2UC	D	0.65	ADT19	2,767	1.0200	0.108	306	6	6	318	27.7%	OK		1,150
28.2		CR 203 (Ponte Vedra Blvd)	CR 210A (Solana Rd) to Duval Co. Line	UZ	2UC	D	1.77	ADT19	3,090	1.0200	0.105	330	7	0	337	29.3%	OK		1,150
29		CR 204	CR 13 to SR 5 (US 1)	RU	2MaC	C	5.55	ADT19	3,181	1.0200	0.101	326	7	64	397	50.3%	OK		790
30		CR 208	CR 13 to Joe Ashton Rd.	TR	2MaC	D	4.03	ADT19	520	1.0200	0.090	48	1	8	57	2.6%	OK		2,190
31		CR 208	Joe Ashton Rd. to CR 13A	TR	2MaC	D	2.37	ADT19	3,181	1.0200	0.128	416	8	32	456	20.8%	OK		2,190
32		CR 208	CR 13A to SR 16	TR	2MaC	D	4.91	ADT19	5,159	1.0200	0.105	555	11	125	691	31.6%	OK		2,190
33		CR 210	CR 16A to Greenbriar Rd.	TR	2MaC	D	3.00	ADT19	10,657	1.0269	0.095	1040	28	357	1,425	108.7%	DEFICIENT		1,310
34.1		CR 210	Greenbriar Rd. to Cimarrone Blvd.	UZ	2UC	D	2.26	ADT19	24,096	1.0351	0.098	2452	86	1,292	3,830	266.0%	DEFICIENT		1,440
34.2		CR 210	Cimarrone Blvd. to CR 2209	UZ	4UC	D	0.71	ADT19	32,282	1.0426	0.090	3036	129	1,340	4,505	125.8%	DEFICIENT		3,580
34.3		CR 210	CR 2209 to Leo Maguire Parkway	UZ	4UC	D	1.22	ADT19	23,114	1.0376	0.090	2158	81	1,197	3,436	84.0%	OK	4,090	4,090
35		CR 210	Leo Maguire Parkway to SR 9 (I-95)	UZ	6UC	D	0.81	ADT19	29,092	1.0454	0.091	2755	125	1,400	4,280	79.4%	OK		5,390
36.1		CR 210	SR 9 (I-95) to Beachwalk Blvd	TR	4MaC	D	1.19	ADT19	27,006	1.0422	0.090	2533	107	1,394	4,034	114.6%	DEFICIENT	3,520	3,520
36.2		CR 210 W.	Beachwalk Blvd to Alternate CR 210	TR	6MaC	D	1.13	ADT19	19,210	1.0479	0.100	2017	97	1,573	3,687	76.5%	OK		4,820
36.3		Alternate CR 210	CR 210 W. to SR 5 (US 1) N	TR	2MaC	D	0.95	ADT19	6,246	1.0200	0.106	673	13	698	1,384	105.6%	DEFICIENT		1,310
36.4		CR 210 W.	Alternate CR 210 to Valley Ridge Blvd	TR	2MaC	D	0.93	ADT19	10,021	1.0200	0.103	1057	21	515	1,593	109.1%	DEFICIENT		1,460
37		Palm Valley Rd (Old CR 210)	Valley Ridge Blvd. to Preservation Trail	TR	2MaC	D	1.86	ADT19	5,947	1.0565	0.092	579	33	0	612	46.7%	OK		1,310
38		CR 210 (Palm Valley Rd) E/W	CR 210A (Roscoe Blvd) to Mickler Rd.	UZ	2UC	D	1.36	ADT19	23,548	1.0397	0.094	2296	91	376	2,763	143.9%	DEFICIENT	1,920	1,920
39		CR 210 (Palm Valley Rd) N/S	Mickler Rd. to Canal Blvd.	UZ	2UC	D	1.98	ADT19	15,040	1.0236	0.091	1396	33	178	1,607	96.8%	CRITICAL	1,660	1,660
40		CR 210 (Palm Valley Rd) N/S	Canal Blvd. to SR A1A	UZ	2UC	D	1.43	ADT19	16,389	1.0200	0.090	1505	30	172	1,707	118.5%	DEFICIENT		1,440
41		CR 210 (Corona Rd) E/W	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.59	ADT19	6,037	1.0200	0.090	554	11	58	623	54.2%	OK		1,150
42		CR 210A (Roscoe Blvd)	Palm Valley Rd to Canal Blvd.	UZ	2UC	D	3.26	ADT19	6,257	1.0264	0.125	805	21	81	907	78.9%	OK		1,150
43.1		CR 210A (Roscoe Blvd)	Canal Blvd. to PGA Tour Blvd.	UZ	2UC	D	3.09	ADT19	6,669	1.0254	0.109	743	19	28	790	68.7%	OK		1,150
43.2		CR 210A (Solana Rd)	PGA Tour Blvd. to SR A1A	UZ	2UC	D	1.41	ADT19	13,160	1.0200	0.093	1252	25	0	1,277	75.6%	OK	1,690	1,690
43.3		CR 210A (Solana Rd)	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.65	ADT19	5,817	1.0200	0.106	628	13	0	641	66.8%	OK		960
44		CR 214	CR 13 to CR 13A	RU	2MaC	C	3.68	ADT19	941	1.0200	0.094	90	2	0	92	11.6%	OK		790
45		CR 214	CR 13A to Allen Nease Rd.	TR	2MaC	D	5.21	ADT19	1,787	1.0200	0.103	188	4	53	245	11.2%	OK		2,190
46		CR 214	Allen Nease Rd. to Holmes Blvd.	TR	2MaC	D	4.28	ADT19	4,703	1.0200	0.104	498	10	147	655	50.0%	OK		1,310
47		CR 214 (W. King St)	Holmes Blvd. to Volusia St.	UZ	2UC	E	0.64	ADT19	4,320	1.0200	0.095	420	8	84	512	35.6%	OK		1,440
48		CR 214 (W. King St)	Volusia St. to Palmer St.	UZ	2UC	E	0.94	ADT19	10,697	1.0200	0.090	982	20	115	1,117	77.6%	OK		1,440
49		CR 214 (W. King St)	Palmer St. to SR 5 (US 1)	UZ	2UC	E	0.26	ADT19	13,717	1.0330	0.090	1275	42	0	1,317	103.7%	DEFICIENT		1,270



St. Johns County Transportation Analysis Spreadsheet

Updated with 2018 FDOT Traffic Counts and
2019 St. Johns County Traffic Counts
Published: 01/01/2020

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (MI.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2020 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	* APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
51		CR 305	SR 206 to SR 207	TR	2MaC	D	3.96	ADT19	572	1.0200	0.119	69	1	0	70	3.2%	OK	2,190	
52		CR 305	CR 13 to SR 207	RU	2MaC	C	4.98	ADT19	530	1.0200	0.121	65	1	13	79	10.0%	OK	790	
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	UZ	2UC	D	1.31	ADT19	8,108	1.0262	0.098	817	21	220	1,058	73.5%	OK	1,440	
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	UZ	2UC	D	0.37	ADT19	16,006	1.0268	0.100	1635	44	192	1,871	129.9%	DEFICIENT	1,440	
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	UZ	2UC	D	0.77	ADT19	15,673	1.0200	0.091	1456	29	226	1,711	118.8%	DEFICIENT	1,440	
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	UZ	2UC	D	0.37	ADT19	19,722	1.0229	0.090	1816	42	321	2,179	151.3%	DEFICIENT	1,440	
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	UZ	2UC	D	0.95	ADT19	11,777	1.0200	0.090	1081	22	81	1,184	82.2%	OK	1,440	
56		A1A Beach Blvd.	SR A1A (S) to 11th Street	UZ	2UC	D	1.87	ADT19	7,005	1.0200	0.090	643	13	0	656	45.6%	OK	1,440	
57		A1A Beach Blvd.	11th Street to SR 312	UZ	2UC	D	1.26	ADT19	9,863	1.0200	0.090	905	18	0	923	64.1%	OK	1,440	
58		Cracker Swamp Rd.	Putnam Co. Line to CR 13	RU	2MIC	C	4.19	ADT19	941	1.0391	0.102	100	4	0	104	13.2%	OK	790	
59.1		Kings Estate Rd./Hilltop Rd.	CR 5A to Dobbs Rd	UZ	2UC	D	0.42	ADT19	14,264	1.0408	0.099	1465	60	201	1,726	119.9%	DEFICIENT	1,440	
59.2		Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	UZ	2UC	D	1.68	ADT19	7,508	1.0200	0.101	771	15	154	940	81.7%	OK	1,150	
60		Faver Dykes Rd.	SR 5 (US 1) to State Park Entr.	RU	2MIC	C	1.57	ADT19	312	1.0208	0.141	45	1	188	234	29.6%	OK	790	
61		Federal Point Rd.	Putnam Co. Line to Hastings City Limits (W)	RU	2MIC	C	1.13	ADT19	469	1.0200	0.128	61	1	0	62	7.8%	OK	790	
62.1		Four Mile Rd./Volusia St.	CR 214 to Holmes Blvd.	UZ	2UC	D	0.95	ADT19	7,923	1.0262	0.091	739	19	18	776	53.9%	OK	1,440	
62.2		Four Mile Rd.	Holmes Blvd. to SR 16	UZ	2UC	D	0.85	ADT19	14,595	1.0433	0.090	1370	59	218	1,647	143.2%	DEFICIENT	1,150	
63		George Miller Rd.	CR 13 to CR 13	RU	2MIC	C	2.73	ADT19	1,946	1.0313	0.103	206	6	0	212	26.8%	OK	790	
64		Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	3.09	ADT19	5,128	1.0440	0.157	839	37	296	1,172	81.4%	OK	1,440	
65		Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	UZ	2UC	D	2.25	ADT19	10,351	1.0439	0.105	1136	50	401	1,587	110.2%	DEFICIENT	1,440	
66		Hastings Blvd.	Cracker Swamp Rd. to CR 13	RU	2MIC	C	2.53	ADT19	681	1.0200	0.123	86	2	0	88	11.1%	OK	790	
67.1		Holmes Blvd.	SR 207 to CR 214	UZ	2UC	D	1.75	ADT19	19,465	1.0425	0.090	1826	78	511	2,415	107.3%	DEFICIENT	2,250	
67.2		Holmes Blvd.	CR 214 to Four Mile Rd.	UZ	2UC	D	1.61	ADT19	17,085	1.0477	0.091	1622	77	445	2,144	101.6%	DEFICIENT	2,110	
67.3		Kenton Morrison Rd.	Four Mile Rd. to SR 16	UZ	2UC	D	0.47	ADT19	9,639	1.0612	0.099	1015	62	164	1,241	86.2%	OK	1,440	
68		Joe Ashton Rd.	CR 208 to CR 13	TR	2MIC	D	3.20	ADT19	1,639	1.0250	0.129	217	5	8	230	17.6%	OK	1,310	
69		Leo Maguire Parkway	CR 16A to CR 210	UZ	2UC	D	5.11	ADT19	6,659	1.0563	0.110	773	44	263	1,080	75.0%	OK	1,440	
71		Masters Dr./Palmer St.	CR 214 to SR 16	UZ	2UC	D	1.75	ADT19	7,115	1.0200	0.096	697	14	44	755	65.7%	OK	1,150	
72		Mickler Rd.	CR 210 to SR A1A	UZ	2UC	D	1.38	ADT19	12,284	1.0554	0.096	1246	69	289	1,604	111.4%	DEFICIENT	1,440	
73.1		International Golf Pkwy.	SR 16 to Royal Pines Parkway	UZ	4UC	D	1.50	ADT19	26,091	1.0687	0.091	2532	174	956	3,662	102.3%	DEFICIENT	3,580	
73.2		International Golf Pkwy.	Royal Pines Parkway to SR 9 (I-95)	UZ	4UC	D	0.90	ADT19	16,915	1.0545	0.094	2576	140	1,170	3,886	108.5%	DEFICIENT	3,580	
74.1		International Golf Pkwy.	SR 9 (I-95) to N. Francis Road	TR	4MaC	D	0.70	ADT19	26,041	1.0561	0.096	1723	97	857	2,677	83.7%	OK	3,200	
74.2		International Golf Pkwy.	N. Francis Road to St. Marks Pond Blvd.	TR	2MaC	D	3.23	ADT19	11,569	1.0461	0.095	1155	53	406	1,614	110.5%	DEFICIENT	1,460	
74.3		International Golf Pkwy.	St. Marks Pond Blvd. To SR 5 (US 1)	TR	2MaC	D	0.81	ADT19	11,722	1.0526	0.099	1222	64	581	1,867	127.9%	DEFICIENT	1,460	
75		Pope Rd.	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.86	ADT19	2,890	1.0200	0.090	265	5	0	270	23.5%	OK	1,150	
76		Race Track Rd.	SR 13 to Bishop Estates Rd.	UZ	4UC	D	3.07	ADT19	26,668	1.0224	0.090	2454	55	386	2,895	76.8%	OK	3,770	
77.1		Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	UZ	4UC	D	1.02	ADT19	28,909	1.0541	0.099	3002	162	669	3,833	107.1%	DEFICIENT	3,580	
77.2		Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	UZ	4UC	D	1.23	ADT19	25,891	1.0499	0.096	2612	130	907	3,649	101.9%	DEFICIENT	3,580	
77.3		Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	UZ	4UC	D	1.05	ADT19	24,565	1.0712	0.093	2455	175	800	3,430	95.8%	CRITICAL	3,580	
77.4		Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	UZ	4UC	D	0.39	ADT19	20,678	1.0500	0.096	2082	104	723	2,909	81.2%	OK	3,580	
78.1		Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	UZ	2UC	D	1.49	ADT19	19,689	1.0500	0.097	1999	100	1,335	3,434	214.6%	DEFICIENT	1,600	
78.2		Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	UZ	4UC	D	0.97	ADT19	17,938	1.0486	0.094	1770	86	617	2,473	69.1%	OK	3,580	
79		Roberts Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	2.69	ADT19	13,616	1.0230	0.090	1254	29	643	1,926	133.8%	DEFICIENT	1,440	
80		Russell Sampson Rd.	CR 210 to St. Johns Pkwy	UZ	2UC	D	2.37	ADT19	5,463	1.0921	0.142	847	78	258	1,183	82.2%	OK	1,440	
81	262	SR 13/SR 16	SR 16 (East) to SR 16 (West)	TR	2MA	D	4.07	ADT18	9,900	1.0200	0.090	927	19	243	1,189	54.3%	OK	2,190	
82	105	SR 13	SR 16 (West) to CR 16A	TR	2MA	D	1.34	ADT18	11,500	1.0200	0.090	1077	22	243	1,342	83.9%	OK	1,600	
83	4	SR 13	CR 16A to Greenbriar Rd.	TR	2MA	D	6.17	ADT18	3,900	1.0200	0.090	365	7	216	588	40.2%	OK	1,460	
84	290	SR 13	Greenbriar Rd. to Roberts Rd.	UZ	2MA	D	2.79	ADT18	8,100	1.0200	0.090	758	15	239	1,012	63.3%	OK	1,600	
85	24	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	UZ	4MA	D	0.86	ADT18	27,455	1.0200	0.090	2571	51	512	3,134	87.5%	OK	3,580	
86	360	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	UZ	4MA	D	1.17	ADT18	28,000	1.0200	0.090	2622	52	522	3,196	89.3%	OK	3,580	
88	3584 (Duval)	SR 13	Race Track Rd. to Duval Co. Line	UZ	4MA	D	0.71	ADT19	48,100	1.0200	0.090	4416	88	318	4,822	134.7%	DEFICIENT	3,580	
89	0015 (Clay)	SR 16	Clay Co. Line to SR 13	UZ	2MA	D	1.85	ADT19	19,890	1.0223	0.092	1869	42	429	2,340	107.8%	DEFICIENT	2,170	
90	235	SR 16	SR 13 to CR 16A	UZ	2MA	D	1.66	ADT19	15,677	1.0290	0.090	1452	42	545	2,039	127.4%	DEFICIENT	1,600	
91.1	5050	SR 16	CR 16A to International Golf Pkwy.	UZ	4MA	D	1.49	ADT19	22,350	1.0460	0.090	2113	97	885	3,095	86.5%	OK	3,580	
91.2		SR 16	International Golf Pkwy to CR 2209	UZ	2MA	D	0.76	ADT19	18,421	1.0418	0.090	1727	72	1,133	2,932	183.3%	DEFICIENT	1,600	
92.11	43	SR 16	CR 2209 to S. Francis Rd	TR	2MA	D	0.96	ADT19	18,186	1.0330	0.090	1691	56	593	2,340	106.8%	DEFICIENT	2,190	
92.12		SR 16	S. Francis Rd to West Mall Entrance	TR	2MA	D	3.39	ADT19	19,025	1.0330	0.090	1769	58	1,287	3,114	142.2%	DEFICIENT	2,190	
92.2	42	SR 16	West Mall Entrance to I-95	TR	4MA	D	0.82	ADT19	25,221	1.0230	0.090	2322	53	666	3,041	95.0%	CRITICAL	3,200	
93.1		SR 16	SR 9 (I-95) to Inman Rd.	TR	4MA	D	0.34	ADT19	40,835	1.0357	0.090	3806	136	1,966	5,908	184.6%	DEFICIENT	3,200	
93.2	6	SR 16	Inman Rd. to Four Mile Rd.	TR	4MA	D	2.00	ADT19	40,737	1.0320	0.090	3784	121	1,280	5,185	91.6%	CRITICAL	5,660	
94	5051	SR 16	Four Mile Rd. to Woodlawn Rd.	UZ	4MA	D	0.77	ADT19	26,647	1.0320	0.090	2475	79	837	3,391	94.7%	CRITICAL	3,580	



St. Johns County Transportation Analysis Spreadsheet

Updated with 2018 FDOT Traffic Counts and
2019 St. Johns County Traffic Counts
Published: 01/01/2020

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (MI.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2020 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY VOLUME	APPRVD. PK. HR. SERVICE VOLUME
95	104	SR 16	Woodlawn Rd. to Masters Dr.	UZ	4MA	D	1.61	ADT19	22,577	1.0200	0.090	2073	41	413	2,527	70.6%	OK		3,580
96		SR 16	Masters Dr. to Lewis Spdwy. (CR 16A)	UZ	4MA	D	0.19	ADT19	24,300	1.0200	0.090	2231	45	444	2,720	76.0%	OK		3,580
97	187	SR 16	Lewis Spdwy. (CR 16A) to St. Aug. Limits (W)	UZ	4MA	D	0.10	ADT19	26,552	1.0200	0.090	2437	49	485	2,971	83.0%	OK		3,580
99	75	SR 206	SR 207 to CR 305	RD	2MA	C	3.50	ADT18	4,800	1.0200	0.095	474	9	18	501	41.1%	OK		1,220
100		SR 206	CR 305 to SR 9 (I-95)	TR	2MA	D	5.05	ADT19	5,170	1.0200	0.096	506	10	78	594	40.7%	OK		1,460
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	TR	2MA	D	2.16	ADT18	8,200	1.0200	0.090	768	15	66	849	58.2%	OK		1,460
102	22	SR 206	SR 5 (US 1) to SR A1A	UZ	2MA	D	3.87	ADT18	11,500	1.0200	0.095	1137	23	37	1,197	74.8%	OK		1,600
103	178	SR 207	Putnam Co. Line to Hastings City Limits (W)	RU	4MA	B	0.53	ADT18	16,700	1.0200	0.095	1651	33	0	1,684	69.0%	OK		2,440
104	279	SR 207	Hastings City Limits (E) to SR 206	RU	4MA	B	1.31	ADT18	20,000	1.0200	0.095	1977	40	0	2,017	82.0%	OK		2,460
105	231	SR 207	SR 206 to CR 13	RD	4MA	B	1.29	ADT18	15,700	1.0200	0.095	1552	31	48	1,631	66.3%	OK		2,460
106	58	SR 207	CR 13 to CR 305	RU	4MA	B	4.49	ADT18	14,200	1.0200	0.095	1403	28	0	1,431	58.6%	OK		2,440
107.1	108	SR 207	CR 305 to Vermont Blvd.	TR	4MA	C	2.48	ADT18	16,000	1.0200	0.095	1581	32	253	1,866	41.8%	OK		4,460
107.2		SR 207	Vermont Blvd. to Cypress Links Blvd.	TR	4MA	C	1.07	ADT19	21,918	1.0318	0.090	2035	65	329	2,429	54.5%	OK		4,460
107.3		SR 207	Cypress Links Blvd. to SR 9 (I-95)	TR	4MA	C	0.59	ADT19	22,021	1.0271	0.090	2036	55	1,213	3,304	74.1%	OK		4,460
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	TR	4MA	C	1.77	ADT19	34,637	1.0200	0.090	3180	64	744	3,988	91.2%	CRITICAL	4,370	4,370
109		SR 207	Wildwood Dr. to Holmes Blvd.	UZ	4MA	D	1.63	ADT19	31,877	1.0293	0.090	2953	87	982	4,022	84.7%	OK	4,750	4,750
110	5052	SR 207	Holmes Blvd. to SR 312	UZ	4MA	D	0.39	ADT19	38,328	1.0340	0.090	3567	121	1,295	4,983	104.9%	DEFICIENT	4,750	4,750
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	UZ	4MA	D	1.14	ADT19	12,648	1.0200	0.090	1161	23	362	1,546	43.2%	OK		3,580
112	298	SR 312	SR 207 to CR 5A	UZ	4MA	D	0.80	ADT19	30,497	1.0200	0.090	2800	56	557	3,413	95.3%	CRITICAL		3,580
113	299	SR 312	CR 5A to SR 5 (US 1)	UZ	4MA	D	0.20	ADT19	28,326	1.0200	0.090	2600	52	475	3,127	87.3%	OK		3,580
114.1		SR 312	SR 5 (US 1) to Sgt. Tutten Dr.	UZ	4MA	D	0.27	ADT19	37,591	1.0200	0.090	3451	69	221	3,741	86.8%	OK	4,310	4,310
114.2	272	SR 312	Sgt. Tutten Dr. to SR A1A	UZ	4MA	D	0.23	ADT19	37,961	1.0200	0.090	3485	70	187	3,742	86.8%	OK	4,310	4,310
115	21	SR 5 (US 1)	Flagler Co. Line to SR 9 (I-95)	RU	4PA	C	0.75	ADT18	12,300	1.0200	0.095	1216	24	242	1,482	38.8%	OK		3,820
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	RU	4PA	C	6.69	ADT18	13,100	1.0200	0.095	1295	26	681	2,002	52.4%	OK		3,820
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	UZ	4PA	D	2.32	ADT18	22,000	1.0200	0.090	2060	41	244	2,345	51.2%	OK	4,580	4,580
117.2		SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	UZ	4PA	D	1.70	ADT19	33,377	1.0213	0.090	3068	65	464	3,597	93.2%	CRITICAL	3,860	3,860
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	UZ	4PA	E	1.02	ADT18	38,162	1.0200	0.090	3589	72	370	4,031	91.0%	CRITICAL	4,430	4,430
119		SR 5 (US 1)	CR 5A to Lewis Point Rd.	UZ	4PA	E	1.49	ADT19	40,794	1.0200	0.090	3745	75	324	4,144	72.6%	OK	5,710	5,710
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	UZ	6PA	E	0.67	ADT19	42,495	1.0200	0.090	3901	78	280	4,259	79.6%	OK	5,350	5,350
120.2		SR 5 (US 1)	Shore Dr. to SR 312	UZ	6PA	E	0.42	ADT19	42,045	1.0200	0.090	3860	77	365	4,302	80.4%	OK	5,350	5,350
121	12	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	UZ	4PA	E	0.83	ADT19	42,448	1.0200	0.090	3897	78	193	4,168	84.2%	OK	4,950	4,950
122	102	SR 5 (US 1)	St. Aug. Limits (N) to CR 16A (Lewis Spdwy)	UZ	4PA	D	0.80	ADT19	24,039	1.0200	0.090	2207	44	439	2,690	59.9%	OK	4,490	4,490
123		SR 5 (US 1)	CR 16A (Lewis Spdwy) to Gun Club Rd.	UZ	4PA	D	2.43	ADT19	25,624	1.0200	0.113	2959	59	589	3,607	80.3%	OK	4,490	4,490
124		SR 5 (US 1)	Gun Club Rd. to International Golf Pkwy.	UZ	4PA	D	3.69	ADT19	24,254	1.0207	0.090	2228	46	806	3,080	71.5%	OK	4,310	4,310
125.1	48	SR 5 (US 1)	International Golf Pkwy. to Alternate CR 210	TR	4PA	D	5.39	ADT19	28,267	1.0200	0.090	2595	52	648	3,295	92.8%	CRITICAL	3,550	3,550
125.2		SR 5 (US 1)	Alternate CR 210 to Valley Ridge Blvd.	TR	4PA	D	0.60	ADT19	26,391	1.0200	0.090	2423	48	483	2,954	70.8%	OK	4,170	4,170
126	47	SR 5 (US 1)	Valley Ridge Blvd. to Duval Co. Line	TR	4PA	D	2.25	ADT19	26,771	1.0200	0.090	2458	49	514	3,021	72.4%	OK	4,170	4,170
127	0251 (Flagler)	SR 9 (I-95)	Flagler Co. Line to SR 5 (US 1)	RU	6IF	C	0.94	ADT18	49,000	1.0200	0.090	4588	92	239	4,919	73.2%	OK		6,720
128	256	SR 9 (I-95)	SR 5 (US 1) to SR 206	RU	6IF	C	7.22	ADT18	58,500	1.0210	0.095	5793	122	333	6,248	93.0%	CRITICAL		6,720
129	261	SR 9 (I-95)	SR 206 to SR 207	RU	6IF	C	5.74	ADT18	58,500	1.0260	0.095	5850	152	250	6,252	81.1%	OK		7,710
130	257	SR 9 (I-95)	SR 207 to SR 16	TR	6IF	C	6.68	ADT18	74,500	1.0200	0.095	7363	147	669	8,179	106.1%	DEFICIENT		7,710
131	258	SR 9 (I-95)	SR 16 to International Golf Pkwy.	TR	6IF	D	5.65	ADT18	79,000	1.0200	0.095	7808	156	819	8,783	95.6%	CRITICAL		9,190
132	55	SR 9 (I-95)	International Golf Pkwy. to CR 210	TR	6IF	D	5.96	ADT18	89,000	1.0200	0.095	8797	176	1,843	10,816	117.7%	DEFICIENT		9,190
133	259	SR 9 (I-95)	CR 210 to Duval Co. Line	TR	6IF	D	2.82	ADT18	106,500	1.0200	0.095	10526	211	2,782	13,519	147.1%	DEFICIENT		9,190
134	20	SR A1A	Flagler Co. Line to Ft. Matanzas Mon. Entr.	UZ	2MA	D	3.45	ADT18	6,300	1.0200	0.090	590	12	0	602	27.7%	OK		2,170
135	276	SR A1A	Ft. Matanzas Monument Entr. to SR 206	UZ	2MA	D	3.95	ADT18	11,000	1.0200	0.090	1030	21	0	1,051	48.4%	OK		2,170
136	275	SR A1A	SR 206 to Owens Ave.	UZ	2MA	D	2.43	ADT19	13,937	1.0200	0.091	1294	26	31	1,351	84.4%	OK		1,600
137	110	SR A1A	Owens Ave. to A1A Beach Blvd.(S)	UZ	4MA	D	1.53	ADT19	23,563	1.0200	0.090	2163	43	11	2,217	61.9%	OK		3,580
138	329	SR A1A	A1A Beach Blvd.(S) to Pope Rd.	UZ	4MA	D	2.83	ADT19	26,643	1.0200	0.090	2446	49	20	2,515	70.3%	OK		3,580
139		SR A1A	Pope Rd. to SR 312	UZ	4MA	D	0.10	ADT19	25,606	1.0200	0.090	2351	47	30	2,428	67.8%	OK		3,580
140	240	SR A1A	SR 312 to St. Aug. City Limits (S)	UZ	4MA	D	0.90	ADT19	23,105	1.0200	0.090	2121	42	22	2,185	61.0%	OK		3,580
141	9	SR A1A	St. Aug. Limits (N) to SR A1A (Cstl. Hwy.)	UZ	2MA	D	1.03	ADT19	14,572	1.0200	0.090	1338	27	180	1,545	96.6%	CRITICAL		1,600
142		SR A1A	SR A1A (Vilano Rd.) to 3rd St.	UZ	2MA	D	2.87	ADT19	12,410	1.0305	0.090	1151	35	54	1,240	57.1%	OK		2,170
143.1		SR A1A	3rd St. to Guana River Park Dam Use Entr.	TR	2MA	D	4.79	ADT19	6,056	1.0200	0.091	563	11	80	654	29.9%	OK		2,190
143.2	78	SR A1A	Guana River Park Dam Use Entr. to Mickler Rd.	TR	2MA	D	9.81	ADT19	7,954	1.0200	0.090	730	15	30	775	35.4%	OK		2,190
144.1	274	SR A1A	Mickler Rd. to Sawgrass Dr. W (2-lane)	UZ	2MA	D	2.28	ADT19	19,397	1.0200	0.090	1781	36	151	1,968	98.9%	CRITICAL	1,990	1,990
144.2		SR A1A	Sawgrass Dr. W to Palm Valley Rd. (4-lane)	UZ	4MA	D	0.48	ADT19	24,057	1.0200	0.090	2208	44	151	2,403	67.1%	OK		3,580
145.1	81	SR A1A	Palm Valley Rd to PGA Tour Blvd.	UZ	4MA	D	0.54	ADT19	40,089	1.0200	0.090	3680	74	276	4,030	82.6%	OK	4,880	4,880
145.2		SR A1A	PGA Tour Blvd. to Corona Rd	UZ	4MA	D	0.97	ADT19	45,981	1.0200	0.090	4221	84	188	4,493	92.1%	CRITICAL	4,880	4,880



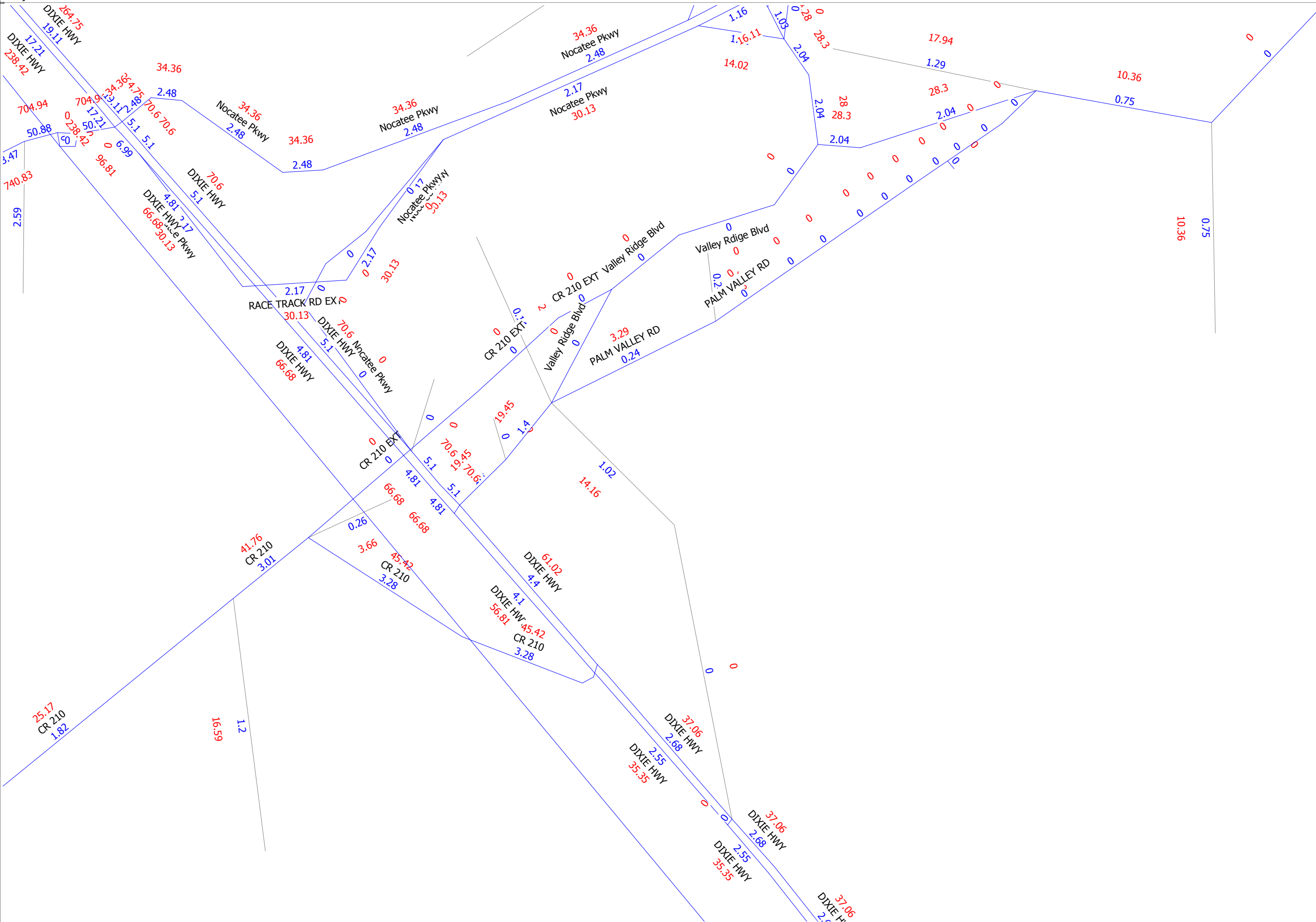
St. Johns County Transportation Analysis Spreadsheet

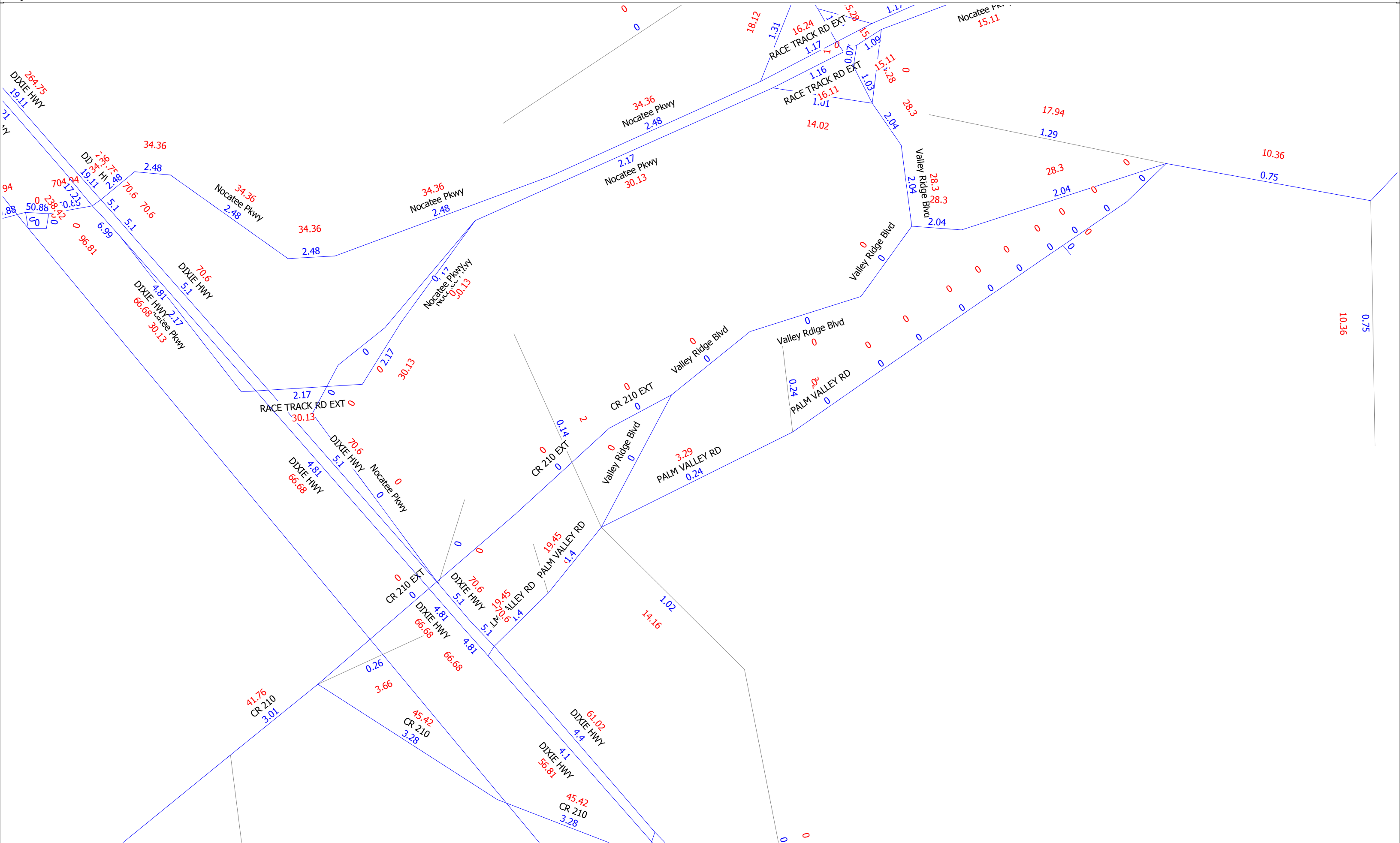
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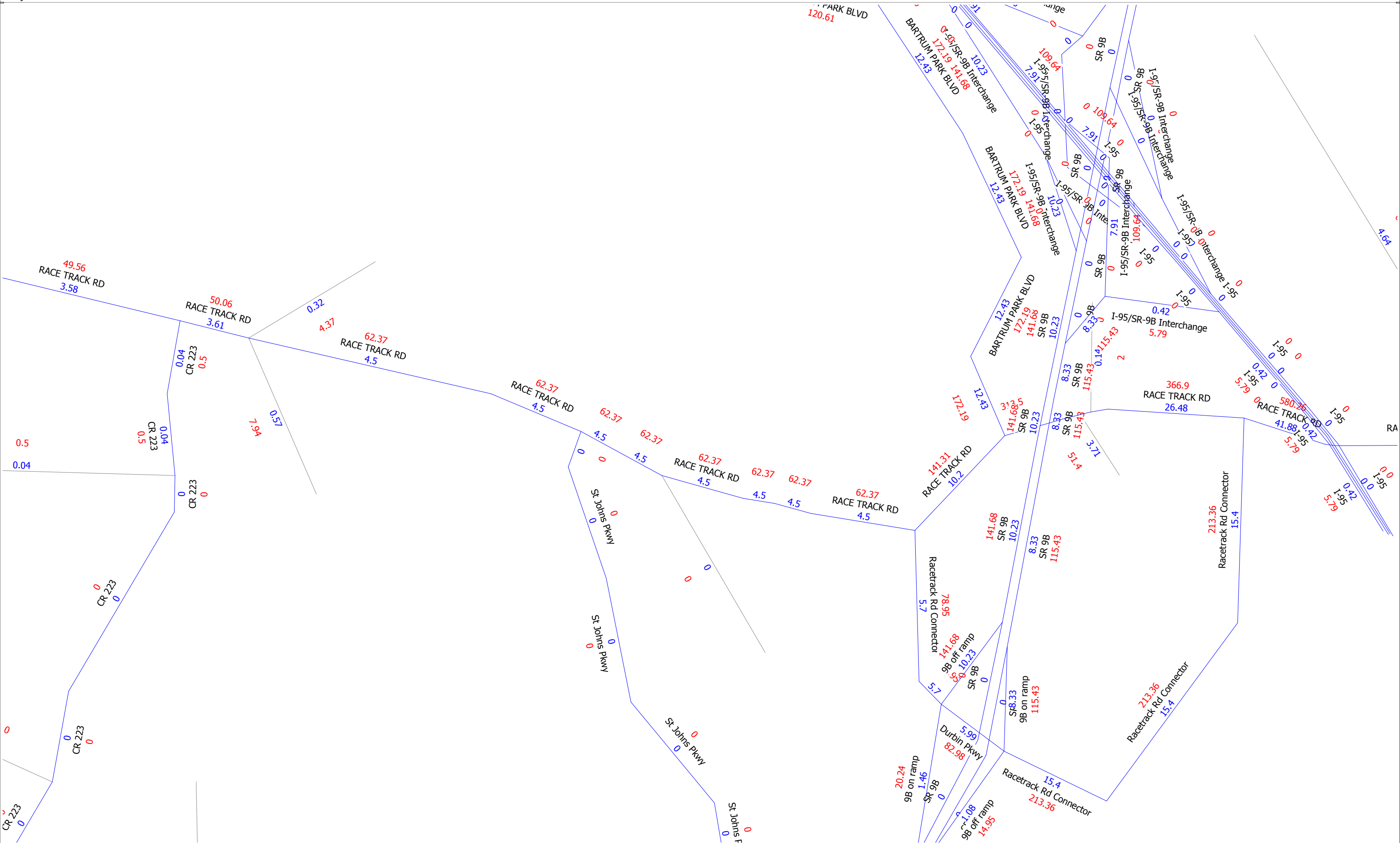
MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (MI.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2020 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
146	266	SR A1A	Corona Rd to CR 210A (Solana Rd)	UZ	4MA	D	0.79	ADT19	45,626	1.0200	0.090	4188	84	142	4,414	90.5%	CRITICAL	4,880	4,880
147.1	80	SR A1A	CR 210A (Solana Rd) to Marlin Ave.	UZ	4MA	D	1.20	ADT19	59,677	1.0200	0.090	5478	110	27	5,615	115.1%	DEFICIENT	4,880	4,880
147.2		SR A1A	Marlin Ave. to Duval Co. Line	UZ	4MA	D	0.56	ADT19	59,748	1.0200	0.079	4802	96	17	4,915	100.7%	DEFICIENT	4,880	4,880
148		St. Ambrose Church Rd.	CR 13A to SR 207	RU	2M/C	C	3.59	ADT19	356	1.0200	0.101	37	1	0	38	4.8%	OK		790
149		Varella Ave.	SR 16 to Lewis Speedway (CR 16A)	UZ	2UC	D	0.77	ADT19	3,386	1.0200	0.197	681	14	39	734	63.8%	OK		1,150
150.1		Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	UZ	2UC	D	1.13	ADT19	11,835	1.0301	0.091	1105	33	275	1,413	85.6%	OK	1,650	1,650
150.2		Wildwood Dr.	Deerchase Drive to SR 207	UZ	2UC	D	2.64	ADT19	10,066	1.0231	0.093	954	22	256	1,232	85.5%	OK		1,440
151.1		Woodlawn Rd.	SR 16 to Heritage Park Drive (N)	UZ	2UC	D	1.47	ADT19	9,778	1.0479	0.104	1,060	51	148	1,259	109.5%	DEFICIENT		1,150
151.2		Woodlawn Rd.	Heritage Park Dr. (N) to Lewis Speedway (CR 16A)	UZ	2UC	D	0.90	ADT19	7,754	1.0658	0.121	997	66	176	1,239	107.7%	DEFICIENT		1,150
152.2		Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	2UC	D	1.75	ADT19	9,828	1.0875	0.130	1,387	121	871	2,379	148.7%	DEFICIENT		1,600
153.1		Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	TR	4MaC	D	3.03	ADT19	5,325	1.1008	0.113	665	67	726	1,458	50.6%	OK		2,880
153.2		Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	UZ	4UC	D	0.36	ADT19	11,003	1.0792	0.113	1,343	106	624	2,073	64.4%	OK		3,220
154		Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	UZ	2UC	D	4.08	ADT19	11,318	1.1511	0.098	1,270	192	1,312	2,774	192.6%	DEFICIENT		1,440
155		Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	UZ	2UC	D	0.63	ADT19	13,127	1.1242	0.125	1,839	228	1,407	3,474	228.6%	DEFICIENT		1,520
156		Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	UZ	4UC	D	1.63	ADT19	18,195	1.1539	0.097	2,041	314	719	3,074	95.5%	CRITICAL		3,220
157		St. Johns Pkwy	CR 210 to Future SR 9B Connection	UZ	4MA	D	0.95	ADT19	29,024	1.1625	0.095	3,219	523	1,095	4,837	135.1%	DEFICIENT		3,580
158		St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	UZ	4MA	D	0.79	ADT19	20,347	1.1330	0.100	2,312	308	759	3,379	94.4%	CRITICAL		3,580
159		St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4MA	D	1.40	ADT19	8,959	1.0681	0.101	970	66	497	1,533	42.8%	OK		3,580
160.1		Valley Ridge Blvd	US 1 to CR 210 W.	TR	4MA	D	0.64	ADT19	9,245	1.0200	0.100	938	19	409	1,366	42.7%	OK		3,200
160.2		Valley Ridge Blvd	CR 210 W. to Nocatee Pkwy	TR	4MA	D	1.45	ADT19	11,743	1.0200	0.101	1,207	24	587	1,818	56.8%	OK		3,200
161.1		Nocatee Pkwy	US 1 to Duval County Line	TR	4E	D	1.80	ADT19	26,436	1.1763	0.090	2,799	493	737	4,029	65.0%	OK		6,200
161.2		Nocatee Pkwy	Duval County Line to Crosswater Pkwy	TR	6E	D	0.46	ADT19	29,472	1.0934	0.090	2,903	271	882	4,056	44.1%	OK		9,190
162		Nocatee Pkwy	Crosswater Pkwy to Palm Valley Rd/Davis Park Rd	TR	4MA	D	1.26	ADT19	25,747	1.0768	0.095	2,623	201	788	3,612	112.9%	DEFICIENT		3,200
163		CR 210 (Palm Valley Rd)	Palm Valley Rd to CR 210A (Roscoe Blvd)	TR	4MA	D	0.67	ADT19	27,064	1.0761	0.099	2,892	220	717	3,829	119.7%	DEFICIENT		3,200
164		Crosswater Pkwy	Preservation Trail to Nocatee Pkwy	TR	4MA	D	0.65	ADT19	21,902	1.3381	0.095	2,784	94	0	3,725	116.4%	DEFICIENT		3,200
165		Rolling Hills Dr.	Dobbs Rd to SR 207	UZ	2UC	D	1.13	ADT19	5,550	1.0489	0.100	583	29	388	1,000	69.4%	OK		1,440
166		SR 9B	St. Johns Pkwy to W. Peyton Pkwy	UZ	4IF	D	1.13	ADT19	31,114	1.0500	0.095	3,100	155	0	3,255	48.6%	OK		6,700
167		SR 9B	W. Peyton Pkwy to Duval County Line	UZ	4IF	D	0.94	ADT19	45,260	1.0500	0.101	4,809	240	0	5,049	75.4%	OK		6,700
168		West Peyton Pkwy	SR 9B to Race Track Rd	UZ	4MA	D	0.62	ADT19	21,387	1.0500	0.093	2,079	104	0	2,183	61.0%	OK		3,580

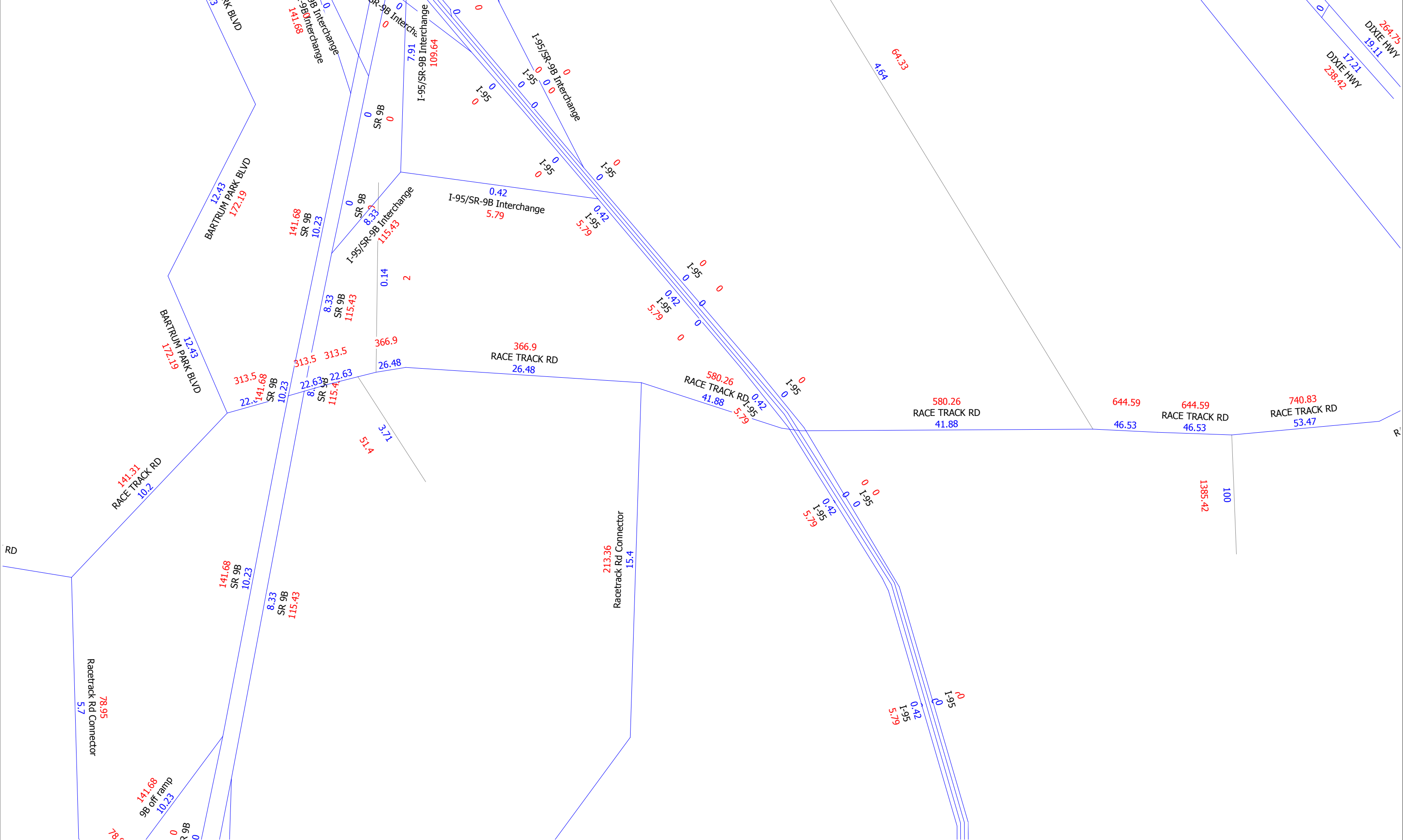
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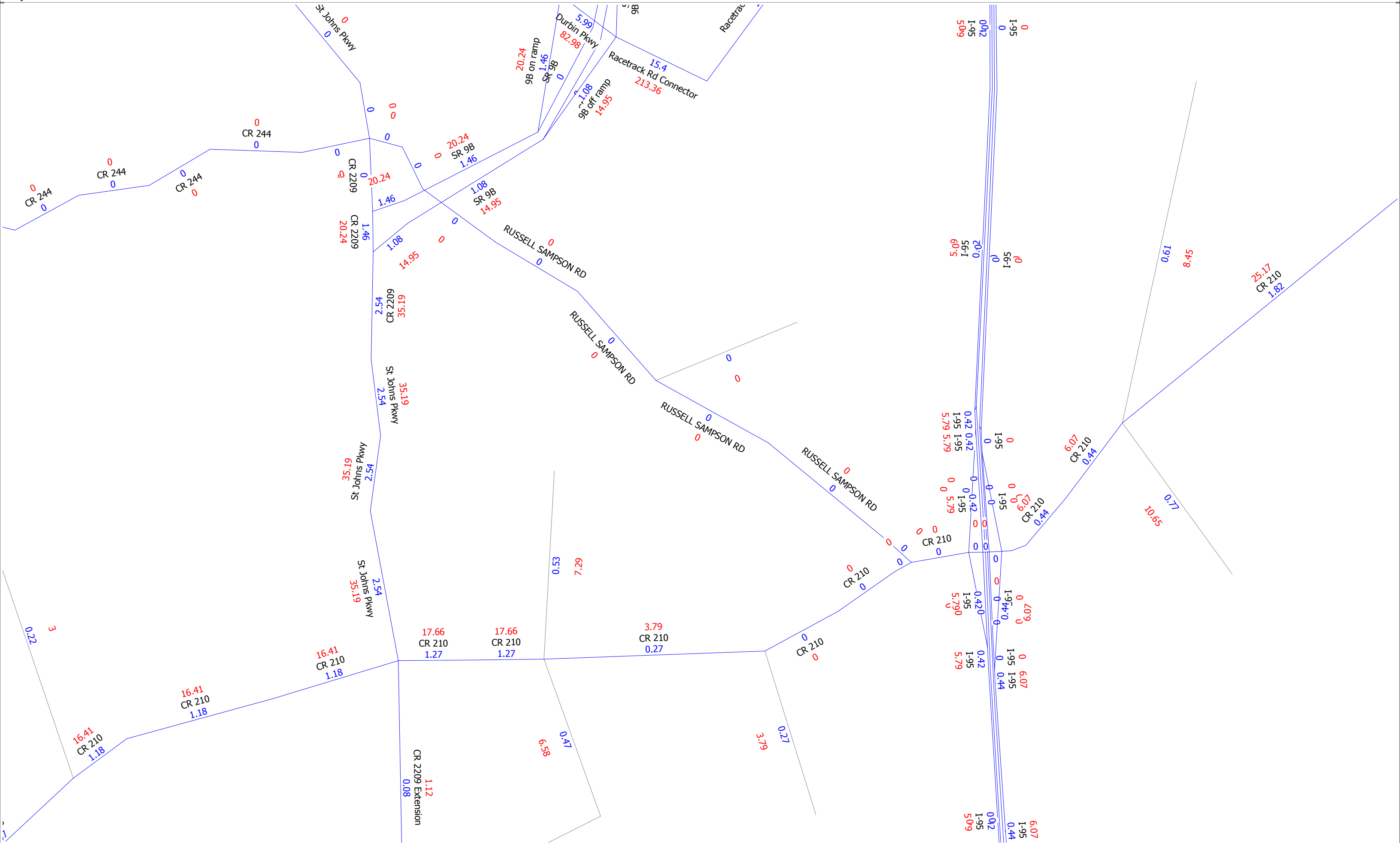
Residential Development Related
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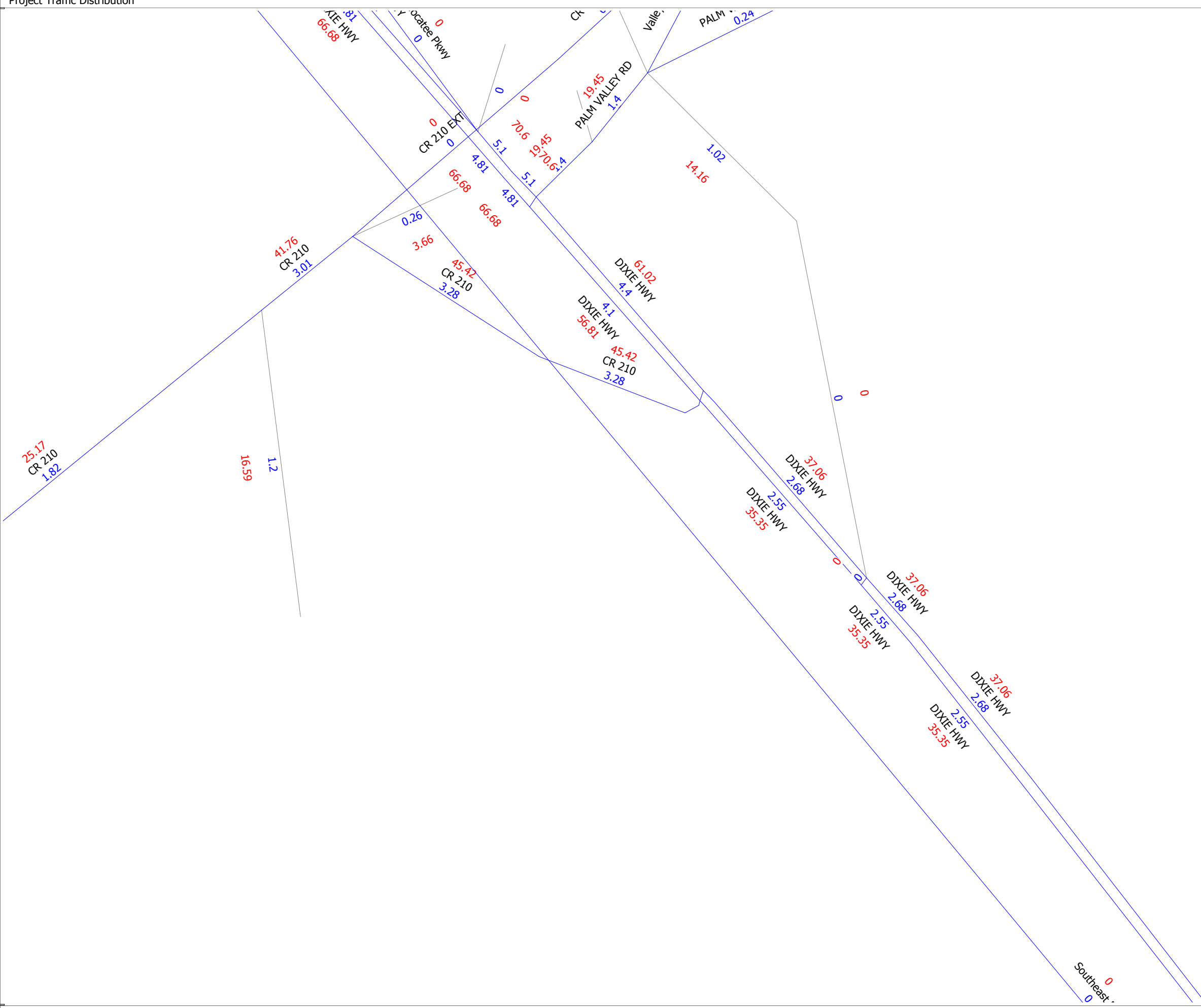


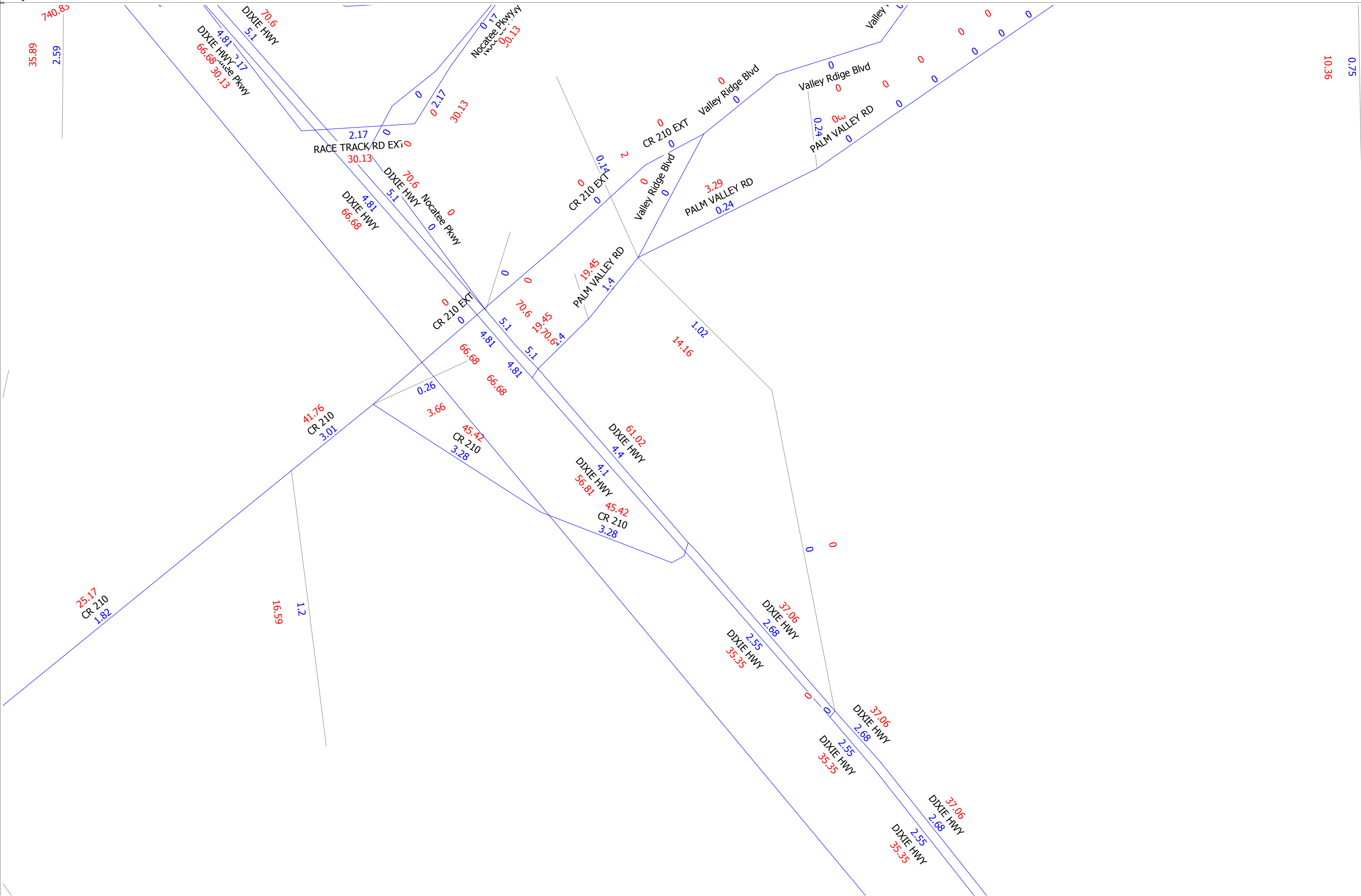






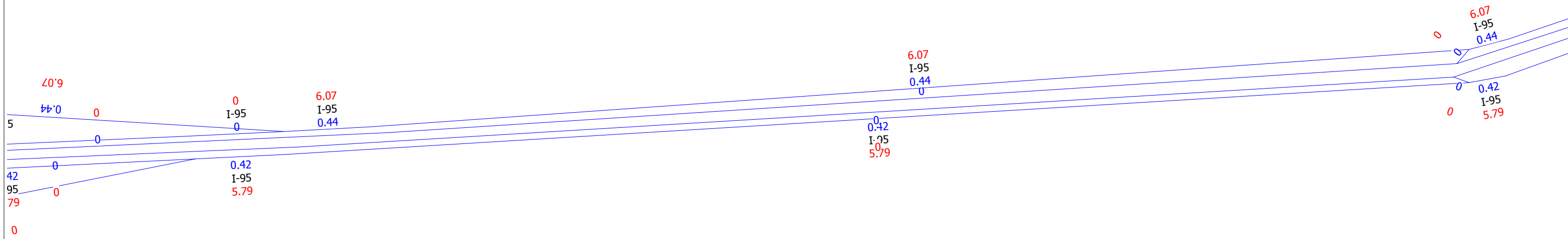


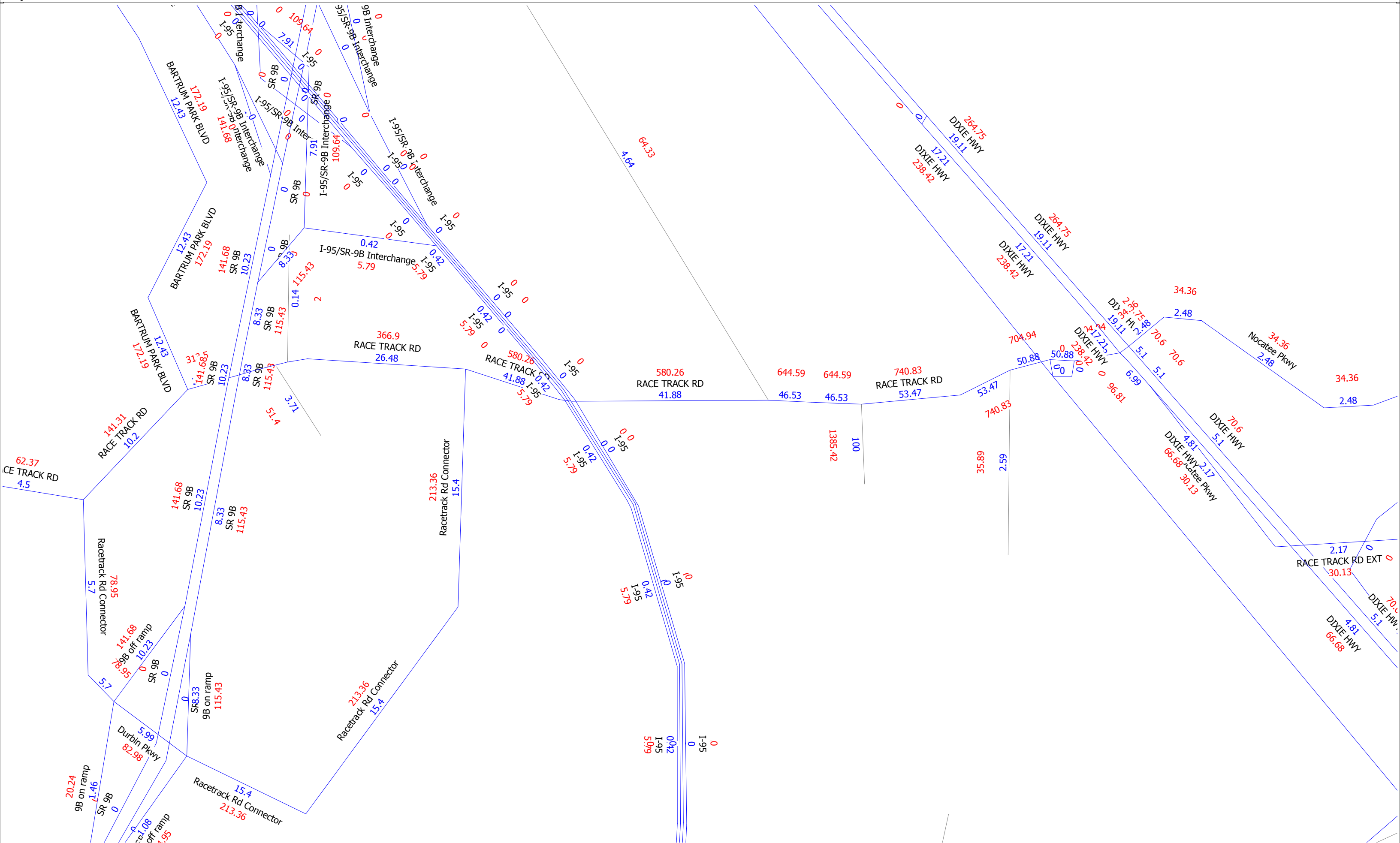


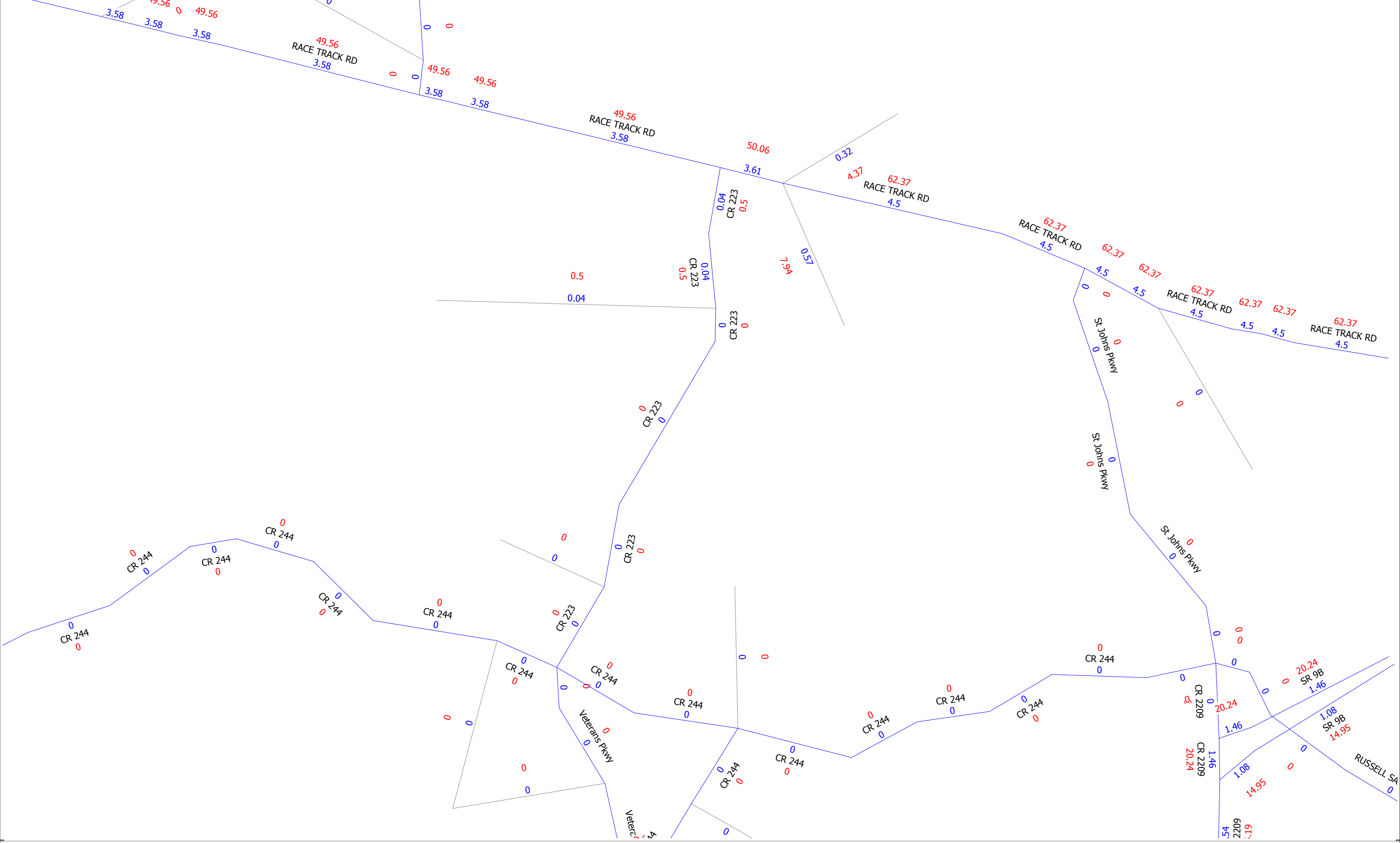


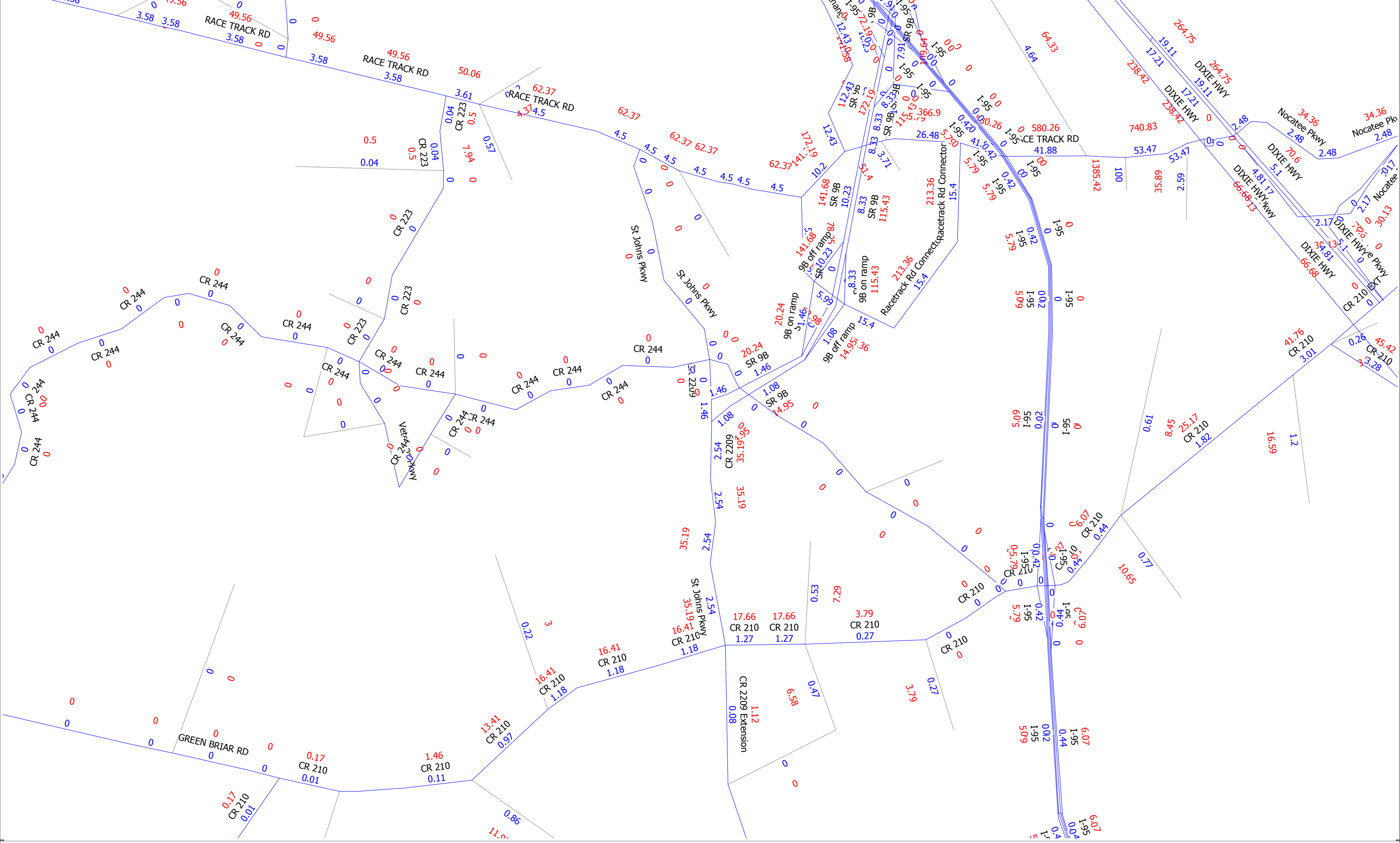
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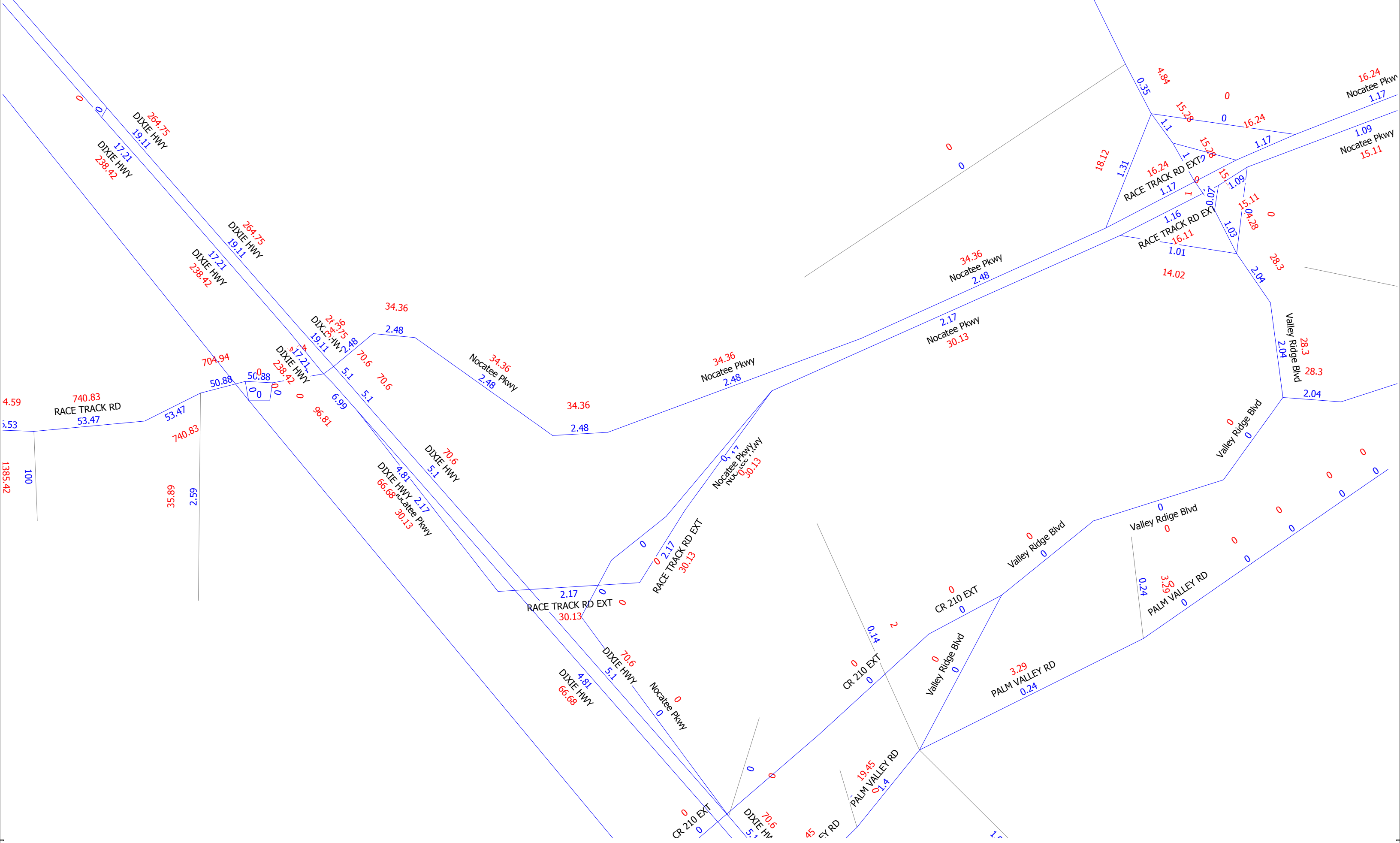
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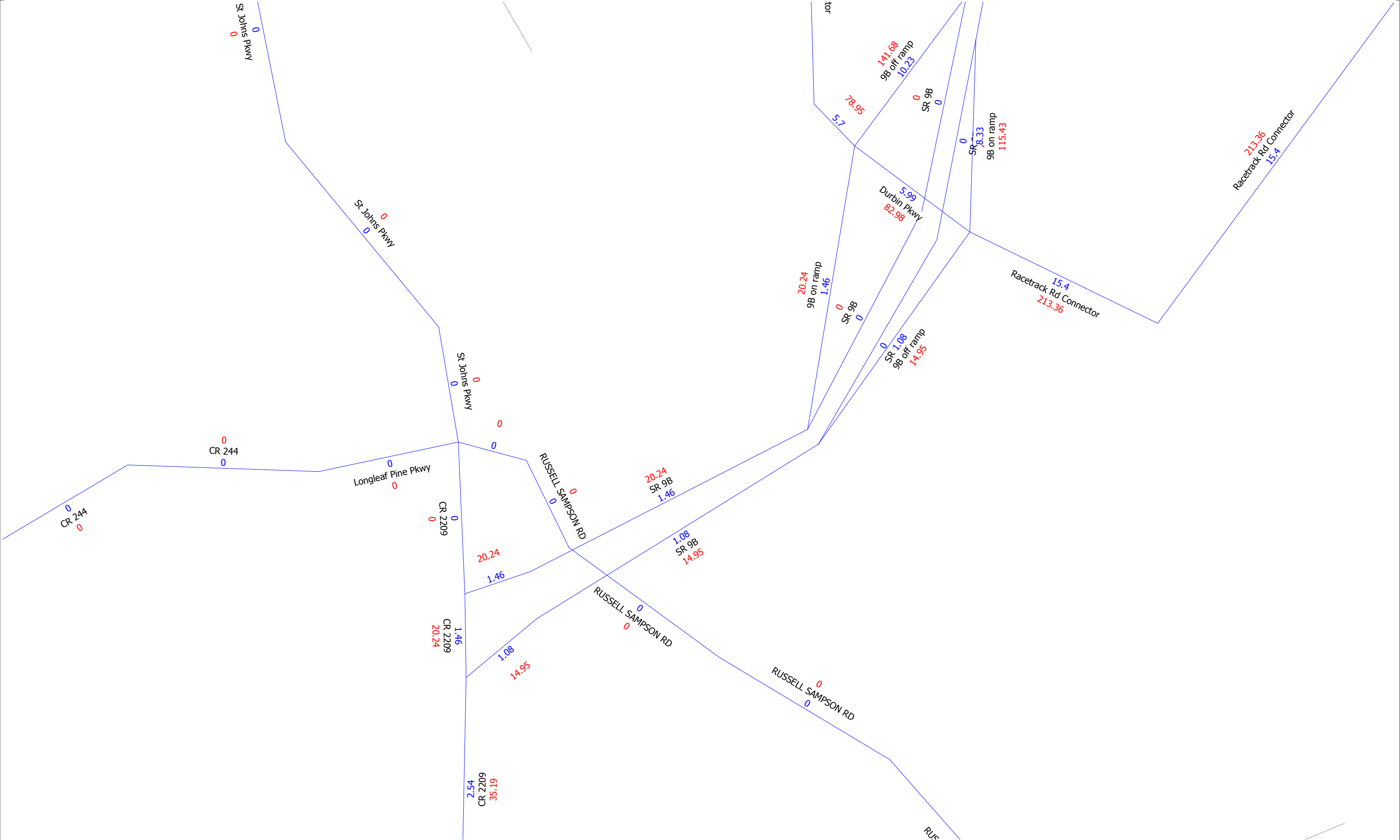


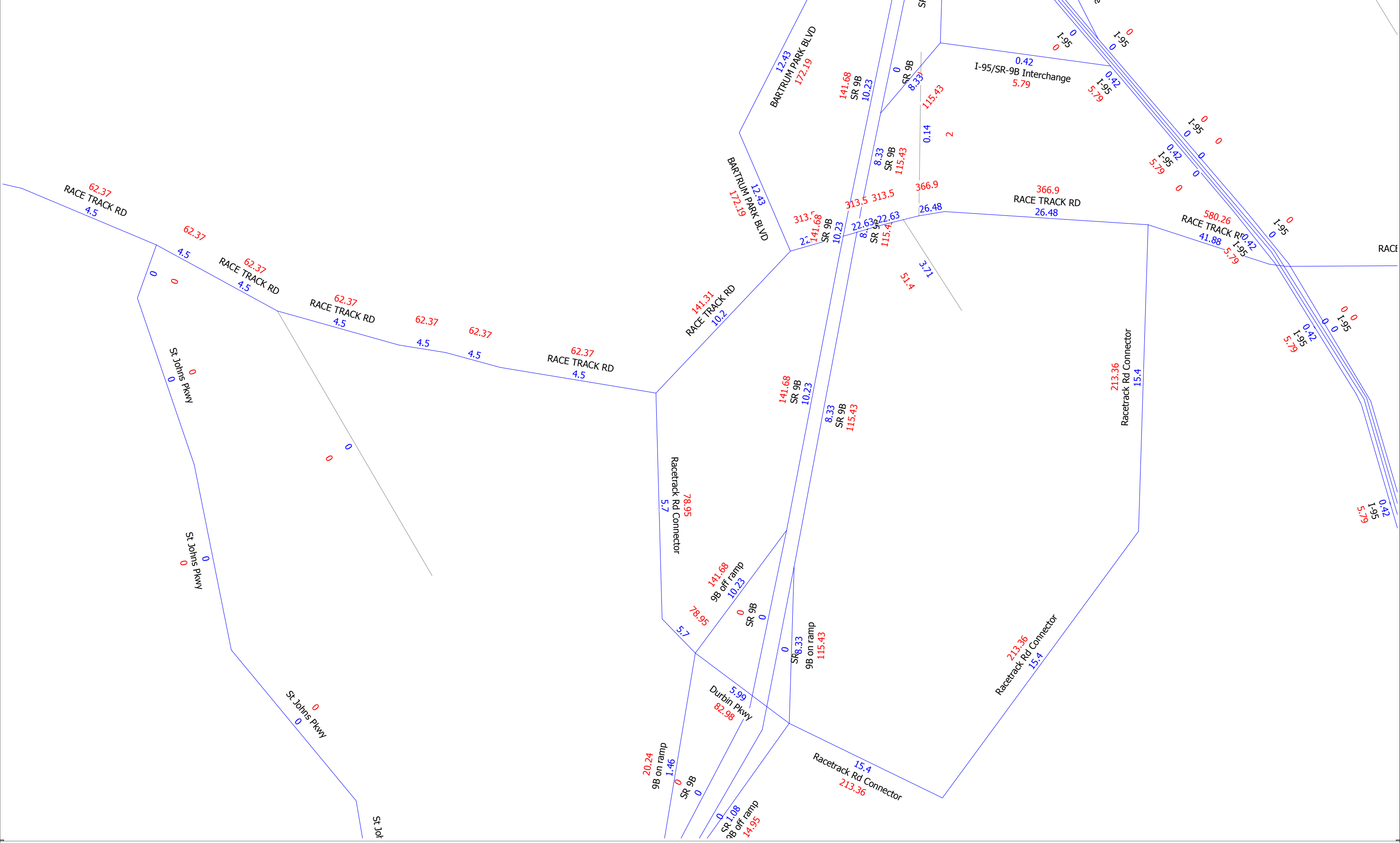


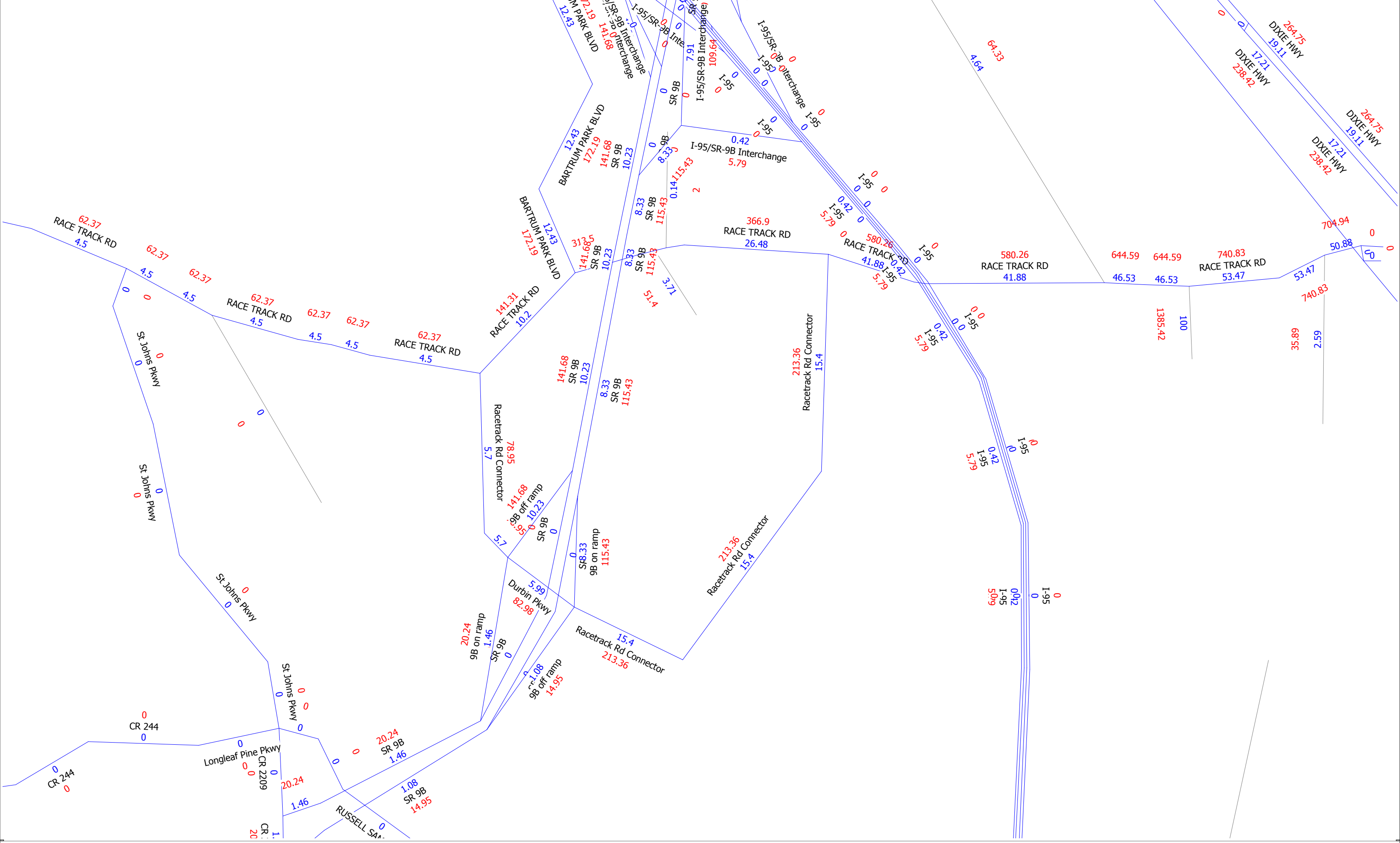












Attachment E

FDOT Construction Cost Per Mile
Models



Protect
(the vulnerable)



Wash
your hands



Practice
social distancing



Wear
a mask

ONE GOAL ONE FLORIDA

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Cost Per Mile Models for Long Range Estimating



Cost Per Mile Models

Some Links below may require either Adobe PDF Free  Adobe download

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

Model Types/Groups: [Rural](#), [Urban](#), [Suburban](#), [Other](#), [Bridges](#)

Model	Cost per Mile	Composite Report
Rural		
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	\$2,231,964.86	Composite Report
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	\$2,711,718.95	Composite Report
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03	\$3,285,190.24	Composite Report
New Construction, 4 Lane Divided Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	\$4,363,836.78	Composite Report
New Construction Divided Rural 4 Lane Interstate with Paved Shoulders 10' Outside and 4' Inside: R05	\$5,482,855.14	Composite Report
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane : R06	\$3,869,958.12	Composite Report
New Construction, 6 Lane Divided Rural Road with 5' Paved Shoulders Inside and Out: R07	\$5,376,717.29	Composite Report
New Construction Divided Rural 6 Lane Interstate with 10' Paved Shoulders Inside and Out: R08	\$6,522,502.86	Composite Report
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	\$542,994.26	Composite Report
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate: R10	\$642,681.09	Composite Report
Milling and Resurfacing 2 Lane Rural Road with 5' Paved Shoulders: R11	\$512,516.11	Composite Report
Milling and Resurfacing 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	\$710,007.07	Composite Report
Milling and Resurfacing 4 Lane Rural Road with 5' Paved Shoulders: R13	\$1,100,567.46	Composite Report
Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	\$1,159,298.04	Composite Report
Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	\$1,379,333.69	Composite Report
Milling and Resurfacing 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	\$1,323,328.58	Composite Report
Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	\$1,644,280.80	Composite Report

Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	\$1,961,856.00	Composite Report
Mill and Resurface 1 Additional Lane Rural Interstate: R19	\$313,969.22	Composite Report
Mill and Resurface 1 Additional Lane Rural Arterial: R20	\$254,636.51	Composite Report
Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders: R21	\$2,550,031.56	Composite Report
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	\$2,927,524.52	Composite Report
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	\$2,770,887.80	Composite Report
Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R24	\$4,374,729.12	Composite Report
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10': R25	\$3,923,791.77	Composite Report
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out: R26	\$3,062,516.43	Composite Report
Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R27	\$4,885,909.84	Composite Report
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300' :R28	\$180,276.37	Composite Report
Widen Divided Rural 4-Lane for Right Turn Lane, 300' :R29	\$171,421.12	Composite Report
Urban		
New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	\$4,898,101.57	Composite Report
New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	\$4,674,668.70	Composite Report
New Construction Undivided Urban Arterial with 4' Bike Lanes : U03	\$5,072,526.74	Composite Report
New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	\$7,545,326.51	Composite Report
New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out U06	\$12,774,667.49	Composite Report
New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	\$5,850,016.44	Composite Report
New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	\$8,218,732.78	Composite Report
New Construction Divided Urban 6 Lane Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out: U09	\$13,768,856.53	Composite Report
New Construction Extra Cost for Additional Lane on Urban Arterial: U10	\$1,833,659.75	Composite Report
New Construction Extra Cost for Additional Lane on Urban Interstate: U11	\$678,371.27	Composite Report
Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	\$575,653.87	Composite Report
Mill & Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	\$751,902.08	Composite Report
Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	\$1,031,622.02	Composite Report
Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	\$1,205,851.19	Composite Report
Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	\$1,208,875.60	Composite Report
Mill & Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	\$1,727,084.05	Composite Report
Mill and Resurface 1 Additional Lane Urban Arterial: U18	\$281,475.04	Composite Report
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19	\$4,777,460.00	Composite Report
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20	\$5,357,794.05	Composite Report
Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and 4' Bike Lanes: U21	\$4,963,518.43	Composite Report
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22	\$4,915,749.60	Composite Report
Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside: U23	\$9,752,261.42	Composite Report
Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: U24	\$5,953,276.42	Composite Report
Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside: U25	\$10,513,396.79	Composite Report
Suburban		
New Construction Suburban 4 Lane with Paved Shoulders Outside and Curb Median: S01	\$4,536,023.67	Composite Report
Widen Existing Rural Facility to the Inside with Addition of Closed Drainage System and Median Barrier Wall: S02	\$3,545,190.31	Composite Report
Widen 4 Lane Suburban Roadway with 6.5' Paved Shoulder and Convert to C&G Out; Stripe for Bike Lane: S03	\$2,779,313.87	Composite Report
Add 2 Lanes with C&G Out to Existing 4 Lane Urban or Suburban Roadway with C&G Out: S04	\$2,859,049.62	Composite Report
Other		
Two Directional, 12' Shared Use Path: O01	\$287,393.35	Composite Report

Rails to Trails project (12' width): O02	\$269,449.31	Composite Report
Sidewalk construction; 5' one side, 4 inch depth: O03	\$161,109.76	Composite Report
Mid-Block Crossing: O05	\$141,824.14	Composite Report
Bridges	Varies	See Vol. 1 Chapter 9 of the Structures Design Guidelines for guidance on estimating Bridge costs.

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***Economic Impact Analysis
Stonecrest
St. Johns County, Florida***

December 2020
(Draft, 12/21/20)

Prepared for
KB Home
Jacksonville, Florida

By
URBANOMICS, Inc
Ponte Vedra Beach, Florida

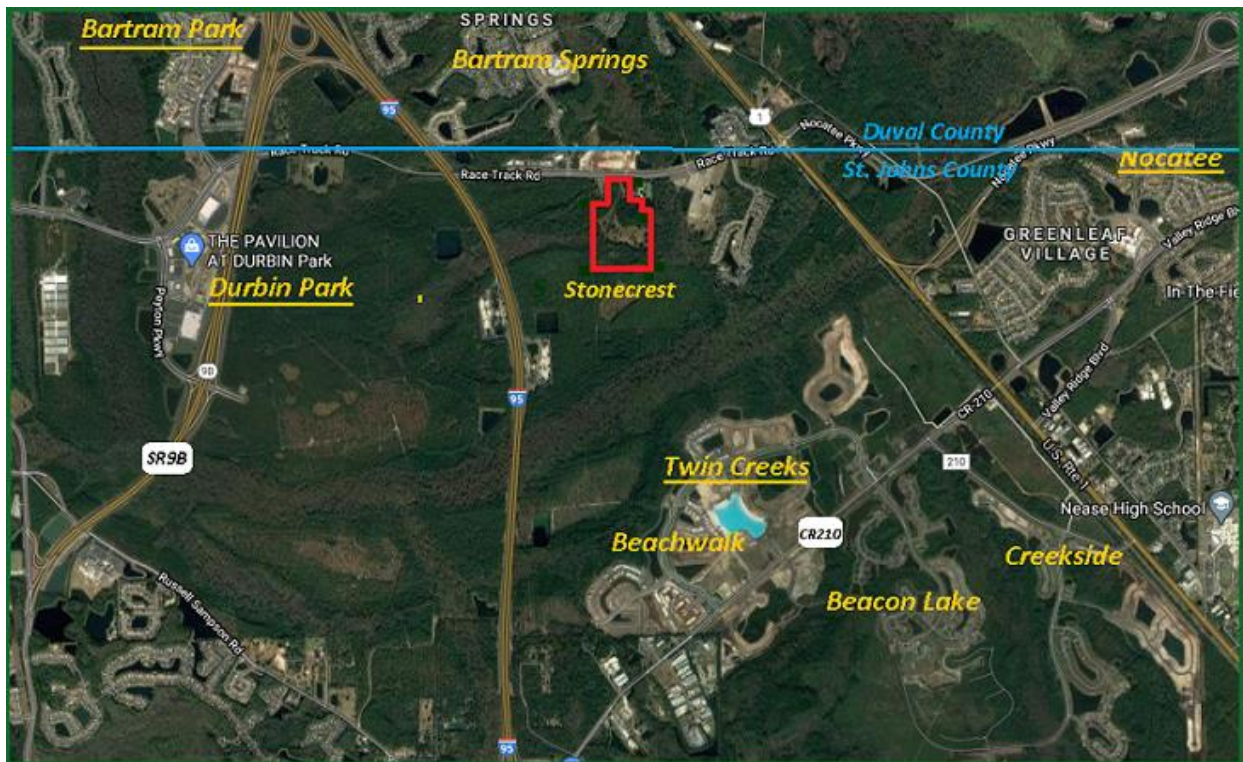
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1. Introduction and Summary

COMMUNITY LOCATION AND PROFILE

This economic impact analysis concerns the proposed Stonecrest community of 147 single family homes in rapidly growing Northern St. Johns County. The 47-acre Stonecrest property is located on the south side of Race Track Road between I-95 and US1 (see map below). It is across Race Track Road from Bartram Springs, a large existing residential community of 1,700 homes on the Duval County side of the St. Johns County line.



Stonecrest homes will be affordable and attractive to a range of middle income households, including local working families and commuters to existing employment centers in downtown and southeastern Jacksonville and the St. Augustine area and emerging employment centers in northern St. Johns County, including nearby Durbin Park and Nocatee. Wetland conservation areas, man-made lakes, and other open spaces will provide attractive backdrops and amenities for many of the lots in the community.

Stonecrest homes will be priced from \$260,000 to \$360,000, with an average of \$300,000. Homes will range in size from 1,200 to 2,400 square feet, and average 1,800 square feet. Stonecrest will be attractive to homebuyers for several reasons:

- St. Johns County has the top-rated public school system in Florida, according to the Florida Department of Education (FDOE) school district grading system. Public schools serving the community are Durbin Creek Elementary School and Fruit Cove Middle School to the west on Race Track Road and Allen D. Nease High School to the south near US1.
- There is an increasing demand for homes in Northern St. Johns County fueled by a growing regional economy, continuing low mortgage interest rates, and top-rated school system. The Jacksonville metro area has regained the thousands of jobs it lost after the national economic downturn that began in 2008 and conditions for home ownership in the region are very positive, particularly in Northern St. Johns County.
- Stonecrest homeowners will not have to pay Community Development District (CDD) fees, which many potential buyers would regard as an advantage. CDD fees are in addition to typical annual HOA fees. Annual fees for the nearby Creekside CDD range from \$1,300 to \$1,500, depending on lot size. Annual fees for the Beacon Lake CDD range from \$2,000 to \$2,500, depending on lot size.

Stonecrest will increase and diversify the places to live in Northern St. Johns County and will help strengthen opportunities for job-creating commercial, office, and institutional development in the surrounding area, including the 1,600-acre Durbin Park development around the nearby interchange of the SR9B and connections to Race Track Road provided by existing West Peyton Parkway and future East Peyton Parkway.

Durbin Park is approved for approximately five million square feet of non-residential space, of which over 600,000 square feet of commercial retail space has been developed to date. Future development includes a 150-bed Flagler Hospital and medical complex on a 40-acre site.

In addition, the developing Twin Creeks DRI to the south on CR210 is approved for 3.6 million square feet of commercial and industrial space. Stonecrest will be an attractive location for working families employed at nearby business and employment centers in Northern St. Johns County and Southeastern Jacksonville.

SCOPE OF STUDY

Economic impacts analyzed in this report include (1) short-term impacts of on-site construction activities, and (2) long-term impacts of spending by community residents on various goods and services. Economic impacts are both direct (on-site) and secondary (off-site) jobs and earnings generated during construction and ultimately by residents of the community.

Short-term construction-related impacts are driven by costs of labor, materials, and equipment used on site. Impacts include direct jobs and wages created by land development and housing construction and jobs, wages, and revenues generated off-site by spending by construction workers and purchasing of construction materials and equipment from off-site vendors.

Long-term or permanent on-site economic impacts generally are not significant for residential developments, unlike jobs, wages, and sales generated by commercial businesses and land uses. Residential developments will generate on-site part-time housekeeping and property maintenance jobs, but most economic impacts generated by residents will be from their spending for goods and services off-site.

SUMMARY OF KEY FINDINGS

Short-Term Construction-Related Impacts

Stonecrest site development and construction costs are estimated to total \$28.96 million over a projected three-year buildout period, including annual averages of \$3.38 million per year in labor costs and \$4.34 million per year in the cost of construction materials and equipment.

Construction wages of \$3.38 million per year will support 64 on-site construction jobs per year over three years. Annual spending by construction workers will generate another 38 jobs and \$1.25 million in earnings annually in other economic sectors.

Annual spending on of \$4.34 million on materials and equipment (M&E) used on-site will generate 62 jobs 2.56 million in worker earnings off-site. These M&E expenditures will also generate another \$4.57 million of sales/revenues and 65 jobs and \$2.70 million in worker earnings off-site in various economic sectors.

Total direct (on-site) and secondary (off-site) impacts of construction include 237 jobs and \$9.88 million in worker earnings per year for three years.

Special Note: Construction-related economic impacts will occur both within and outside St. Johns County. Not all construction workers will necessarily live in the County, nor will they spend all their earnings in the County. Similarly, construction materials and equipment used on site also may be purchased and rented from vendors in and outside the County. However, the large majority of, if not all, economic impacts will occur in the Jacksonville area, but not all will directly impact St. Johns County.

Long-Term Impacts of Household Spending

When completed and at full occupancy, 147 Stonecrest households will spend an estimated \$6.70 million per year on various goods and services. A significant share of this spending by residents is likely to occur in St. Johns County. Except for certain on-site housekeeping and property maintenance services, most household spending will occur off-site. Estimated annual economic impacts of spending by Stonecrest households are:

- \$8.17 million in total sales and revenues.
- \$3.02 million in worker earnings.
- 92 jobs.

2. Construction-Related Impacts

ON-SITE DIRECT IMPACTS

Development and Construction Costs

Construction-related employment is a function of site development and building construction costs for 147 lots and homes. Construction cost factors used in this analysis of Stonecrest are based on information from the developer and analysis of housing construction costs in the area. These factors are:

- Site development: \$35,000 per lot
- Building construction: \$90 per square foot
- Average home size: 1,800 square feet

Stonecrest development and construction costs total an estimated \$39,876,500, as follows:

- Site development (\$35,000 x 147): \$ 5,145,000
- Building construction (1,800 x \$90 x 147): \$23,814,000
- Total construction costs: \$28,959,000

Construction costs include wage and salary costs (i.e., earnings), other labor costs (i.e., benefits), materials, overhead, and profit. Wages typically are in the range of 30-40 percent of total costs. Construction materials and equipment are typically in the range of 40-50 percent of total costs. For this analysis, wages and costs of materials and equipment are assumed to be 35 and 45 percent of total costs, respectively. Others costs include design, permitting, overhead, and profit.

Labor Costs and Jobs and Earnings Generated

Based on these factors and estimates, total construction wages are an estimated \$10,135,650 (i.e., \$28,959,000 x 0.35) over an estimated three-year buildout period, and averaging \$3,378,550 annually. These wages will generate demand for an average of 64 construction workers per year, based on average annual construction worker wages of \$52,884 for St. Johns County.

The annual wage estimate is based on average weekly construction wages of \$1,017 in the County in the First Quarter of 2020 (latest available data) from the Florida Department of Economic Opportunity's "FREIDA" labor market data.

Materials and Equipment Costs

Development of Stonecrest will require an estimated \$13,031,550 in materials and equipment costs (i.e., \$28,959,000 x 0.45), for all horizontal development and vertical construction, averaging \$4,343,850 per year over a projected three-year buildout period.

OFF-SITE SECONDARY IMPACTS

Economic Multipliers

Secondary (i.e., indirect) economic impacts are estimated commonly using economic multipliers derived from national and regional inputs-output modeling, including the well known RIMS II program developed by the U.S. Bureau of Economic Analysis (BEA). RIMS II multipliers for the Jacksonville are the basis for estimates construction-related impacts in Stonecrest. These multipliers are based on the 2007 national benchmark input-output table and 2016 regional data.

Impacts of Spending by Construction Workers

- Total output multiplier (\$sales/revenues): 1.2203
- Earnings multiplier (ratio to total output): 0.3692
- Employment multiplier (jobs/\$million output): 11.2700

Impacts of Expenditures for Materials and Equipment

- Total output multiplier (\$sales/revenues): 2.0518
- Earnings multiplier (ratio to total output): 0.5899
- Employment multiplier (jobs/\$million output): 14.2725

Off-Site Jobs and Earnings Generated

An estimated 64 annual on-site construction jobs and their \$3,378,550 in annual earnings will generate another 38 jobs and \$1,247,361 in worker earnings in other economic sectors.

Average annual spending of \$4,343,850 on construction materials and equipment used on site will generate an estimated 62 jobs and \$2,562,537 in worker earnings off-site in various economic sectors. This spending for on-site materials and equipment will generate another \$4,568,861 in sales/revenues in various sectors, plus another 65 jobs and \$2,695,171 in worker earnings off-site.

Total Construction-Related Economic Impacts

Total annual on-site and off-site impacts are an estimated 239 jobs and \$9,883,619 in worker earnings. Estimated average annual direct, secondary, and total impacts are shown in Table 1 below.

Table 1. Summary of Annual Construction-Related Impacts

Type of Impact	Costs/Revenues (\$)	Earnings (\$)	Employment
Impacts of Construction Workers			
Direct (On-Site Workers)	----	3,378,550	64
Secondary (Off-Site) Impacts	----	1,247,361	38
Total Direct and Secondary	----	4,625,911	102
Impacts of Spending on Materials and Equipment			
Cost of M&E Used On-Site (1)	4,343,850	----	---
Secondary (Off-Site) Impacts	----	2,562,537	62
Other Sales/Revs Generated (Off-Site)	4,568,861	----	----
Secondary (Off-Site) Impacts	----	2,695,171	65
Total Direct and Secondary Impacts	----	5,257,708	137
TOTAL ECONOMIC IMPACTS	----	9,883,619	239

(1). Spending on (M&E) materials and equipment used on-site but purchased or rented from off-site vendors.

Note: Based on a three-year buildout period.

3. Household Impacts

HOUSEHOLD INCOME AND EXPENDITURES

Household impacts include sales/revenues, jobs, and wages generated in various economic sectors by resident spending on various goods and services, including food/groceries, eating out, household items/supplies, health services/supplies, and a variety of personal items and services. Resident spending is a function of household income. The current estimated median household income in Zip Code 32259, in which Stonecrest is located, is \$113,881. This median household income estimate is the average of estimates from three reputable websites that provide various demographic data by zip code: Florida.hometownlocator.com, [income by zipcode.com](http://income.by.zipcode.com), and neighborhoodscout.com.

The U.S. Bureau of Labor Statistics 2019 Consumer Expenditure Survey indicates that moderate-to-higher income households (i.e., \$100,000-\$149,000) spend about 40 percent on their incomes on everyday household and personal goods and services. Costs of buying or renting housing, buying automobiles, insurance premiums, and certain other costs are excluded. This results in an average annual goods and services expenditure of \$45,552 per households in Zip Code 32259.

Upon completion and occupancy of 147 single family homes in the Stonecrest community, annual household spending on good and services will total an estimated \$6,696,144.

ECONOMIC IMPACTS OF HOUSEHOLD SPENDING

Economic Multipliers

RIMS II multipliers for household spending in the Jacksonville region are as follows:

- Total output multiplier (\$sales/revenues): 1.2203
- Earnings (ratio to total output): 0.3692
- Employment multiplier (jobs/\$million output): 11.2700

Off-Site Jobs and Earnings Generated

An estimated \$6.696,144 million in annual spending by 147 Stonecrest households will generate and support the following largely off-site economic impacts in various economic sectors:

- \$8,171,305 in total sales/revenues
- \$3,016,845 in worker earnings
- 92 jobs



***Fiscal Impact Analysis
Stonecrest
St. Johns County, Florida***

*December 2020
(Draft, 12/18/20)*

*Prepared for
KB Home
Jacksonville, Florida*

*By
URBANOMICS, Inc.
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1. Introduction and Summary

COMMUNITY LOCATION AND PROFILE

This fiscal impact analysis concerns the proposed Stonecrest community of 147 single family homes in rapidly growing Northern St. Johns County. The 47-acre Stonecrest property is located on the south side of Race Track Road between I-95 and US1 (see map below). It is across Race Track Road from Bartram Springs, a large existing residential community on the Duval County side of the St. Johns County line.



Stonecrest homes will be affordable and attractive to a range of middle income households, including local working families and commuters to existing employment centers in downtown and southeastern Jacksonville and the St. Augustine area and emerging employment centers in northern St. Johns County, including nearby Durbin Park and Nocatee. Wetland conservation areas, man-made lakes, and other open spaces will provide attractive backdrops and amenities for many of the lots in the community.

Stonecrest homes will be priced from \$260,000 to \$360,000, with an average of \$300,000. Homes will range in size from 1,200 to 2,400 square feet, and average 1,800 square feet. Stonecrest will be attractive to homebuyers for several reasons:

- St. Johns County has the top-rated public school system in Florida, according to the Florida Department of Education (FDOE) school district grading system. Public schools serving the community are Durbin Creek Elementary School and Fruit Cove Middle School to the west on Race Track Road and Allen D. Nease High School to the south near US1.
- There is an increasing demand for homes in Northern St. Johns County fueled by a growing regional economy, continuing low mortgage interest rates, and top-rated school system. The Jacksonville metro area has regained the thousands of jobs it lost after the national economic downturn that began in 2008 and conditions for home ownership in the region are very positive, particularly in Northern St. Johns County.
- Stonecrest homeowners will not have to pay Community Development District (CDD) fees, which many potential buyers would regard as an advantage. CDD fees are in addition to typical annual HOA fees. Annual fees for the nearby Creekside CDD range from \$1,300 to \$1,500, depending on lot size. Annual fees for the Beacon Lake CDD range from \$2,000 to \$2,500, depending on lot size.

Stonecrest will increase and diversify the places to live in Northern St. Johns County and will help strengthen opportunities for job-creating commercial, office, and institutional development in the surrounding area, including the 1,600-acre Durbin Park development around the nearby interchange of the SR9B and connections to Race Track Road provided by existing West Peyton Parkway and future East Peyton Parkway.

Durbin Park is approved for approximately five million square feet of non-residential space, of which over 600,000 square feet of commercial retail space has been developed to date. Future development includes a 150-bed Flagler Hospital and medical complex on a 40-acre site. In addition, the developing Twin Creeks DRI to the south on CR210 is approved for 3.6 million square feet of commercial and industrial space. Stonecrest will be an attractive location for working families employed at nearby business and employment centers in Northern St. Johns County and Southeastern Jacksonville.

SCOPE OF STUDY

Objectives of this fiscal impact analysis are (1) to determine and project amounts of tax revenues and other revenues generated over time by Stonecrest and (2) to determine and project costs as may be incurred by the County and School District in providing public services to the proposed community. Sources of revenue assessed in this report include:

- Impact fees.
- Proportionate share costs of concurrency.

- Ad valorem property taxes.
- Sales taxes on local spending on taxable goods.
- Gas taxes from site-generated vehicle traffic.

Impact fees and concurrency costs for County and School District capital improvements are paid generally prior to construction or in increments connected to phases of construction. Concurrency costs apply primarily to the School District to ensure adequate student capacity, and may also apply to the project where the impacts on the capacity of public roadways may be an issue. Applicable concurrency costs are negotiated with the School Board and County.

Taxes are ongoing long-term annual sources of post-construction revenues. Ad valorem taxes on real and tangible property provide revenues that support a range of County and School District services and are the principal revenue sources for County and School District General Funds. They also provide a dedicated revenue source for School District capital improvements.

Sales tax revenues are derived from two sources: (1) the six percent state sales tax, and (2) the recently enacted one-half (“half-cent”) local option sales tax to help finance capital needs of the School District. These taxes apply to the retail and wholesale sales of certain goods and services. The School District receives all revenues generated by the “half-cent” sales tax, but the County receives only a small share of state sales tax revenues. Gas tax revenues are those generated by the County’s six cent local option tax on sales of motor fuel.

SUMMARY OF KEY FINDINGS

This Summary of Key Findings presents highlights of the detailed analyses of County and School District revenues, costs, and project impacts presented in Sections 2 and 3. Assumptions and sources of data used in analysis are explained and identified in Sections 2 and 3.

Estimated Revenues

Full buildout and occupancy of 147 homes in the Stonecrest will generate the following estimated revenues:

- Impact Fees: \$2,258,342 (one time total)
- Concurrency Costs: Additional revenues are required by the County and School Board to reserve road and school capacity. Amounts are to be determined.
- Real Property Taxes: \$490,980 annually, incl. \$250,341 for County government and \$240,639 for Schools
- Share of State Sales Taxes: \$24,106 annually

- School Capital Outlay Tax (new): \$25,111 annually
- Local Option Gas Taxes: \$8,048 annually

County Government Costs and Impacts

County Budget. The FY15/16 Budget includes \$214.26 million in ad valorem tax revenues, which account for only 20.3 percent of total revenues. Ad valorem tax revenues are based on an aggregate millage rate of 6.8130 and a \$31.66 billion taxable property base.

Cost Per Housing Unit. Developed residential properties account for 81.1 percent of all taxable property, generating an estimated \$173.76 million of the \$214.26 million of ad valorem tax revenues. Ad valorem revenues from all 120,885 housing units in the County average \$1,437 per unit. In addition, the average taxable value of all single-family homes in the County is \$240,095.

Cost Per Capita and Per Household. On the assumption that budgeted ad valorem revenues are equivalent to governmental costs not otherwise covered by other funding sources, the countywide per capita and per household costs of County government services dependent on ad valorem tax revenues are \$569 and \$1,552, respectively.

Project Impacts. The average Stonecrest home will generate an estimated \$1,703 in ad valorem tax revenues per year, which is 18.5 percent higher than the countywide average per housing unit (\$1,437). The average taxable value per home (\$250,000) in Stonecrest is 4.1 percent higher than the countywide single-family home average (\$240,095). These comparisons indicate that homes in Stonecrest will achieve a greater level of self-sufficiency in terms of paying for and offsetting costs of County services than the average home.

A Stonecrest home will yield an annual average of \$1,703 in ad valorem tax revenues compared an estimated cost of \$1,552 per household for County services. Annual revenue contributions by Stonecrest homes are 9.7 percent greater than governmental costs per household in the area.

School District Costs and Impacts

School Budget. The FY15/16 Budget includes \$194.96 million in ad valorem tax revenues, which account for 20.8 percent of all revenues. These revenues reflect a millage rate of 5.9530 and a countywide taxable property base of \$32.76 billion. The millage rate includes 4.4530 mills for operations and 1.5000 mills for capital projects, both set largely by the State of Florida.

Operating Cost Analysis. Developed residential property in the County generates an estimated \$118.28 million (81.1 percent) of the \$145.84 million in operating ad valorem tax revenues, averaging \$978 per housing unit in the County. This is in contrast to Stonecrest, which would generate an average of \$1,225 annually in ad valorem tax revenues per home.

Ad valorem tax revenues from all developed residential property in the County average \$2,650 per student, or \$1,643 per single family home in the Stonecrest service area. Average annual operating revenues generated by a Stonecrest home (\$1,225) are \$418 lower than operating costs per home in the school service area, indicating that a Stonecrest home will cover only 74.5 percent of school system operating costs supported by local ad valorem taxes. On the positive side, the average taxable value of a Stonecrest home (\$275,000) is higher than the countywide (\$265,095).

Capital Cost Analysis. Stonecrest will generate an estimated 91 public school students. The cost of new school facilities needed to accommodate new students is an estimated \$27,156 per student countywide, or \$16,837 per single family home in the Stonecrest school service area. Each Stonecrest home will generate an average of \$4,525 in impact fee revenues, plus \$5,141 in the net present value of ad valorem taxes paid over 20 years, for total capital revenues of \$9,706 from each home.

The school capital budget is also financially supported by two other local tax revenue sources: (1) ad valorem taxes on all taxable properties in the County that are not generators of public school students, and (2) the 0.5 percent (“half-cent”) School Capital Outlay Sales Surtax. These ad valorem tax revenues average \$804 per student per year, with a 20-year net present value of \$6,212 per Stonecrest home. The “half cent” sales tax will yield \$327 per student per year, with a 20-year net present value of \$2,527 per Stonecrest home.

Capital funding generated directly by each Stonecrest home (\$9,706) and the two other local tax sources of capital revenues (\$8,654) total \$18,443. This is 9.5 percent higher than the new school cost per single-family home in the Stonecrest school service area (\$16,837), indicating that Stonecrest will not adversely impact those capital costs funded by impact fees and local taxes.

2. Estimated Revenues

IMPACT FEE REVENUES

Public facilities to which impact fees apply in the County include roads, schools, parks, law enforcement, fire/rescue, and public buildings, including libraries. Existing impact fees and estimated revenues for proposed development in Stonecrest are shown in Table 1. Revenues are based on the assumed approximately equal distribution of the 147 homes: 73 homes at 1,251-1,800 square feet and 74 homes at 1,801-2,500 square feet.

Table 1. Existing Impact Fees and Revenues

Impact Fee Type	Impact Fee by Unit Size (\$)		Revenues (\$)
	1,251-1,800sf	1,801-2,500sf	
Roads	7,166	8,927	1,183,716
Schools	4,027	5,016	665,155
Parks	1,148	1,419	189,550
Law Enforcement	266	331	43,912
Fire/Rescue	499	618	82,159
Public Buildings	570	710	94,150
TOTAL	13,676	17,031	2,258,642

Source: St. Johns County website; URBANOMICS, Inc.

Total impact fees are \$13,676 for residential units 1,251-1,800 square feet and \$17,031 for units 1,801-2,500 square feet. Total impact fee revenues for all 147 units are \$2,258,642, including \$1,183,716 for roads and \$665,155 for schools.

PROPORTIONATE SHARE REVENUES

In addition to impact fees for roads and schools, Stonecrest is likely to make contributions for other capital improvement revenues as required by applicable County and School District concurrency regulations to reserve adequate road and school capacity. Specific amounts and terms will be negotiated with the County and School District.

AD VALOREM TAX REVENUES

Each residential unit in Stonecrest will generate an estimated \$1,703 in annual real property tax revenues to the County and \$1,637 to the School District. These estimates are based on FY20/21 tax millage rates of 6.8130 for the County and 5.9530 for the School District and the following average taxable values:

- Average market value: \$300,000
- County taxable value (\$50,000 homestead exemption): \$250,000
- School taxable value (\$25,000 homestead exemption): \$275,000

Total estimated annual revenues from all 147 residential units are \$250,341 for the County and \$240,639 for the School District.

SALES TAX REVENUES

Local Share of State Sales Tax

St. Johns County receives annual distributions of the six percent statewide sales tax collections in the County. Distributions to County government are approximately 8.0 percent of collections in the County. Sales tax revenues generated by 147 homes in Stonecrest, and assuming full occupancy, are based on the following assumptions:

- Residential buildout and full occupancy: 147 units
- Median household income (Zip Code 32259): \$113,881
- Estimated taxable spending (30 percent of income): \$34,164

The current median household income estimate of \$113,881 is the average of three estimates from three reputable websites that provide demographic data by zip code. These websites are: Florida.hometownlocator.com, incomebyzipcode.com, and neighborhoodscout.com.

Estimated household spending is derived from data presented in the 2019 Consumer Expenditure Survey by the U.S. Bureau of Labor Statistics, which provides detailed spending data for goods and services by household income. **Note:** The 30 percent spending factor excludes the cost of motor vehicle purchases.

The 147 Stonecrest households will generate an estimated \$5,022,152 in annual taxable sales. These revenues, in turn, will generate \$301,329 in annual state sales tax revenues, of which an estimated \$24,106 would be returned annually to St. Johns County. **Note:** This assumes that all taxable sales are made in St. Johns County.

Local School Capital Outlay Sales Surtax

This recently passed “half-cent” tax applies to the first \$5,000 of the amount of taxable sales, user costs, leases, and rentals in the County. Assuming, for purposes of this analysis, that all household spending included in the 30 percent is eligible, 147 households would generate \$5,022,152 in qualified sales and \$25,111 in annual tax revenues.

GAS TAX REVENUES

St. Johns County has a six cent per gallon local option gas. Revenues are collected by the state and returned to the County, less a small administrative charge. Gas tax revenues from resident and visitor traffic generated by 147 homes in Stonecrest are based on the following assumptions:

- Daily trip generation rate for single family homes: 10 trips/day
- Average trip length (work, shopping, etc.) 5 miles
- Vehicle miles traveled per year (147x10x5x365): 2,682,750 miles
- Average miles per gallon: 20 mpg

Vehicle traffic generated by Stonecrest at buildout and full occupancy will consume an estimated 134,138 gallons of fuel and yield an estimated \$8,048 in gas tax revenues per year.

3. Public Costs and Impacts

COUNTY GOVERNMENT

Basis for Analysis

Costs of county government are supported by a wide variety of funding sources, including local ad valorem taxes on property. Ad valorem tax revenues are the main source of financial support for the County General Fund and also provide major support for the Transportation Trust Fund and Fire District Fund. Ad valorem taxes are the principal source of property-generated revenues in the County but account for only 20.3 percent of revenues in the FY20/21 Budget.

The other 79.7 percent of revenues are derived from many other local and external sources. Local sources include other taxes (e.g., communications and “bed” taxes), charges for services (e.g., water and sewer services), impact fees, various other fees, interest on investments, interagency fund transfers, bond proceeds, and unused funds carried forward from prior years. External sources include distributions of state gas and sales tax revenues and state and Federal grants.

For purposes of this analysis, the assumption is made that advalorem tax millage rates set by the County and 20.3 percent of budgeted revenues raised by advalorem taxes are intended and are adequate to cover the costs of government services to which they apply. It is also assumed that all other costs of government are intended to be and are covered adequately by the various other sources that constitute the 79.7 percent of budgeted revenues, including development fees, usage fees, state and Federal grants and revenue sharing, unspent funds carried forward, and reserves. Analysis of fiscal impacts of Stonecrest, therefore, is a matter of assessing levels of ad valorem tax revenue generated in relation to ad valorem revenues generated by other like property in the County.

County Budget

The St. Johns County FY20/21 Budget includes \$214.26 million in ad valorem taxes revenues, representing 20.3 percent of total revenues. These revenues reflect an aggregate tax millage rate of 6.8130 and a countywide taxable property base of \$31.66 billion.

Ad valorem revenues provide \$146.05 million (39.9 percent) of total budgeted General Fund revenues of \$366.09 million for FY20/21. Ad valorem taxes also provide \$26.73 million (28.0 percent) of Transportation Trust Fund revenues, and \$40.96 million (78.8 percent) of Fire District Fund revenues.

Costs Per Housing Unit

Developed residential properties account for 81.1 percent of all taxable property in the County in 2019 according to Florida Department of Revenue (DOR) data, indicating that they generate an estimated \$173.76 million of the \$214.26 million of the budgeted ad valorem tax levy. Spread among an estimated 120,885 housing units in the County, this equates to an average of \$1,437 in ad valorem tax revenues per housing unit.

The number of housing units in the County is based on US Census estimates for July 2019 is (116,385), plus an estimated additional 4,500 new units completed through July 2020. In addition, 2019 DOR data indicates that the total taxable value of 81,448 single-family housing units in St. Johns County is \$19.56 billion, which averages approximately \$240,095 per unit.

Costs Per Capita and Per Household

Basis for Analysis. The County Office of Management and Budget uses a per capita approach in analyzing fiscal impacts of development. Inasmuch as all county services are impacted in varying degrees by permanent and seasonal residents and by occupied and vacant housing units, it would be inaccurate to assign all costs of services to year-round residents and their occupied housing units. Thus, it is appropriate to assume that some portion of advalorem tax revenues generated by all developed residential property not be included in calculating per capita costs attributable to permanent residents (i.e., the population).

Per Capita and Per Household Costs. The US Census Bureau estimates that there were 116,385 housing units in St. Johns County in 2019, and that only 80.4 percent of these were occupied. The rest were seasonal or vacant for a variety of reasons. For purposes of this analysis, the assumption is made that occupied units (households), with a total 2020 resident population of 274,927, account for 90 percent of the costs of County services financed by advalorem taxes, or approximately \$156.38 million in FY20/21.

Further, on the assumption that this \$156.38 million in budgeted ad valorem revenues generated by occupied housing units is equivalent to those governmental costs not otherwise covered by other funding sources, **the average per capita cost of County services dependent on ad valorem revenues is \$569.** Based on the US Census Bureau's average countywide household size of 2.73 persons in the County in 2019, **County government costs per household average \$1,552. This compares to an estimated \$1,703 in advalorem tax revenues generated annually by the average home in Stonecrest.**

Project Impacts

A home in Stonecrest will generate an average of \$1,703 in ad valorem taxes per year, which is 18.5 percent higher than the countywide average per housing unit (\$1,437). In addition, the average taxable value per home in Stonecrest (\$250,000) is 4.1 percent higher than the countywide single family-home average (\$240,095). Both comparisons indicate that Stonecrest homes will achieve greater self-sufficiency in terms of paying for County services than the average housing unit and single family home.

Relative to the per capita cost approach, a home in Stonecrest will yield an annual average of \$1,703 in ad valorem tax revenues compared an estimated cost of \$1,552 per household for costs of those County services dependent on ad valorem tax revenues. Annual revenue contributions per home in Stonecrest are 9.7 percent greater than governmental costs per home based on this per capita cost approach.

SCHOOL DISTRICT

School Budget

The FY20/21 Budget for the School District shows total revenues of \$937.72 million, including \$194.96 million in ad valorem tax revenues, which account for 20.8 percent of total revenues. Local property tax revenues fund \$145.84 million in operating expenditures, reflecting an ad valorem tax rate of 4.453 mills. Capital projects are funded in part by an estimated \$49.12 million of local property tax revenues at an ad valorem tax rate of 1.5 mills. The taxable property base for school purposes is \$34.11 billion.

Note: The \$2.45 billion difference in the County ad valorem tax base (i.e., \$31.66 billion) and the School District tax base (i.e., \$34.11 billion) in the FY20/21 County and School District budgets may be due to difference in homestead exemptions (i.e., \$50,000 for the County and \$25,000 for the School District).

Operating Cost Analysis

Basis for Analysis. In similar manner to analysis of County government revenues and costs, the assumption is made that all operating costs not otherwise covered by ad valorem tax revenues are covered by budgeted state revenues, charges for services, fees, and other funding sources. Inasmuch as local ad valorem tax millage rates are dictated largely by the state, school districts and county governments have little discretionary authority to raise these rates to provide the additional educational facilities, resources, and services that may be needed or desired.

Project Impacts. Florida Department of Revenue (DOR) data for 2019 indicates that all developed residential property accounts for 81.1 percent of all taxable property in the County, yielding an estimated \$118.28 million in property tax revenues in the FY20/21 budget. These operating ad valorem tax revenues average \$2,650 per school student, based on a budgeted school enrollment of 44,624 K-12 students in FY21/21. Stonecrest is located in the Allen D. Nease High School Concurrency Service Area (CSA) which has a student generation rate of 0.62 students for single family homes. The average operating cost per single-family home in this CSA, therefore, is \$1,643 (i.e., \$2,650 x 0.62).

Average annual operating ad valorem tax revenues are \$1,225 per home in Stonecrest, which is \$418 lower than the average operating cost per home in the Allen D. Nease CSA (i.e., \$1,643), indicating that homes in Stonecrest will cover only 74.6 percent of their shares of school system operating costs funded by ad valorem taxes. A positive factor, however, is that the average taxable value of homes in Stonecrest (\$275,000) is slightly greater than the countywide single-family home average of \$265,095.

Note: Florida Department of Revenue (FDOR) tax data for 2019 indicates that there are 81,448 single-family homes in St. Johns County with a total taxable value of \$19.56 million, which averages \$240,095 per single-family home. For purposes of this report, the assumption is that this average taxable value reflects the \$50,000 county government homestead exemption, indicating that the average taxable value with only a \$25,000 homestead exemption for school purposes could be as much as \$265,095 per single-family home.

Capital Cost Analysis

Basis for Analysis. Capital cost analysis is based on standard school impact fee methodologies developed and applied by URBANOMICS, Inc., and others, in which cost offsets or credits are recognized and given for various other capital funding sources. These other sources are:

- Annual capital contributions from the State.
- The net present value of capital ad valorem taxes (1.5 mills) paid over time (typically 20-25 years) by a WCI community home.
- The net present value of the same capital ad valorem taxes (1.5 mills) paid over time (20-25 years) by all taxable property in the County.
- The net present value of annual revenues generated over time (20-25 years) by the recently passed “half-cent” School Capital Outlay Sales Surtax.

Capital contributions from the State, including PECO and other capital funds types are not included in this analysis because of their unpredictability and frequent unavailability.

Project Impacts. Based on the 0.62 student generation rate established by the School Board for single-family homes in the Allen D. Nease High School CSA, 147 homes in Stonecrest will generate 91 public school students. The cost of new school facilities needed for these students is an estimated \$27,156 per student, or \$16,837 per home in the CSA (i.e., \$27,156 x 0.62).

Per student school costs are based on cost factors in the School Board's Concurrency Model. These cost factors are \$22,806 per student for elementary schools, \$23,833 for middle schools, and \$36,041 for high schools. These cost factors are weighted to reflect a 45-24-31 percent mix of countywide enrollments per the School Board.

Each home in Stonecrest, on average, will generate \$4,525 in school impact fee revenues, plus \$5,141 in the net present value of annual ad valorem tax revenues over 20 years, for total revenues of \$9,706 per home. Net present value is based on capital ad valorem revenues of \$412.50 per year (\$275,000 @ 1.5 mills) capitalized over 20 years at a 5.0 percent discount rate.

The school capital budget is also supported by two other local tax revenue sources:

1. Ad valorem tax revenues from all taxable residential and non-residential property in the County that does not generate public school students. Revenues generated average \$804 per student per year, based on a budgeted 44,624 students in FY20/21, and have a 20-year net present value of \$9,883. This equates to \$6,212 per single family home in the Allen D. Nease High School CSA (i.e., \$10,020 x 0.62). **Note:** Details for this revenue source are presented below.
2. The "half-cent" School Capital Outlay Sales Surtax. This local tax will yield an estimated \$14.65 million in revenues in FY20/21, averaging \$327 per student per year, based on 44,624 students, and having a 20-year net present value of \$4,075, or \$2,527 per single family home in the Allen D. Nease High School CSA (i.e., \$4,075 x 0.62).

Capital funding generated directly by each home in Stonecrest (i.e., \$9,706) and the two other local sources of capital revenues (i.e., \$6,212/home and \$2,527/home) total \$18,443. This is \$1,606 or 9.5 percent higher than the new school cost per single-family home in the Allen D. Nease High School CSA (i.e., \$16,837), indicating that **Stonecrest would not adversely impact those school capital costs supported by local funding sources.**

Revenue Source 1 Details. According to the US Census Bureau's American Community Survey data, St. Johns County had a total of 116,385 housing units, 94,761 households (occupied housing units), and 21,620 housing units classified as vacant, including seasonal units, in 2019. Of the 94,761 households, 64,230 (67.8 percent) had no children under 18 years of age. Only

30,531 households had children under 18, representing only 32.2 percent of all households and 26.2 percent of all housing units.

Florida Department of Revenue (DOR) data for 2019 shows a total taxable value of 27.4 billion for all real property in the County, including \$23.11 billion in developed residential property and \$5.40 billion in all other property (vacant residential, commercial, agricultural, etc.). Inasmuch as only 26.2 percent of all housing units has children under 18 years of age, it is reasonable to assume that housing with children under 18 account for a conservative one-third of the total taxable value of developed residential property, or \$7.70 billion in 2019.

The remaining two-thirds of the taxable value of developed residential property (i.e., \$15.41 billion), plus \$5.40 billion in other property, total \$20.81 billion of the total taxable value of \$28.51 in 2019 (71.9 percent). Therefore, 73.0 percent of the School Board's 2020 certified and adjusted taxable value of \$32.76 billion (i.e., \$23.91 billion) is assumed to be an available capital source for County schools. This will generate \$35.86 million in annual tax revenues at 1.5 mills, which equates to \$804 per student for 44,624 students.



***Market Demand/Needs Analysis
Stonecrest
St. Johns County, Florida***

*December 2020
(draft 12/14/20)*

*Prepared for
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1. Introduction and Summary

COMMUNITY LOCATION AND PROFILE

This market demand/needs analysis concerns the proposed Stonecrest community of 147 single-family homes in rapidly growing Northern St. Johns County. The 47-acre Stonecrest property is located on the south side of Race Track Road between I-95 and US1 (see map below). It is across Race Track Road from Bartram Springs, a large residential community on the Jacksonville/Duval County side of the county line.



Stonecrest homes will be affordable and attractive to a range of middle income households, including local working families and commuters to existing employment centers in downtown and southeastern Jacksonville and the St. Augustine area and emerging employment centers in northern St. Johns County, including nearby Durbin Park and Nocatee. Wetland conservation areas, man-made lakes, and other open spaces will provide attractive backdrops and amenities for many of the lots in the community.

Stonecrest homes will be priced from \$260,000 to \$360,000, with an average of \$300,000. Homes will range in size from 1,200 to 2,400 square feet, and average 1,800 square feet. Stonecrest will be attractive to homebuyers for several reasons:

- St. Johns County has the top-rated public school system in Florida, according to the Florida Department of Education (FDOE) school district grading system. Public schools serving the community are Durbin Creek Elementary School and Fruit Cove Middle School to the west on Race Track Road and Allen D. Nease High School to the south near US1.
- There is an increasing demand for homes in Northern St. Johns County fueled by a growing regional economy, continuing low mortgage interest rates, and top-rated school system. The Jacksonville metro area has regained the thousands of jobs it lost after the national economic downturn that began in 2008 and conditions for home ownership in the region are very positive, particularly in Northern St. Johns County.
- Stonecrest homeowners will not have to pay Community Development District (CDD) fees, which many potential buyers would regard as an advantage. CDD fees are in addition to typical annual HOA fees. Annual fees for the nearby Creekside CDD range from \$1,300 to \$1,500, depending on lot size. Annual fees for the Beacon Lake CDD range from \$2,000 to \$2,500, depending on lot size.

Stonecrest will increase and diversify the places to live in Northern St. Johns County and will help strengthen opportunities for job-creating commercial, office, and institutional development in the surrounding area, including the 1,600-acre Durbin Park development around the nearby interchange of the SR9B and connections to Race Track Road provided by existing West Peyton Parkway and future East Peyton Parkway.

Durbin Park is approved for approximately five million square feet of non-residential space, of which over 600,000 square feet of commercial retail space has been developed to date. Future development includes a 150-bed Flagler Hospital and medical complex on a 40-acre site. In addition, the developing Twin Creeks DRI to the south on CR210 is approved for 3.6 million square feet of commercial and industrial space.

Stonecrest will be an attractive location for working families employed at nearby business and employment centers in Northern St. Johns County and Southeastern Jacksonville.

AREA AND SCOPE OF STUDY

This report provides market context and support for the proposed Stonecrest community and demonstrates that it is in one of the most sought-after residential locations in Northeast Florida. Stonecrest is located in what is defined in this report as the “north central area” of the County. This area extends along the Race Track Road corridor generally from Veterans Parkway west of I-95 and SR9B and along the Nocatee Parkway corridor area east of US1 into the western part of

Nocatee master planned community. This north central area also extends south to and along the CR210 corridor and includes developing communities north of the proposed alignment of the First Coast Expressway from a new Shands Bridge to I-95.

Objectives of this report are to show (1) the extent of residential development occurring in Northern and North Central St. Johns County as indicators of market demand and need in this area, particularly for single family housing, (2) the current generally limited supply of available platted residential lots, estimated to be less than a two-year supply, and (3) to demonstrate that Stonecrest will help meet housing demand/needs in the area and diversify home-buying and living opportunities in this popular residential location.

SUMMARY OF KEY FINDINGS

This summary highlights key findings of detailed analyses presented in Sections 2, 3 and 4. Assumptions, references, and sources of data used in these analyses are explained and identified in Sections 2, 3, and 4.

Growth Factors and Trends

Demand for housing is a function of several factors, chief among which are growth of jobs, population, households, and incomes in an area, and availability and cost of mortgage financing. Under normal circumstances, housing demand is driven mainly by growth of population and employment.

Population and Household Growth and Housing Demand. St. Johns County is projected to capture an increasing share Jacksonville Metro Area population growth from 2020 to 2040, indicating the desirability of the County as a place to live in Northeast Florida. Another 51,000 households and 58,000 housing units are projected conservatively from 2020 to 2040. In the near future, demand/need for nearly 19,000 new housing units is projected conservatively from 2020 to 2025, indicating the demand/need for an average of 3,800 new housing units per year.

Employment Growth. While still regarded as a bedroom community, St. Johns County has added 27,753 new jobs from 2010 through the first quarter of 2020, which is 19.6 percent of the new jobs in the five-county Jacksonville metro area. Even so, the County still lags behind the metro area with only 309 jobs per 1,000 residents, compared to 439 jobs per 1,000 residents for the metro area as a whole. But, with its growing local employment base, top-rated public school system, and desirable suburban-rural environment, St. Johns County will play an increasingly prominent role in the regional housing market, and has accounted for over 40 percent of new single-family housing permits in the metro area since 2010.

Residential Real Estate Market

Single-Family Housing Permit Trends. St. Johns County has permitted 33,772 single-family homes since 2010 at the bottom of the “Great Recession” including well over 4,000 in 2017, 2018, and 2019. Year 2020 is on pace through November to add 4,500 more by year-end.

Building permit data shows that the north mainland area of the County has been the most active area for new single-family housing for many years, currently accounting for 85 percent of all homes permitted in the unincorporated area County and 71 percent permitted countywide. A total of 24,032 single-family homes have been permitted in this north mainland area from 2010 through November 2020, averaging 2,200 per year. However, permits averaged 3,400 per year in the past three years, including an estimated year-end total of nearly 3,700 in 2020.

New Single-Family Home Sales Trends. Sales of new single-family homes in the north mainland area have been surging since 2010. The annual number of sales increased more than threefold more than doubled from 953 in 2010 to an annualized total of 3,500 in 2020. Prices of new homes have also increased dramatically from around \$280,000 in 2010 to the \$400,000 range in 2020.

Stonecrest Market Needs and Opportunities

Demand/Needs for New Single-Family Homes. As measured by building permits issued, demand for single family homes in the Stonecrest vicinity (local market area) has averaged about 900 homes per year for the past three years. The Stonecrest vicinity is considered to be the “north central area” of the County, extending along the Race Track Road and CR210 corridors from around Veterans Parkway on the west to the Nocatee Town Center area on the east.

Supply of Single-Family Homesites. This local market area has an estimated current supply of less than 1,200 approved vacant platted lots, which represents only a 16-month supply based on an average annual demand for 900 homes. ***This is indicative of a tight market and demonstrates the need for additional lot inventory, such that a running supply of up to 24 months is available. Stonecrest’s proposed 147 lots helps meet this need.***

Prices of Homes and Affordability. The average price of 2,919 new single-family homes sold in in the north mainland area in 2020, through October, was \$407,323. The average price of 792 new homes sold in communities analyzed in the north central area (Stonecrest vicinity) in 2020 was \$417,820. ***The average price of Stonecrest homes will be around \$300,000, which will make the community a much more affordable alternative to other communities in the north mainland and north central areas of St. Johns County.***

2. Growth Factors and Trends

GROWTH OF POPULATION, HOUSEHOLDS, AND HOUSING

Population Growth Trends and Projections

The St. Johns County population increased by 54.3 percent (66,904) in year 2000 to 190,039 in 2010. The County share of the five-county Jacksonville Metropolitan Area population increased from 11.0 percent in 2000 to 14.1 percent in 2010, accounting for 30.0 percent of metro area population growth during the decade.

Projections by the University of Florida’s Bureau of Economic and Business Research (BEBR) indicate that the County will increase to a 20.2 percent of the metro area population by 2040. The County share of metro area growth is also projected to increase very modestly from 30.0 percent in 2010 to only 32.5 percent in 2040 (Table 1).

Table 1. Population Trends & Projections, Jacksonville Metro Area and St. Johns County, 2000-2040

Year	Population		County as Percentage of	
	Metro Area (1)	St. Johns Co.	Metro Population	Metro Growth
2000 Census	1,122,750	123,135	11.0	----
2010 Census	1,345,596	190,039	14.1	30.0
2020	1,583,800	263,900	16.6	31.0
2025	1,723,700	309,300	17.9	31.5
2030	1,838,800	347,600	18.9	31.9
2035	1,934,200	379,400	19.6	32.1
2040	2,016,200	408,100	20.2	32.5

(1) Metropolitan Area includes Baker, Clay, Duval, Nassau, and St. Johns Counties

Source: Univ. Florida, Bureau of Economic and Business Research (BEBR), 1/20; URBANOMICS, Inc.

BEBR projections tend to be very conservative, particularly for high-growth counties like St. Johns. For example, the BEBR projection for 2020 of 263,900 residents is over 1,000 less than the U.S. Census Bureau’s July 1, 2020 estimate of 274,927.

More to the point is that the BEBR methodology and resulting projections show diminishing amounts of population growth in every five-year increment from 2020 to 2040, including 45,400 from 2020 to 2025, 38,300 from 2025 to 2030, 31,800 from 2030 to 2035, and only 28,700 from 2035 to 2040. This is contrary to the County’s past history of growth, including ten-year gains of 66,904 from 2000 to 2010 and 84,888 from 2010 to 2020, based on the Census Bureau estimate.

Household and Housing Growth Trends and Projections

Nevertheless, BEBR “medium” population projections generally are the accepted basis for local planning in Florida and are used here the basis for projections of County households and housing units shown in Table 2. Another 51,716 households and 57,451 housing units are projected for the County based on BEBR population projections from 2020 to 2040, representing an average annual demand for 2,873 new housing units per year over the next 20 years.

This compares with annual averages of 3,355 permits for new housing units yearly from 2010 through September 2020 and 4,440 permits yearly from 2015 through September 2020. *The clear conclusion is that the likely demand for new housing in the County in future years will be much greater than BEBR population projections would suggest.*

Table 2. St. Johns County Population, Household, and Housing Projections to 2040

Year	Population	Households (1)		Housing Units	
		Number	Annual	Number	Annual (2)
2000 Census	123,135	46,914	----	58,008	----
2010 Census	190,039	75,338	2,842	89,830	3,182
2020	263,900	103,675	2,834	121,316	3,139
2025	309,300	120,554	3,376	140,060	3,749
2030	347,600	134,423	2,774	155,470	3,082
2035	379,400	145,584	2,232	167,871	2,480
2040	408,100	155,391	1,961	178,767	2,179

(1) Based on a gradual increase in average household size from 2.50 in 2010 to 2.60 in 2040.

(2) Based on a 10.0 percent vacancy factor for new households after 2010.

Source: University of Florida BEBR, 1/20; URBANOMICS, Inc.

GROWTH OF EMPLOYMENT

The number of jobs in the five-county metro area bottomed in 2010, but has been on the upswing since then (Table 3), portending good news for the housing market. The metro area lost over 40,000 jobs from a 2007 peak to 2010, but had gained back nearly all these losses by 2014 and has since added another 100,000 jobs as of the first quarter of 2020 (1Q20).

It is interesting to note that St. Johns County, while still considered a “bedroom” community, has outpaced the metro area in job growth in recent years, accounting for nearly 20 percent of new jobs in the five-county region from 2010 through 1Q20. St. Johns County has added 27,753 new jobs in this period, compared to a gain of 141,568 in the metro area. In the process, the St. Johns County share of metro area jobs increased from 9.7 percent in 2010 to 11.8 percent in 1Q20.

Despite impressive job growth in recent years, St. Johns County is still playing catch-up with the metro area economy. The County had 309 jobs per 1,000 residents in 1Q20, compared to 439 per 1,000 residents in the metro area. Put another way, the County accounts for 16.7 percent of the metro area population, but only 11.8 percent of its jobs.

Job growth in a region used to be an effective barometer of housing demand, but traditional relationships between job growth or loss and housing demand have all but ceased to exist in recent years. Activity in the Jacksonville metro area over recent years illustrate this new reality. The metro area lost 40,600 jobs from 2007 to 2010, yet permits were issued for 26,000 new housing units. During the economic boom years (2003-2007), the region gained 63,500 jobs and 88,000 new housing units were permitted. From 2010 to 1Q20, the metro area gained 141,600 jobs and 94,600 new housing units were permitted.

Table 3. Metropolitan Area and St. Johns County Employment Trends, 2010-2020 (1)

Year	Metro Area Jobs (2)		St. Johns County Jobs		
	Total	Change From Prior Year	Total	Change From Prior Year	Percent of Metro Jobs
2020 (3)	694,499	+6,026	81,646	+2,458	11.8
2019	688,473	+14,777	79,188	+2,526	11.5
2018	673,696	+16,940	76,662	+3,380	11.4
2017	656,756	+21,978	73,282	+3,533	11.2
2016	634,778	+20,115	69,749	+3,272	11.0
2015	614,663	+21,780	66,477	+3,071	10.8
2014	592,883	+13,144	63,406	+3,475	10.7
2013	579,739	+13,219	59,931	+2,343	10.3
2012	566,520	+8,704	57,588	+2,640	10.2
2011	557,816	+4,885	54,948	+1,055	9.9
2010	552,931	----	53,893	----	9.7
Change, 2010-2020	+141,568	----	+27,753	----	19.6

(1) Jobs subject to state unemployment reporting; some self-employment and other jobs are not included.

(2) Jacksonville Metropolitan Area includes Baker, Clay, Duval, Nassau, and St. Johns Counties.

(3) Average monthly employment in First Quarter of 2020.

Source: Florida Department of Economic Opportunity; URBANOMICS, Inc.

Nevertheless, with a growing employment base, top-rated public school system, and desirable suburban-rural environment, St. Johns County will play an increasingly prominent role in the regional housing market. The County has accounted for over 40 percent of permits for new single family homes in the metro area since 2010.

3. Residential Real Estate Market

COUNTY AND METRO AREA HOUSING TRENDS

Single-Family Housing

St. Johns County has accounted for 41.6 percent of all building permits for new single-family homes in the five-county metro area from 2010 through November 2020, as shown in Table 4. This compares to only 25.5 percent of metro area permits in the previous 10 years (2000-2009). The County’s share of metro area permits has fallen slightly below 40 percent in the past two years, in part due to the emergence of the Nassau County housing market and increased activity in Duval County in the past three years. Permits exceeded those in Duval County from 2015 through 2019, but have fallen behind in 2020. Higher costs of land and homes and a more costly and rigorous approval process in St. Johns County may be among the reasons.

Table 4. St. Johns County and Jacksonville Metro Area Housing Trends, 2010-2020

Year	St. Johns County		Jacksonville Metropolitan Area (1)		County Share of Metropolitan Area (%)	
	SF Units (2)	MF Units	SF Units (2)	MF Units	SF Units (2)	MF Units
2020 (3)	3,487	36	9,342	1,947	37.3	1.8
2019	4,513	350	11,583	3,104	39.0	11.3
2018	4,679	1,231	10,755	4,695	43.5	26.2
2017	4,442	34	9,853	3,106	45.1	1.1
2016	3,568	164	8,597	3,171	41.5	5.2
2015	2,908	118	7,253	2,418	40.1	4.9
2014	2,672	110	6,299	1,482	42.4	7.4
2013	2,793	8	6,281	1,077	44.5	0.7
2012	2,154	36	4,582	2,881	47.0	12.5
2011	1,412	79	3,245	666	43.5	11.9
2010	1,144	124	3,381	219	33.8	56.6
TOTAL	33,772	2,290	81,171	24,766	41.6	9.2

(1) Metropolitan Area includes Baker, Clay, Duval, Nassau, and St. Johns Counties

(2) Single-family detached units

(3) Through September

Source: US Bureau of the Census; HUD SOCDS Database; URBANOMICS, Inc.

In all, 33,772 new homes were permitted from 2010 through November 2020, averaging 3,093 per year. Peak activity occurred in 2017 through 2019, when permits averaged over 4,500 units annually. The last decade started very slowly following the national economic collapse starting

in 2008, with fewer than 1,500 homes permitted in 2010 and 2011, but numbers increased steadily thereafter, reaching a peak of 4,679 homes permitted in 2018.

Multifamily Housing

Detached single-family homes continue to be the dominant housing type in St. Johns County by a wide margin. Multifamily housing, including rental apartments, condominiums, and attached townhomes, accounted for only 6.4 percent of all residential units permitted in St. Johns County from 2010 through November 2020. This is in sharp contrast to the metro area as a whole, where multifamily housing accounted for 23.4 percent of all units permitted. The large majority of multifamily housing is located in urban core of the metro area, Jacksonville/Duval County. Only 2,290 multifamily units were permitted in St. Johns County from 2010 to November 2020, more than half of which (1,231 units) were permitted in 2018.

The 1,231 multifamily units permitted in 2018 and another 350 permitted in 2019 are likely to be inclusive of four new rental apartment projects -- The Reserve at Nocatee on Valley Ridge Boulevard in Nocatee, The Landing at St. Augustine near the County administrative complex on US1 north of St. Augustine, Isla Antigua on SR312 on the Intracoastal Waterway to the south, and The Elysian apartment project in the Beachwalk section of the Twin Creeks DRI on CR210.

The nearly 1,600 multifamily units permitted in St. Johns County in 2018-2019 is worthy of note, as it appears to point to *an emerging trend toward greater diversification of housing types in the County, commensurate with growing job-generating non-residential development and demand/need for more affordable types of housing that are attractive to a growing local workforce.*

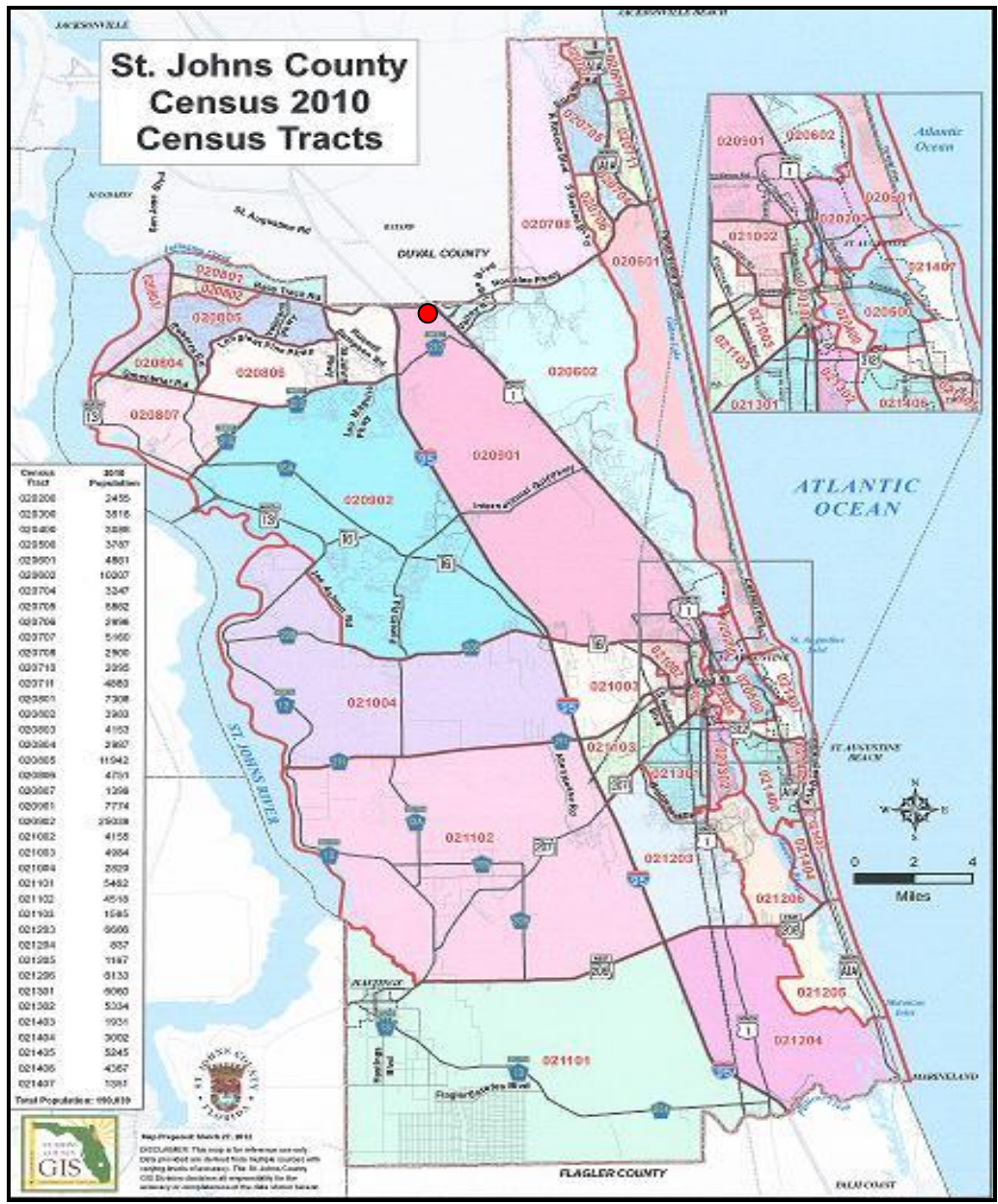
NORTH MAINLAND SINGLE-FAMILY HOUSING TRENDS

Analysis of building permit data by Census Tract reveals that mainland northern St. Johns County is by far the most active area of the County for single-family housing development and has been for many years. This area accounts for approximately 85 percent of all permitted single-family homes in the unincorporated area and 70 percent of all single-family housing in the County. Housing trends are profiled below for the Northwest and Northeast mainland areas.

Northwest St. Johns County

Northwest St. Johns County is the area between I-95 and the St. Johns River from the Duval County line to CR208 west of St. Augustine. This area, also known as the Northwest Sector, consists of eight Census Tracts: 20801-20807 north of CR210 and 20902 south of CR210 (see Census Tract map, page 11).

Census Tracts 20801-20807. This cluster of Tracts between CR210 and the Duval County line includes the Aberdeen, Durbin Crossing, Julington Creek Plantation, and RiverTown DRIs, a small part of the Jacksonville’s Bartram Park DRI, and a majority of the new 1,600-acre DRI-scale Durbin Park project at SR9B and Race Track Road. The area also contains a large number of residential PUDs on CR210, SR13, Race Track Road, Greenbriar Road, and other roadways.



Durbin Crossing and Julington Creek Plantation are built out and Aberdeen is the final phases of buildout. RiverTown is an active development. Durbin Park is primarily a new commercial development, but is approved for more than 2,200 multifamily units. Active and new projects include Celestina on Race Track Road, Julington Lakes on Longleaf Pine Parkway, and the new Greenbriar Downs golf course community on CR210 and Veterans Parkway.

Census Tract 20902. This area extends from CR210 south to CR208 west of St. Augustine and includes the Ashford Mills, Saint Johns, and Silverleaf DRIs and a number of residential PUDs. The Ashford Mills DRI, also known as Shearwater, is an active development. The Saint Johns DRI includes the World Golf Village and is substantially developed. The final residential phase, Trailmark on Pacetti Road, is an active development.

After sitting idle for a number of years, residential development has recently begun in the 8,000-acre Silverleaf DRI, which is approved for 6,800 single-family homes and nearly 3,990 multi-family units. Other active and new projects in this area include Arbor Mill on CR16A, Gran Lake on Pacetti Road, and Grand Oaks and Windward Ranch on SR16.

Northwest Development Trends. Nearly 13,000 new single-family homes were permitted in the northwest area from 2010 through November 2020, averaging 1,187 per year (Table 5). This average has been exceeded by steadily growing numbers in the past five years, including a high of 2,018 homes in 2020 through November.

Most active projects in 2020 (through 11/30) in terms of the number of permitted single-family homes are RiverTown (341), Silverleaf (272), Shearwater (230), Trailmark (184), Aberdeen (161), Windward Ranch (116), and Celestina (110).

Table 5. Single-Family Permits by Census Tract in Mainland Northern St. Johns County, 2010-2020

Year	Northwest Area			Northeast Area		
	CT20801-07	CT20902	Total NW	CT20901	CT20602 (1)	Total NE
2020 (2)	1,018	1,000	2,018	738	631	1,369
2019	897	760	1,657	691	828	1,519
2018	883	687	1,570	723	1,102	1,825
2017	760	613	1,373	411	911	1,322
2016	655	579	1,234	260	992	1,252
2015	426	399	825	123	1,112	1,235
2014	495	377	872	34	985	1,019
2013	698	414	1,112	28	895	923
2012	619	395	1,014	26	565	591
2011	392	300	692	41	322	363
2010	388	211	599	45	225	270
TOTAL	7,231	5,735	12,966	2,498	8,568	11,066
Average/Yr	662	525	1,187	229	785	1,014

(1) Includes permits issued in the mainland portion of CT20708

(2) Through 11/30/20

Source: St. Johns County building permit records; URBANOMICS, Inc.

Northeast St. Johns County

The Northeast mainland area of the County consists largely of two Census Tracts 20901, 20602, and that portion of Tract 20708 on the west side of the Intracoastal Waterway (see map, page 11).

Census Tract 20901. Tract 20901 is the area between I-95 and US1 and runs south from the Duval County boundary line to SR16 in the St. Augustine area. ***The proposed Stonecrest community on Race Track Road is located in this area.*** The area also includes the long-dormant and recently revived 3,000-acre Twin Creeks DRI on CR210, and part of the aforementioned Durbin Park development on Race Track Road east of I-95. Twin Creeks is approved for 2,300 housing units and 3.6 million square feet of commercial and industrial space.

Twin Creeks is the largest active residential project in this Census Tract with its Beacon Lake, Creekside, and Beachwalk communities on CR210. Other active residential communities include Bannon Lakes and Markland on International Golf Parkway at I-95 and Sandy Creek on CR210 at I-95 and several communities on SR16 near St. Augustine.

Census Tracts 20601 and 20708. These two tracts are located between US1 and the Intracoastal Waterway and are bounded on the north by the Duval County line. Tract 20708 is on the north side of CR210 and the Nocatee Parkway and 20601 extends south from Cr210 and the Nocatee Parkway to the St. Augustine area.

The 14,000-acre Nocatee master planned community is the largest development in St. Johns County, of which about 2,000 acres is in adjacent southeastern Duval County. Nocatee is approved for 8,811 single-family homes and 3,228 multifamily units in St. Johns County. Tract 20601 also includes the Marshall Creek DRI (a.k.a., Palencia) south on US1 at International Golf Parkway, as well as several smaller PUDs on US1, including Kensington and Las Calinas.

Northeast Development Trends. Slightly more than 11,000 new single-family homes were permitted in the northeast area from 2010 through November 2020, averaging 1,014 per year (Table 5). From the bottom of the market in 2010, when only 270 new homes were permitted, numbers increased annually thereafter, peaking at 1,825 homes permitted in 2018. Declines followed to 1,519 homes in 2019 and to 1,369 in 2020 (through 11/30), as some recent permit activity in Nocatee is occurring over the county line in the Duval County.

The most active projects in 2020 (through 11/30) in terms of the number of permitted single-family homes are Nocatee (413), Twin Creeks (308), Bannon Lakes (107), Markland (70), and Parkland Preserve (54). The latter three are clustered on International Golf Parkway just east of I-95. Another active community is Sebastian Cove (54) on SR16 near St. Augustine.

NORTH MAINLAND NEW SINGLE-FAMILY HOME SALES

Sales of new single-family homes in the Northern St. Johns County mainland area increased more than threefold from 953 in 2010, the bottom of the “Great Recession,” to 3,219 in 2019, and are on pace through October to reach 3,500 sales in 2020 (Table 6).

The number of new homes sold from 2010 to 2019 has kept pace with building permits issued for new homes. During this ten-year period, 21,267 permits were issued and 20,639 new homes were sold, showing a strong supply-demand balance.

Average prices of new homes sold continue to rise almost every year. The average price in the Northwest area increased 41.4 percent from \$277,605 in 2010 to \$392,483 in 2019, while in the Northeast area, the average price increased 49.4 percent from \$282,592 in 2010 to \$422,286 in 2019. Through October 2020, the average price in the Northwest area is ahead of that in 2019, but the average in the Northeast area lags that in 2019.

Table 6. New Single Family Home Sales, North Mainland St. Johns County, 2010-2020

Year	NW -- Zip Codes 32259 & 32092		NE -- Zip Codes 32081, 32094 & 32084	
	Number Sold	Average Price \$	Number Sold	Average Price \$
2020 (1)	1,554	397,925	1,365	418,023
2019	1,667	392,483	1,549	422,286
2018	1,502	402,115	1,462	422,974
2017	1,357	354,312	1,359	401,634
2016	1,142	336,877	1,296	391,782
2015	866	314,031	1,041	385,972
2014	941	318,617	1,144	346,980
2013	1,035	290,044	894	299,432
2012	852	265,702	548	280,826
2011	637	253,818	394	264,133
2010	626	277,605	327	282,592

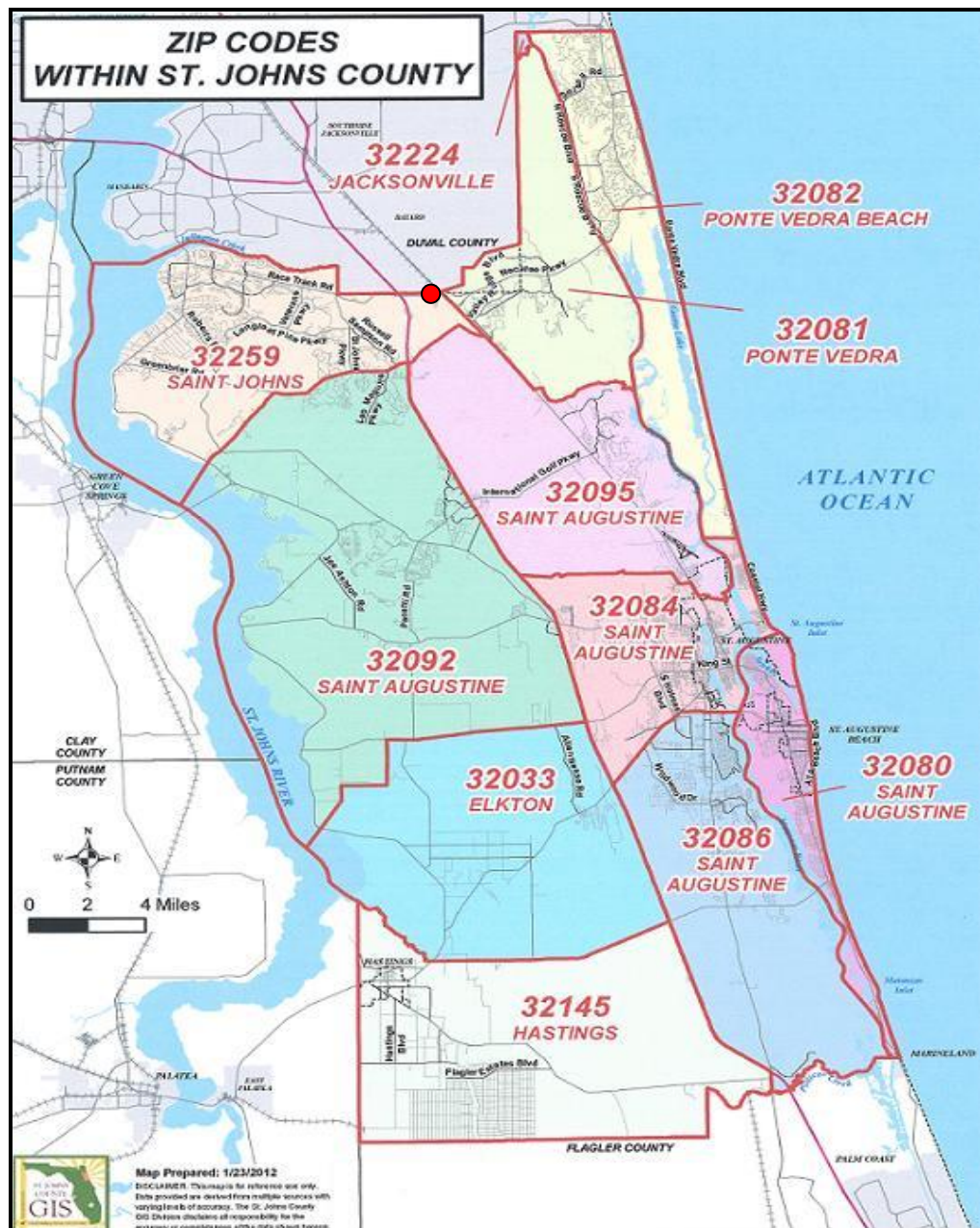
(1). Through 10/31/20

Source: Metro Market Trends; URBANOMICS, Inc.

Zip Codes are the geographic basis for this sales analysis (see map, page 15). The Northwest area represented here by Zip Codes 32259 and 32092. Zip Code 32259 is the area north CR210 and is inclusive of Census Tracts 20801-20807. Zip Code 32259 also extends east of I-95 to US1 and includes the area north of CR210. This part of Zip Code 32259 includes Stonecrest and that portion of Twin Creeks north of CR210.

The Northeast area is represented here by Zip Codes 32081, 32095, and 32084. Zip Code 32081 includes Nocatee and parts of Census Tracts 20602 and 20708. Zip Code 32095 includes part of Census Tract 20901 south of CR210 and part of Tract 20602 on the east side of US1. Zip Code 32084 extends south of SR16 and east of Intracoastal Waterway in the Vilano Beach area.

Note: Inasmuch as there is no direct correlation between Zip Code and Census Tract boundaries, new home sales totals in the Northwest area (Table 6) include the portion of Twin Creeks north of CR210. Similarly, Northeast area totals (Table 6) include an unspecified number of new home sales in Zip Code 32084 south of SR16 and in the Vilano Beach area.



4. Stonecrest Market Needs and Opportunities

DEMAND/NEEDS FOR NEW SINGLE-FAMILY HOMES

Factors that illustrate the demand and need for new housing include the numbers of permits issued and homes purchased in an area, as well as the prices paid for new homes. Northern St. Johns County has been and will continue to be Northeast Florida's most active market for new single-family homes for many reasons, among which are the County's top rated public school system and presence of a growing regional job-generating economy.

The numbers of permits and sales clearly illustrate the existence and continuation of a high level of demand and need for single-family homes in Northern St. Johns County, as documented in Section 3. The comparatively high and rising prices of new homes in Northern St. Johns County also demonstrate this high level of demand and need, also as documented in Section 3. *This high price environment provides the opportunity, as Stonecrest presents, to develop and market new homes priced well below average prices in the area.*

Permits for New Homes in the Stonecrest Vicinity

As a more local context for assessing market opportunities and needs for Stonecrest, permits for and sales of new single-family homes were surveyed for a number of active communities in the north central area of the County. This area includes portions of the Race Track Road, CR210, and Nocatee Parkway corridors extending approximately from Veterans Parkway west of SR9B to the Nocatee Town Center area east of US1. **Note:** These active communities account for most of the vacant platted lots and recently permitted single-family homes in the north central area.

Permits issued for new single-family homes in nine active residential communities in the past five years (2016-2020) (Table 7), including six west of I-95 and three east of I-95. Nocatee is represented by only the new undeveloped Town Center West End project, as sections between the Town Center area and US1 are largely if not entirely built out, including Austin Park, Greenleaf Village, Greenleaf Lakes, and Greenleaf Preserve. Most new development in Nocatee is occurring south of the Town Center in the Coastal Oaks and Crosswater Village areas, to the northeast in the Twenty Mile area, and in the Duval County section of Nocatee.

The most active communities in terms of permits for new single-family homes are Twin Creeks on CR210 south of Stonecrest, Shearwater on CR210 west of I-95, Silverleaf on St. Johns Parkway south of CR210, and Celestina on Race Track Road west of SR9B. Only the Silverleaf sub-communities located north of the proposed alignment of the First Coast Expressway (outer beltway) are included in this analysis.

Table 7. New Single-Family Permits, Active Communities in the North Central Area, 2016-2020

Communities	Year				
	2016	2017	2018	2019	2020 (1)
East of I-95					
Twin Creeks					
-- Beacon Lakes	---	2	183	67	149
-- Creekside	19	77	85	171	133
-- North Parcel (Beachwalk/Beachside)	---	16	88	70	46
Sandy Creek	28	23	15	38	26
Nocatee					
-- Town Center West End (new)	---	---	---	---	1
Subtotal – East of I-95	47	118	371	346	355
West of I-95					
Celestina	52	113	102	138	110
Durbin Creek Estates	---	35	69	38	2
Julington Lakes	74	78	85	75	75
Preserve at St. Johns	---	26	36	19	5
Silverleaf (2)	---	---	---	4	151
Shearwater	128	150	198	245	230
Subtotal – West of I-95	254	402	490	519	573
TOTALS	301	540	861	865	928

(1). Through 11/30/20

(2). Holly Forest and Meadow Ridge sections north of the proposed First Coast Expressway alignment.

Source: St. Johns County records; URBANOMICS, Inc.

Permits for new single-family homes in these nine communities have averaged 908 per year for the past three years, including averages of 340 per year in Twin Creeks and 230 per year in Shearwater. *This is approximately 27 percent of all permits issued for new single family homes in entire northern area (Northwest and Northeast) of the County in the past three years, and demonstrates the compelling demand and need for new homes in the Stonecrest vicinity.*

Sales and Prices of New Homes in the Stonecrest Vicinity

Numbers of new single-family homes sold and average prices are shown in Table 9 for eleven residential communities and sub-communities in north central St. Johns County in 2019 and 2020 through October. Average 2020 prices range from \$281,767 for 36 sales in the Meadow Ridge section of Silverleaf up to \$607,503 for 66 sales in Julington Lakes. Eight of eleven average prices are over \$350,000 and two are in the \$300,000-\$350,000 range. Only one is under \$300,000. *With an expected average price of \$300,000, Stonecrest provides an attractive and competitive affordable alternative to most other active developments in the area.*

Table 8. New Single-Family Sales & Prices, Active Communities in the North Central Area, 2019-2020

Community	2019		2020 (1)	
	No. Sold	Avg. Price (\$)	No. Sold	Avg. Price (\$)
East of I-95				
Twin Creeks - Beacon Lake	117	390,665	87	417,159
Twin Creeks - Creekside	107	334,663	152	333,697
Twin Creeks - North Parcels	97	493,881	61	540,066
Sandy Creek	21	340,586	31	339,310
West of I-95				
Celestina	107	451,268	111	469,392
Durbin Creek Estates	52	404,685	18	411,917
Julington Lakes	81	601,049	66	607,503
Preserve at St. Johns	27	499,107	14	526,693
Silverleaf - Holly Forest (2)	---	---	6	381,317
Silverleaf - Meadow Ridge (2)	---	---	36	281,764
Shearwater	206	384,920	224	394,491

(1). Through 10/31/20

(2). Holly Forest and Meadow Ridge sections are north of the proposed First Coast Expressway alignment.

Source: Metro Market Trends; URBANOMICS, Inc.

SUPPLY-DEMAND RELATIONSHIPS AND NEEDS

Supply is defined here as the number of vacant approved platted lots that have a reasonable expectation of being built on in the short term future (i.e., two years or less). Entitlements for future phases of large-scale multi-year developments are not considered part of the available supply unless plats for initial phases of development have been approved.

Table 9 below compares the numbers of approved platted single-family lots and the numbers homes permitted through November 2020 for the same north central area communities profiled in Tables 8 and 9 above. Bottom line totals are 4,912 platted lots and 3,738 permitted, leaving 1,174 platted lots in these communities available for development. This compares to an average of 908 single-family homes permitted annually in these communities in the past three years, and results in only a 16-month supply of available lots.

This is a very limited supply and indicative of a tight market that could help drive up prices of lots and homes in the area. This limited supply provides support Stonecrest, in addition to the potential of Stonecrest to provide a lower-price more affordable single-family housing product in the area.

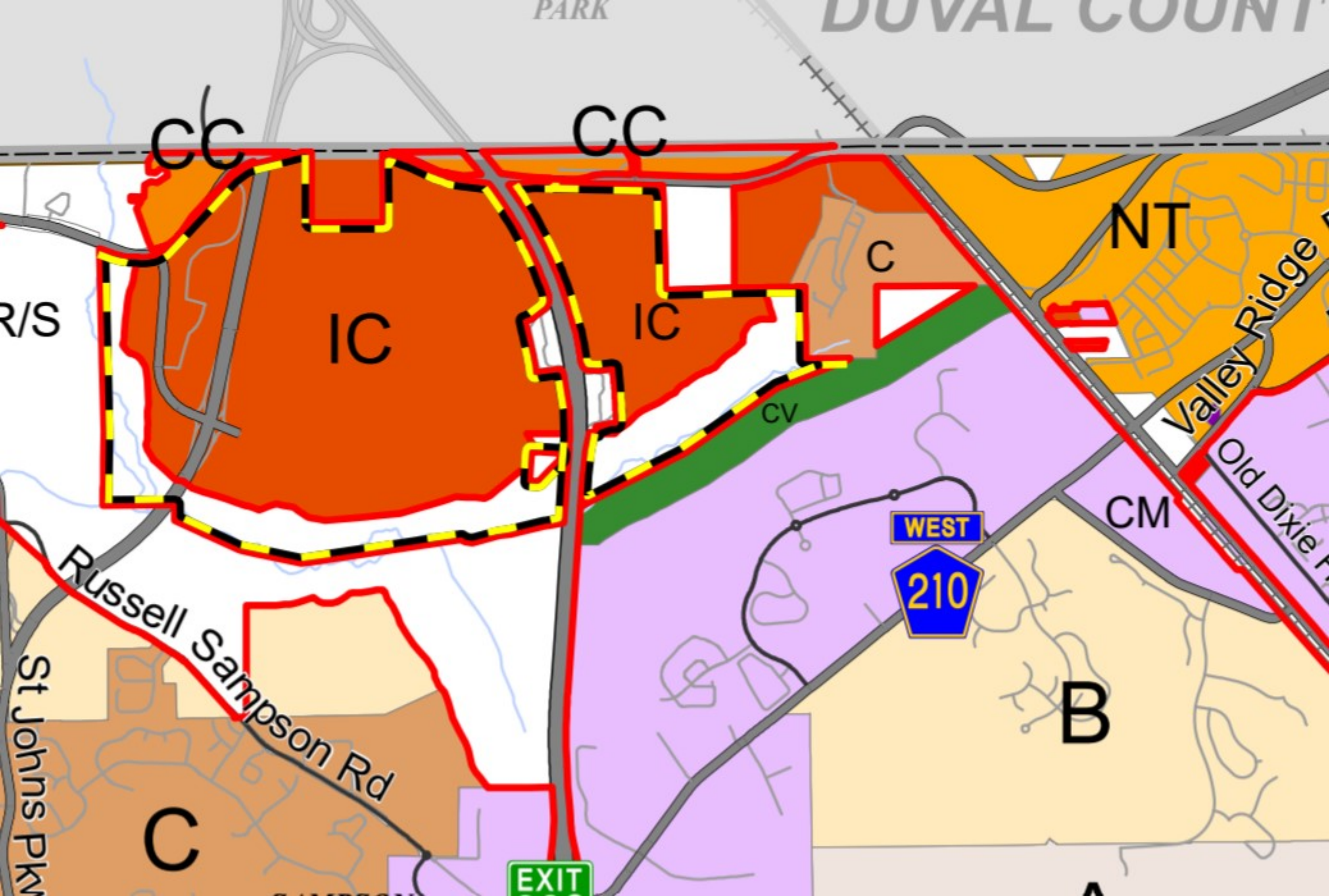
Table 9. Platted Lots and Permits for New Single-Family Homes, Active Communities in the North Central Area

Communities	Approved Platted Lots (1)	Total Permits Issued (1)	Available Platted Lots (1)
<i>East of I-95</i>			
Twin Creeks			
-- Beacon Lake	479	401	78
-- Creekside	591	485	106
-- North Parcel (Beachwalk/Beachside)	516	243	273
Sandy Creek	383	282	101
Nocatee			
-- Town Center West End (new)	128	1	127
Subtotal – East of I-95	2,097	1,412	685
<i>West of I-95</i>			
Celestina	624	577	47
Durbin Creek Estates	144	144	0
Julington Lakes	464	392	72
Preserve at St. Johns	86	86	0
Silverleaf (3)	338	155	183
Shearwater	1,159	972	187
Subtotal – West of I-95	2,940	2,448	492
TOTALS	4,912	3,738	1,174

(1). Through 11/30/20

(2). Holly Forest and Meadow Ridge sections are north of the proposed First Coast Expressway alignment.

Source: St. Johns County records; URBANOMICS, Inc.



DUVAL COUNTY

PARK

CC

CC

NT

R/S

IC

IC

C

CV

Valley Ridge Rd

Old Dixie Rd

CM

WEST
210

B

Russell Sampson Rd

St Johns Pkwy

C

EXIT

A

STONECREST
Environmental Assessment

Prepared for
KB Home
10475 Fortune Parkway, Suite 100
Jacksonville, FL 32256

Prepared by
Peacock Consulting Group, LLC
12058 San Jose Boulevard, Suite 604
Jacksonville, FL 32223

The Stonecrest project is a proposed single family residential development located at 6164 Race Track Road in St. Johns County, Florida. Peacock Consulting Group, LLC conducted an environmental assessment of the property to determine the extent of jurisdictional wetlands and the presence of any protected species of wildlife. The following report summarizes the results of this assessment.

I. Location

The property consists of approximately 46.53 acres of land located in Section 4, Township 5 South, and Range 28 East, comprising real estate parcel number 023495 0040 (Figures 1 and 2). The site is bordered to the north by Race Track Road and developed single family lots and to the east, south and west by undeveloped land.

II. Soils

The *Soil Survey of St. Johns County, Florida* (U.S. Department of Agriculture, Soil Conservation Service, 1983) indicates that the subject property contains three main soil types, as described below and depicted on Figure 3.

A. Toci fine sand

Most of the uplands are mapped as containing Toci fine sand. This is a nearly level poorly drained soil that typically is found in pine flatwoods. The water table is within 10 inches of the surface for 2 to 4 months and at a depth of 20 to 40 inches below the surface for more than 6 months in most years. There is a spodic or hardpan layer beginning anywhere from 4 to 14 inches below the ground surface. Below the spodic layer is an argillic horizon containing clay and/or loam that occurs around 4 feet below the ground surface.

B. Zolfo fine sand

The property is mapped as containing a relatively small area of Zolfo fine sand in the southwest corner. This is a nearly level somewhat poorly drained soil that typically occurs on low rises in the pine flatwoods. The seasonal high water table is at a depth of 24 to 40 inches below the ground surface for 4 to 6 months during most years. Zolfo fine sand has a spodic horizon that starts more than 50 inches below the ground surface.

C. St. Johns fine sand, depressional

The wetlands on the property are mapped as containing St. Johns fine sand, depressional. This is a nearly level, very poorly drained soil that typically occurs in depressional areas in the flatwoods. The soil is covered with standing water for periods of 6 to 12 months during most years. The upper 10 to 13 inches is black to very dark gray sand, known as an umbric epipedon. A spodic layer occurs within 30 inches of the ground surface.

III. Vegetation and Existing Land Uses

The property is currently undeveloped and contains a mixture of improved cow pasture and woods (Figure 4). The existing vegetative community types and land uses have been characterized pursuant to the Florida Department of Transportation publication *Florida Land Use, Cover and Forms Classification System* (FLUCFCS). These various FLUCFCS code types are described below and depicted on Figure 5.

A. Uplands 37.98 acres

1. Improved Pasture (FLUCFCS 211) 16.05 acres

Much of the property had been used as improved pasture for many years and is still being grazed by cattle. The dominant vegetation includes such species as bahia grass (*Paspalum notatum*) mixed with various weedy plants as dog fennel (*Eupatorium* sp.), blackberry (*Rubus* sp.) and broomsedge (*Andropogon* sp.). Scattered trees, such as live oak (*Quercus virginiana*), are located in the pasture.

2. Pine Flatwoods (FLUCFCS 411) 21.12 acres

Upland pine flatwoods are located throughout the property. The canopy in this habitat type is dominated by slash pine (*Pinus elliottii*) mixed with lesser amounts of loblolly pine (*P. taeda*), water oak (*Quercus nigra*), laurel oak (*Q. laurifolia*) and southern magnolia (*Magnolia grandiflora*). The understory and ground cover vegetation are dominated by such species as bitter gallberry (*Ilex glabra*), saw palmetto (*Serenoa repens*) and bracken fern (*Pteridium aquilinum*).

3. Trail Roads (FLUCFCS 814) 0.81 acre

The property contains an unpaved dirt road that extends from Race Track Road to the southern end of the site.

B. Wetlands 8.55 acres

The property contains four wetlands. Historically these wetlands formed part of the headwaters of Durbin Creek. The acreages of the individual wetlands are depicted on Figure 5.

1. Inland Ponds and Sloughs (FLUCFCS 616)

Most of the wetlands onsite comprise shallow depressional areas that periodically hold shallow standing water. The deepest portions of the wetlands have a canopy dominated by such species as blackgum (*Nyssa sylvatica* var. *biflora*), pond cypress (*Taxodium ascendens*), red maple (*Acer rubrum*), and sweetbay (*Magnolia virginiana*) with an understory and ground cover of such species as royal fern (*Osmunda regalis*), buttonbush (*Cephalanthus occidentalis*) and sphagnum moss (*Sphagnum* sp.). The shallower areas have a canopy dominated by slash pine and loblolly bay (*Gordonia lasianthus*) with an understory and ground cover of such species as Virginia chain

fern (*Woodwardia virginica*), cinnamon fern (*Osmunda cinnamomea*) and fetterbush (*Lyonia lucida*).

2. Hydric Pine Flatwoods (FLUCFCS 625)

Wetland 4 and the upper fringes of the main wetlands comprise areas of hydric pine flatwoods. These areas have a seasonal high water table at or very close to the ground surface but typically are not inundated. The canopy in these areas is dominated by slash pine mixed with lesser amounts of loblolly bay. The understory and ground cover vegetation is relatively open and includes such species as cinnamon fern, beakrush (*Rhynchospora* spp.), and yellow-eyed grass (*Xyris* spp.).

3. Livestock Watering Pond and Ditches (FLUCFCS 742 and 511)

The western end of Wetland 2 includes a small man-made pond that had been excavated by the land owner for watering livestock. There is a low berm of dredge spoil around the edges of this pond. The sides of the pond are relatively steep. A short section of ditch drains into the pond from the west. Small sections of upland-cut ditch also occur along the dirt road that extends through the property as well as along the western property boundary. These ditches are relatively narrow and shallow and normally do not hold any water.

IV. Wetlands

The extent of onsite wetlands and other surface waters was delineated by Peacock Consulting Group, LLC pursuant to the rules and regulations of the St. Johns River Water Management District (SJRWMD) and the U.S. Army Corps of Engineers (Corps). Mr. Robert Thompson with SJRWMD reviewed and approved the locations of the surveyed wetland lines on December 16, 2015.

V. Protected Species

A wildlife biologist and botanist with Peacock Consulting Group reviewed the property in November and December 2015. The property was surveyed for the presence of species listed by the Florida Fish and Wildlife Conservation Commission (FFWCC) in the publication *Florida's Endangered and Threatened Species*, updated September 2015. No species of wildlife or plants were observed that are listed as endangered, threatened or species of special concern by FFWCC or the U.S. Fish and Wildlife Service (FWS). Almost all of the soils on all of the property are too poorly drained to provide suitable habitat for the gopher tortoise (*Gopherus polyphemus*). The southwest corner of the property contains a relatively small area of Zolfo fine sand, which can sometimes provide habitat for gopher tortoises. However, the entire area of Zolfo fine sand was inspected, and no gopher tortoise burrows were found. Commensal species that are typically associated with gopher tortoises were, therefore, also not encountered, such as the gopher frog (*Lithobates capito*), Florida pine snake (*Pituophis melanoleucus mugitus*) and Florida mouse (*Podomys floridanus*). Due to the lack of gopher tortoise habitat on-site and in the immediate vicinity, it is unlikely that the eastern indigo snake (*Drymarchon corais couperi*) occurs on-site. No evidence of the eastern indigo snake was observed on the property. There are no known nests

of the American bald eagle (*Haliaeetus leucocephalus*) on the subject property or in the immediate vicinity of the subject property. The project site does not contain suitable habitat for the red-cockaded woodpecker (*Picoides borealis*) or the Florida scrub jay (*Aphelocoma coerulescens*). The deeper pockets of forested wetland generally have a dense canopy which does not favor frequent use by listed wading birds. These birds typically forage in more open areas such as marshes and the edges of open water bodies. Use of the property by listed wading birds would be infrequent.

VI. Significant Natural Communities Habitat

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

Beach Dune

Coastal Grassland

Coastal Strand

Maritime Hammock

Sandhill

Scrub

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

VII. Conclusion

In conclusion development of the subject property should not impact any species of protected wildlife or plants. The most valuable areas of wildlife habitat comprise the pockets of deeper forested wetlands (inland ponds) which will be left undisturbed. The subject property also does not contain any significant natural communities habitat as listed in the county land development code.

ATTACHMENT 4
WATER AND SEWER AVAILABILITY
LETTER



Availability Letter

David Taylor

3/11/2021

Dunn & Associates, Inc.

8647 Baypine RD Unit #Suite 200

Jacksonville, Florida 32256

Project Name: Stonecrest Subdivision

Availability #: 2021-0981

Attn: David Taylor

Thank you for your inquiry regarding the availability of Electric, Sewer, Water. The above referenced number in this letter will be the number JEA uses to track your project. Please reference this number when making inquiries and submitting related documents. This availability letter will expire two years from the date above.

Point of Connection:

A summary of connection points for requested services are identified on the following page. JEA recognizes Connection Point #1 as the primary point of connection (POC); however, a secondary, conditional POC will be listed if available. JEA assumes no responsibility for the inaccuracy of any service connection portrayed on a JEA utility system record drawing. JEA requires field verification in the form of a Level A SUE of all POCs prior to any plan approval to ensure connection availability. Please note the Special Conditions stated in each section contain pertinent information and additional requirements as well as further instructions. In the event the point of connection is located within a JEA easement located on private property not owned by applicant, applicant shall be responsible to obtain a temporary construction easement (TCE) from the third party owner providing applicant with the right to construct the utilities. **The TCE will need to be provided by JEA prior to setting up a pre-construction meeting.**

Main Extensions and/or Offsite Improvements:

For all utilities located in the public Right of Way or JEA easement, the new WS&R utilities shall be dedicated to JEA upon completion and final inspection, unless otherwise noted. **It shall be the applicant's responsibility to engage the services of a professional engineer, licensed in the State of Florida.** All WS&R construction shall conform to current JEA Water, Sewer & Reuse Design Guidelines which may be found at:

https://www.jea.com/engineering_and_construction/water_and_wastewater_development/reference_materials/

Reservation of Capacity:

This availability response does not represent JEA's commitment for or reservation of WS&R capacity. In accordance with JEA's policies and procedures, commitment to serve is made only upon JEA's approval of your application for service and receipt of your payment of all applicable fees.

A detailed overview of the process can be found at JEA.com. This document along with other important forms and submittal processes can be found at

Sincerely,

JEA Water, Sewer Reclaim
Availability Request Team

Availability Number: 2021-0981

Request Received On: 3/8/2021

Availability Response: 3/11/2021

Prepared by: Susan West

Expiration Date: 03/11/2023

Project Information

Name: Stonecrest Subdivision

Address:

County: St. Johns County

Type: Electric,Sewer,Water

Requested Flow: 51450

Parcel Number: 023495 0040

Location: 6161 Race Track Rd, east of I-95

Description: old LOA 2016-0038

Potable Water Connection

Water Treatment Grid: South Grid

Connection Point #1: Existing 24 inch water main along Race Track Rd

Connection Point #2:

Water Special Conditions: Connection point not reviewed for site fire protection requirements. Private fire protection analysis is required.

Sewer Connection

Sewer Grid: Mandarin

Connection Point #1: Existing 12 inch force main along Race Track Rd

Connection Point #2:

Sewer Special Conditions: Connection to the JEA-owned sewer system for your project will require the design and construction of an onsite, JEA owned and maintained pump station, and a JEA dedicated force main (min. 4" dia.). Request a force main connection pressure letter through Step 2 of the SagesGov portal.

Reclaimed Water

Connection

Reclaim Grid: South Grid

Connection Point #1: Existing 20 inch reclaimed water main along Race Track Rd

Connection Point #2:

Reclaim Special Conditions: Reclaim for irrigation purposes only.

Electric Availability:

Electric Special Conditions: The subject property lies within the geographic area legally served by JEA. JEA will provide electric service as per JEA's most current Rules and Regulations.

Point of connection location(s) to be field verified by developer during project design. If needed, General Conditions: a development meeting may be scheduled prior to submitting a plan set through the SagesGov portal. Copies of reference drawings may also be requested using the SagesGov portal.

ATTACHMENT 5
SCHOOL DISTRICT CORRESPONDENCE



Tim Forson
Superintendent of Schools

40 Orange Street
St. Augustine, Florida 32084
(904) 547-7500
www.stjohns.k12.fl.us

March 16, 2021

SCHOOL BOARD

Beverly Slough
District 1

Anthony E. Coleman Sr.
District 2

Bill Mignon
District 3

Kelly Barrera
District 4

Patrick Canan
District 5

Mr. Joseph Cearley
St. Johns County Growth Management Services
4040 Lewis Speedway
St. Augustine, FL 32084

RE: COMPAMD 2020-08 Stonecrest– Impact Review

Dear Mr. Cearley:

Per the County's request, the School District has reviewed the application for **COMPAMD 2020-08 Stonecrest** to determine its potential impact. As a starting point for this project-specific analysis, the District offers the following information regarding the current capital building program. The School District revises its Five-Year District Facilities Work Plan annually. The basis of this plan is required to be the Florida Department of Education's (DOE) student projections. These projections range from 2.48% to 3.79 % for the five-year period. However, since the District has experienced growth rates averaging 5% for the last five years, we believe the student projections, and thus the work plan, to be too conservative. The current work plan includes the construction of six schools and one school expansion. The plan will be revised and updated next fall. Even with this magnitude of new student stations, the District will not be able to satisfy the backlog of students resulting from existing approved un-built dwellings and students already being educated in relocatable classrooms.

The need for additional student stations is one of the reasons the School District appealed to taxpayers for the Half-Cent Sales Surtax. This surtax will greatly assist in the construction of additional student stations over a ten-year period with the construction of four schools and two school expansions. Three new schools and an expansion are complete. These projects are geared to address existing approved development and overcrowding.

The School District is in no way implying the existing backlog should be solved by the applicant. Nonetheless, we felt it necessary to explain the current circumstances.

The application included a proposal for a total of 147 single family units at 6164 Racetrack Road. This application is located within the Nease Concurrency Service Area (CSA). Based on the CSA's current student generation rate of 0.62 students per single family household, the development is projected to generate **91.1 students**. Of those students, we estimate that 41 will be at the elementary school level, 21.9 at the middle school level and 28.2 at the high school level.

Based on the School District's informal review of existing available capacity and the adopted Level of Service (LOS) standards, we have determined that if an application for a SCD were currently submitted, there would be adequate capacity at all levels either in the Nease CSA or an adjacent one.

*The St. Johns County School District will inspire good character and a passion for lifelong learning
in all students, creating educated and caring contributors to the world.*



Tim Forson
Superintendent of Schools

40 Orange Street
St. Augustine, Florida 32084
(904) 547-7500
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SCHOOL BOARD

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District 5

Again, please note that this is an informal review and contains no guarantees for future capacity availability, especially with the fast pace of development. Should this amendment be approved and deemed effective, the applicant would be required to submit an application for a SCD. If the available capacity is no longer available to mitigate the project's full student generation, the developer would be expected to mitigate for the full-cost of the deficient student stations in order to mitigate the impact of the proposed development. The SCD should not be considered to be a Final Certificate of Concurrence (FCOC). Any appropriate FCOC will be issued by the local government.

Sincerely,

Nicole L. Cubbedge

Nicole Cubbedge, AICP
Executive Director for Planning & Government Relations

cc: Tim Forson Michael Degutis School Board Members
 Sid Ansbacher Dr. William McCormick Doug Burnett
 Teresa Bishop

THE ST. AUGUSTINE RECORD
Affidavit of Publication

ST. JOHNS LAW GROUP
104 SEA GROVE MAIN ST

SAINT AUGUSTINE, FL 32080

ACCT: 15621
AD# 0003341832-01
PO#

PUBLISHED EVERY MORNING SUNDAY THROUGH SATURDAY
ST. AUGUSTINE AND ST. JOHNS COUNTY, FLORIDA

STATE OF FLORIDA
COUNTY OF ST. JOHNS

Before the undersigned authority personally appeared MELISSA RHINEHART who on oath says he/she is an Employee of the St. Augustine Record, a daily newspaper published at St. Augustine in St. Johns County, Florida; that the attached copy of advertisement being a **SA Legal Classified** in the matter of **COMPAMD-2020-08, Stonecrest** was published in said newspaper on **03/05/2021**.

Affiant further says that the St. Augustine Record is a newspaper published at St. Augustine, in St. Johns County, Florida, and that the said newspaper heretofore has been continuously published in said St. Johns County, Florida each day and has been entered as second class mail matter at the post office in the City of St. Augustine, in said St. Johns County, Florida for a period of one year preceding the first publication of the attached copy of advertisement; and affiant further says the he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission, or refund for the purpose of securing this advertisement for publication in said newspaper.

Sworn to (or affirmed) and subscribed before me by means of

physical presence or
 online notarization

this ___ day of MAR 05 2021

by Melissa Rhinehart who is personally known to
me or who has produced as identification

Kimberly M Reese
(Signature of Notary Public)



NOTICE OF PUBLIC HEARING TO CONSIDER TRANSMITTAL OF A PROPOSED COMPREHENSIVE PLAN AMENDMENT TO THE FUTURE LAND USE MAP OF THE ST. JOHNS COUNTY 2025 COMPREHENSIVE PLAN

NOTICE IS HEREBY GIVEN that the Planning and Zoning Agency on **Thursday, 4/1/2021 at 1:30 p.m.** and the St. Johns County Board of County Commissioners on **Tuesday, 5/4/2021 at 9:00 a.m.**, will each hold public hearings, as follows: The Planning and Zoning Agency to consider and issue a recommendation on the transmittal of a proposed comprehensive plan amendment to the St. Johns County Future Land Use Map of the 2025 Comprehensive Plan and the Board of County Commissioners will consider whether or not to transmit the same proposed comprehensive plan amendment to the St. Johns County Future Land Use Map of the 2025 Comprehensive Plan, with the following styled ordinance:

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, AMENDING THE 2025 COMPREHENSIVE PLAN, ORDINANCE NO. 2010-38, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP DESIGNATION FROM RURAL/ SILVICULTURE (R/S) TO RESIDENTIAL-C (RES-C) FOR APPROXIMATELY 46.53 ACRES OF LAND LOCATED OFF RACE TRACK ROAD; PROVIDING FOR FINDINGS OF FACT; FINDINGS OF CONSISTENCY; SEVERABILITY; AND AN EFFECTIVE DATE.

Said hearings will be held in the County Auditorium, County Administration Building, 500 San Sebastian View, St. Augustine, Florida. All interested parties may appear at the public hearings to be heard regarding any or all of the proposed amendment. Board of County Commissioner items not heard by 6 pm shall automatically be continued until 9 am the following day, unless otherwise directed by the Board.

The subject property includes 46.53 acres and is located on 6164 Race Track Road, within St. Johns County, Florida. See attached map generally depicting the location (Exhibit A). A complete description is available in the St. Johns County Planning and Zoning Office.

The proposed change is known as File Number COMPAMD-202000008, and is available for review in the Planning and Zoning Division of the Growth Management Department, at the Permit Center, 4040 Lewis Speedway, St. Augustine, Florida and may be examined by interested parties prior to said public hearings.

Interested parties may appear at the public hearings to be heard regarding the proposed amendment.

In accordance with St. Johns County Emergency Order No. 2020-10, this meeting may be conducted remotely and may provide remote public participation under communication media technology (CMT). CMT means the electronic transmission of printed matter, audio, full motion video, free-frame video, compressed video, and digital video by any method available. CMT being used to conduct the meeting includes Government TV (GTV), phone, and wireless microphone. Should a person wish to submit printed material, it must be submitted a minimum of 5 days in advance of this meeting. Such printed documentation will be presented at the meeting.

A person may attend this CMT meeting by calling the following telephone number. Meetings for Board of County Commissioners, Planning and Zoning Agency and Ponte Vedra Zoning Adjustment Board held at the St. Johns County Auditorium located at 500 San Sebastian View, St. Augustine, Florida, call at 904.209.1265 and viewing the meeting on (GTV or <http://www.sjcl.us/GTV/watchgtv.aspx>). For all other meetings please call 904.209.0730. Written or physical documentation may be submitted to the St. Johns County Growth Management Department at 4040 Lewis Speedway, St. Augustine, FL 32084, or e-mail address: plandept@sjcl.us.

Additional information may be obtained at:
Mailing address: 4040 Lewis Speedway, St. Augustine, FL 32084.
Email address: plandept@sjcl.us
Phone number: 904.209.0675

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. Any evidence, testimony, and argument which is offered utilizing CMT shall be afforded equal consideration as if were offered in person and shall be subject to the same objections.

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 County Administration Building, 500 Sebastian View, St. Augustine, Florida, 32084. 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
GREG MATOVINA, CHAIR

BOARD OF COUNTY COMMISSIONERS
ST. JOHNS COUNTY, FLORIDA
JEREMIAH R. BLOCKER, CHAIR

File Number: COMPAMD-2020-08, Stonecrest

