5	**AGENDA ITEM** **Planning & Zoning**
	Meeting

3/7/2024

MEETING DATE

TO: **Planning and Zoning Board Members** **DATE:** **February 22, 2024**

FROM: **Saleena Randolph, Senior Planner** **PHONE:** **904 209-0688**

SUBJECT OR TITLE: **PUD 2023-21 Bella Terra**

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

PRESENTER: **Doug Burnett of St. Johns Law Group**

BACKGROUND INFORMATION:

A request to rezone approximately 37.73 acres of land from Open Rural (OR), Commercial General (CG) and Commercial Intensive (CI) with conditions to Planned Unit Development (PUD) to allow for a maximum of 155 single family dwelling units; specifically located at 150 Bella Terra Drive, 4855 Winton Circle, 4565 US Hwy 1 South, and two unaddressed parcels on US Hwy 1 South.

SUGGESTED MOTION/RECOMMENDATION/ACTION:

APPROVE: Motion to recommend approval of PUD 2023-21 Bella Terra based upon nine (9) findings of fact as provided in the Staff Report.

DENY: Motion to recommend denial of PUD 2023-21 Bella Terra based upon ten (10) findings of fact as provided in the Staff Report.

Growth Management Department
Planning Division Report
Application for Planned Unit Development (PUD) Rezoning
PUD 2023-21 Bella Terra

To:	Planning and Zoning Agency
From:	Saleena Randolph, Senior Planner
Date:	February 22, 2024
Subject:	**PUD 2023-21 Bella Terra,** a request to rezone approximately 37.73 acres of land from Open Rural (OR), Commercial General (CG) and Commercial Intensive (CI) with conditions to Planned Unit Development (PUD) to allow for a maximum of 155 single family dwelling units; specifically located at 150 Bella Terra Drive, 4855 Winton Circle, 4565 US Hwy 1 South, and two unaddressed parcels on US Hwy 1 South.
Applicants:	KB Home Jacksonville, LLC and Doug Burnett, St. Johns Law Group
Owners:	Jopake LLC, Randolph Heath, Wayne Fralix, Carmen Fralix, and Ruggeri Living Trust
Hearing Dates:	Planning and Zoning Agency – March 7, 2024 Board of County Commissioners – April 2, 2024
Commissioner District:	District 3

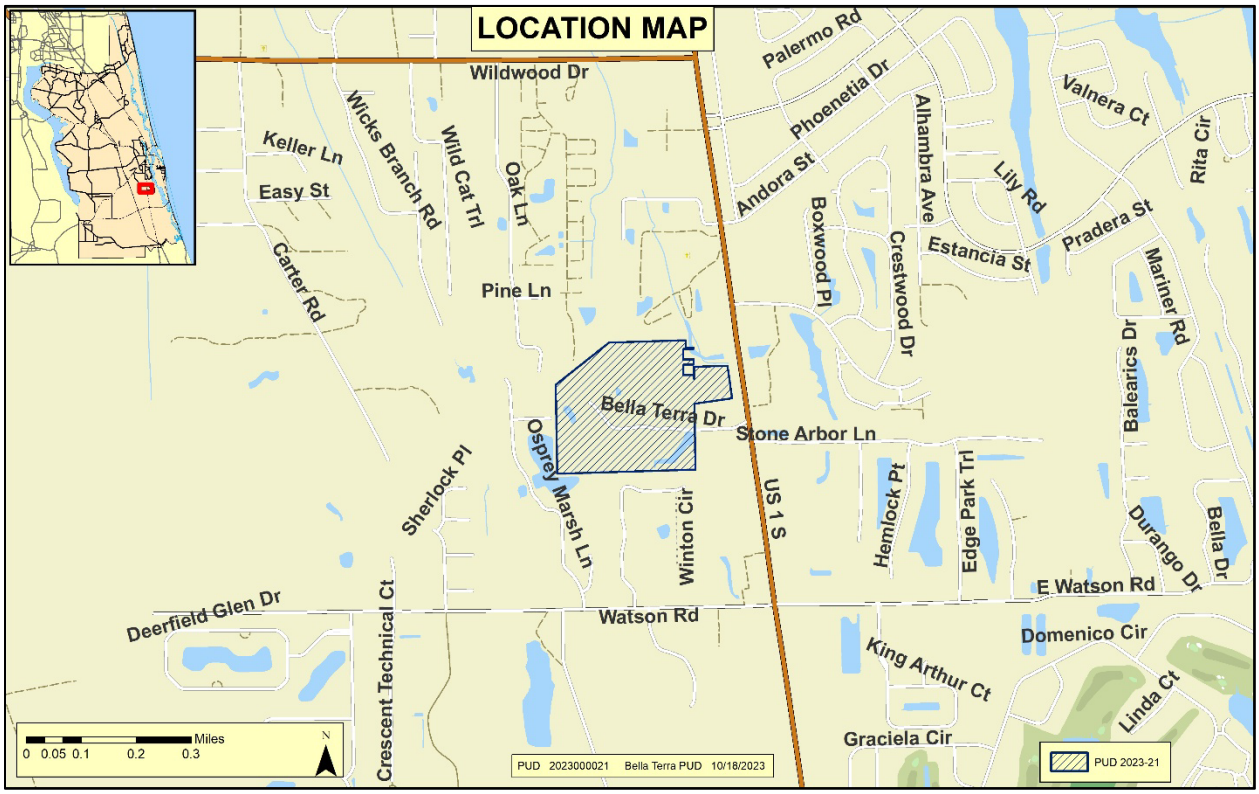
SUGGESTED MOTION/ACTION

APPROVE: Motion to recommend approval of **PUD 2023-21 Bella Terra** based upon nine (9) findings of fact as provided in the Staff Report.

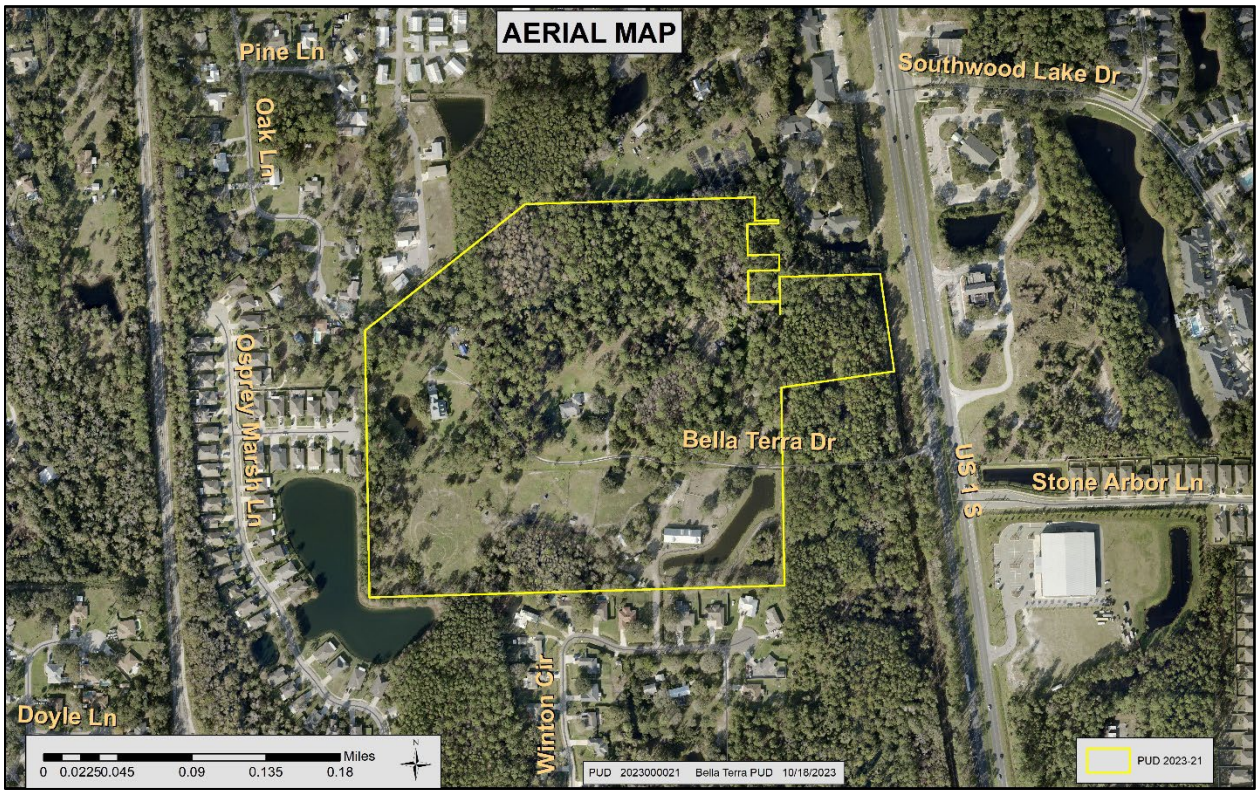
DENY: Motion to recommend denial of **PUD 2023-21 Bella Terra** based upon ten (10) findings of fact as provided in the Staff Report.

MAP SERIES

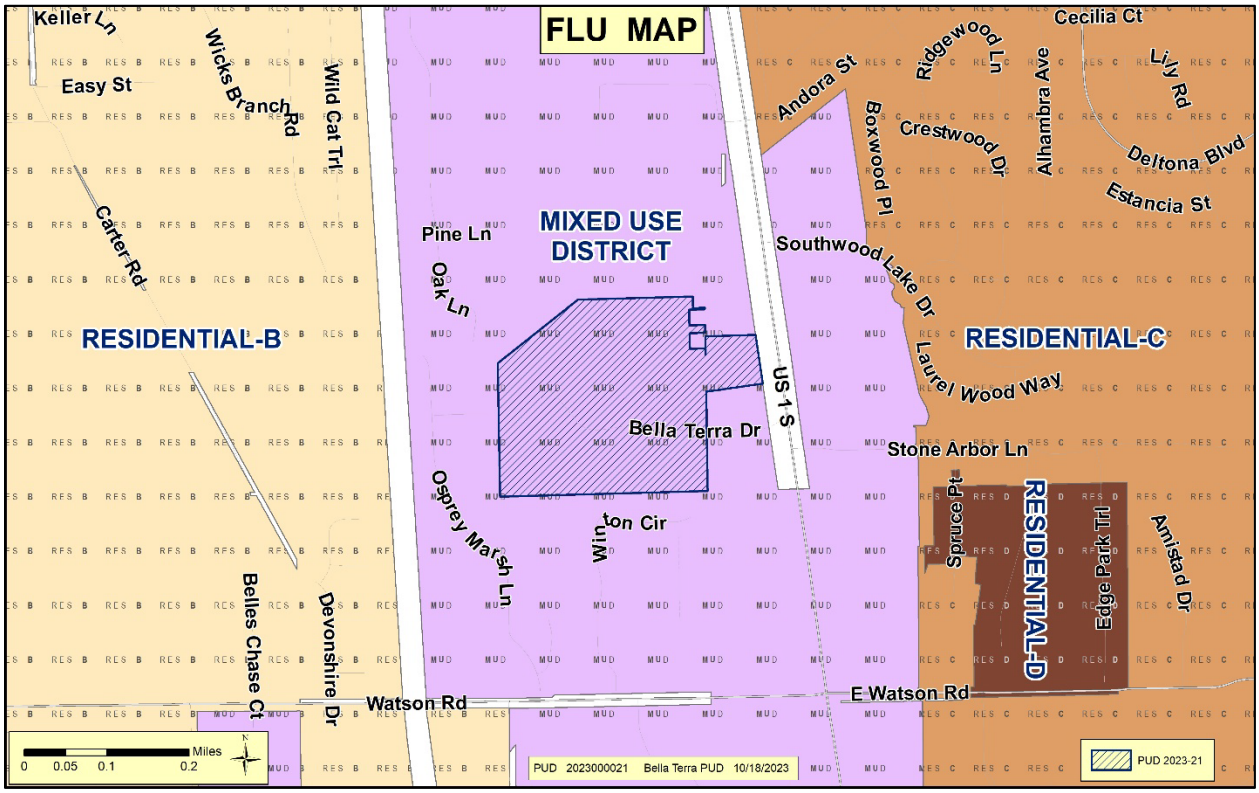
Location: The subject property is located on the west side of US Highway 1 South, just north of Watson Road and south of Wildwood Drive.



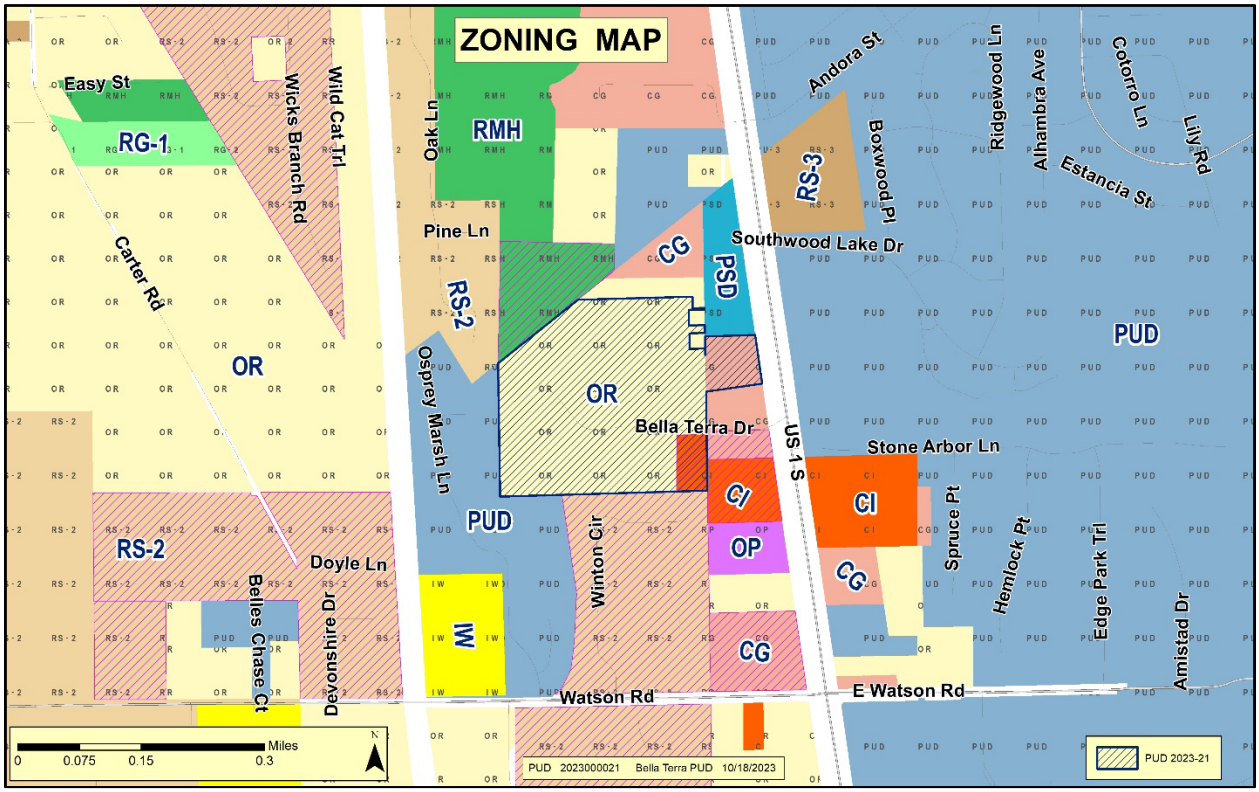
Aerial Imagery: The subject property is approximately 37.73 acres in size and currently contains three (3) single family residential units, residential accessory uses, undeveloped residential land and undeveloped commercial land.



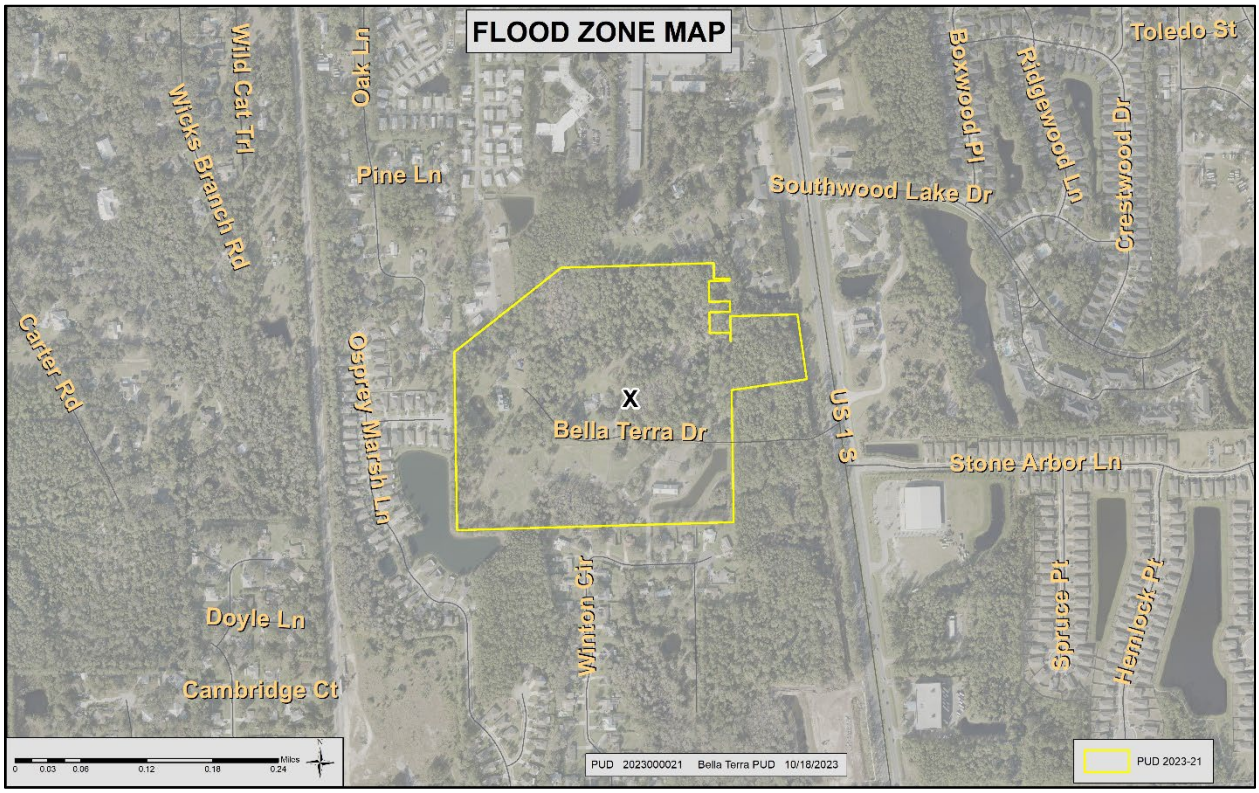
Future Land Use: The subject property and adjacent properties are designated Mixed Use District on the Future Land Use Map.



Zoning District: The subject property contains three (3) different zonings to include Open Rural (OR), Commercial General (CG) and Commercial Intensive (CI) with conditions. Surrounding properties are zoned OR, CG, CG with conditions, CI with conditions, Planned Special Development (PSD), Residential Single Family (RS-2), Planned Unit Development (PUD), and Residential Manufactured/Mobile Home (RMH).

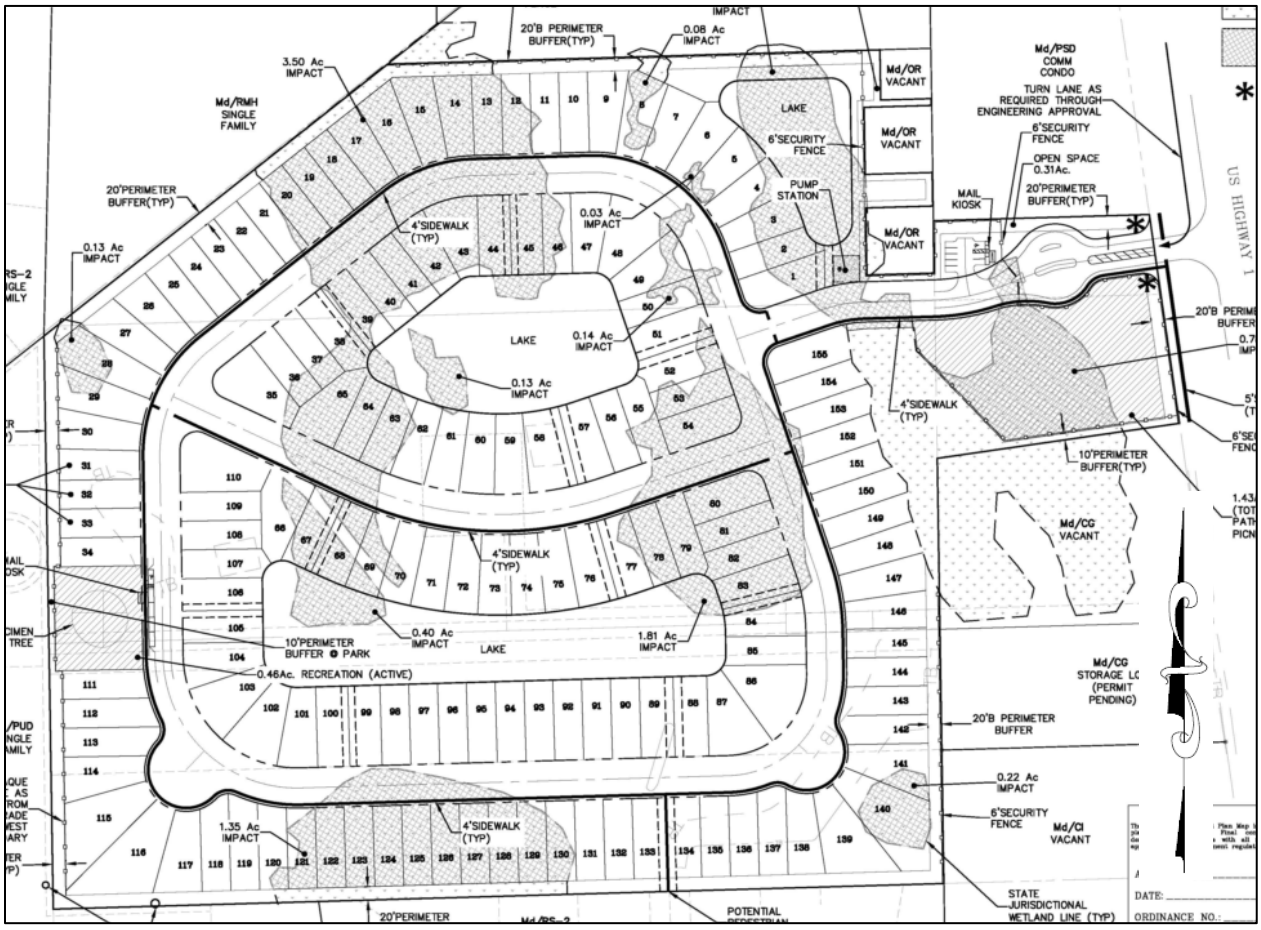


Flood Zone Map: The subject property is within Flood Zone X. See review comments from the SJC Technical Division under the Departmental Review section.



MASTER DEVELOPMENT PLAN (MDP) MAP (PROVIDED IN PART):

The MDP Map depicts the general layout of the proposed development. The site consists of approximately 37.73 acres. The map includes the layout of the proposed single-family residential lots, proposed roadway, buffers, ponds, park areas, wetland areas, and open space. The full MDP Map is included within **Attachment 1 - Recorded Documents.**



APPLICATION SUMMARY

The Applicant is seeking to rezone approximately 37.73 acres of land from Open Rural (OR), Commercial General (CG) and Commercial Intensive (CI) with conditions to a Planned Unit Development (PUD) zoning to allow for a maximum of 155 single family residential units. The applicant asserts that the development will fill demand for housing in this portion of the County where urban infrastructure is already in place and where existing and approved residential development is largely sold out. As provided within the MDP Text, the applicant states that the proposed PUD rezoning will allow the developer and County greater control over development within this project. The applicant points out that the developer has a present need and demand for residential units.

Figure 1 provides the development standards proposed within the MDP Text and MDP Map which are both included in **Attachment 1 - Recorded Documents**.

Figure 1: Proposed Development Standards	
Development Type	**Single Family Residential**
Maximum Units	155 Units
Total Land Area	37.73 acres
Wetlands	Total: 11.12 acres Preserved: 1.29 acres Impacted: 9.83 acres
Total Development Area (with Wetland Impacts)	36.44 acres
Minimum Lot Width	43 feet
Minimum Lot Depth	120 feet
Minimum Lot Area	5,160 sqft
Maximum Lot Coverage by All Buildings	25% per entire PUD 65% per lot
Maximum Impervious Surface Ratio (ISR)	75% per lot
Building Setbacks	Front Home: 15 feet Front Garage: 20 feet Second Front: 15 feet Side: 5 feet Rear: 10 feet
Maximum Height of Structures	35 ft; Lots 31-33 limited to one-story
Proposed Open Space	9.67 acres (26%)
Buffers/Screening	10' Perimeter Buffer 20' Perimeter Buffer (northwest, west, and south) 20/B Compatibility Buffer (north and east)
Recreation Space	1.89 acres
Phasing	Developed in a 10-year phase; Commencement within 10 years; Completion within 5 years of Commencement

WAIVERS

The applicant has requested the following waivers to the Land Development Code (LDC) and has provided their justification.

1. Request waiver from LDC Section 6.01.03.E.3 Front Yards on Corner Lots and LDC Section 6.01.03.E.4 Front Yards on Corner Through Lots. The LDC states Corner Lots have two Front Yards and allows the Second Front Yard to be reduced by up to 20%. This waiver requests to allow corner lots a Front Yard setback of 20' for one and 15' for the other.

   Provided Justification: The applicant states the requested setback reduction will allow the lots to be treated like the other lots, thus allowing for houses of similar widths since without the waiver the houses would have to be narrower in width. Within section G.2.e of the Text, the applicant states the reduction of the second front yard to 15 feet shall only be allowed provided site distance and visibility is not impacted.

2. Request waiver from LDC Section 6.01.03.H.2 Permitted Projections into Required Yards. The LDC states that mechanical equipment (such as a/c units, pumps, and similar equipment) and screening for such equipment is allowed a 5-foot Side and Rear Yard setback. The waiver requests to allow Mechanical Equipment and any screening for the equipment to be allowed at a 3-foot Side Yard setback.

Provided Justification: The applicant points out that the main use dwelling is requested at a 5-foot Side Yard setback and without the waiver the mechanical equipment could not be located to the side of the home. The applicant states that by forcing the mechanical equipment to the rear of the home, it could cause a loss of use and enjoyment of the rear yard.

DEPARTMENTAL REVIEW

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

Office of the County Attorney Review:

This application is subject to the general standards outlined in Board of County Commissioners of Brevard County v. Snyder, 627. So. 2d 468 (Fla. 1993). Planned Unit Developments are considered rezonings, and therefore the Applicant bears the initial burden for approval of demonstrating that the proposed rezoning is a) consistent with the Goals, Objectives, and Policies of the Comprehensive Plan and b) complies with the procedural requirements of the Land Development Code. The Agency/Board may approve or deny the proposed request to rezone if there is evidence that maintaining the existing zoning serves a legitimate public purpose. A legitimate public purpose for keeping the existing zoning may include that the rezoning: produces an urban sprawl pattern of development; is spot zoning; produces an incompatibility or deviation from an established or developing logical and orderly development; produces significant adverse impact upon property values of the adjacent or nearby properties; or detracts from the character and quality of life in the neighborhood by creating excessive noise, lights, vibration, fumes, odors, dust, physical activities, and other detrimental effects or nuisance, and impact on environmentally sensitive features.

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

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

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.

While the subject lands are designated as Flood Zone X by FEMA, these lands do contain a number of flow paths and nodes showing pockets of stormwater inundation during design storm events; per the St. Johns County Regional Stormwater Model. Please be aware that off-site contributing areas of stormwater will need to be taken into account and mitigated for during forthcoming subdivision engineering.

Fire Services:

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

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

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

Based on this project submitted, parcel 181830-0010, as well as the current primary fire station location at 3370 US 1 South and creditable water supply, ISO would assign a rating of Class 3.

Concurrency/Transportation Planning Review:

Site Access – US 1: The proposed project has one access to US 1 that will be limited to right-in/right-out. Northbound exiting traffic can potentially use the existing left turn lane located directly at the project entrance to make U-turns at the existing directional median opening to the south; or travel south and make a U-turn at the signalized US 1/Watson Rd intersection. Northbound entering traffic can make U-turns at the US 1/Southwood Lake Dr. median opening. The project will be required to address left-turn lane capacity at U-turn locations on US 1 in conjunction with permitting through FDOT.

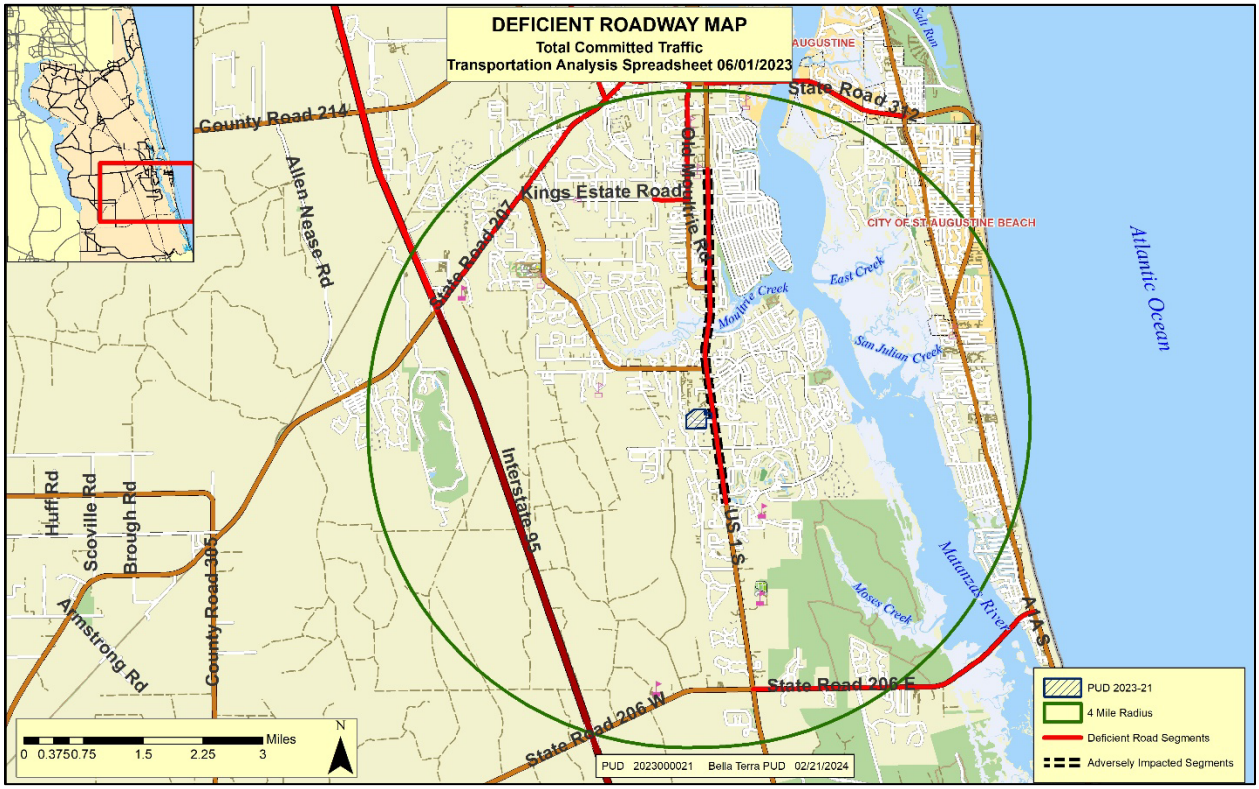
Traffic Impact Analysis: The following assessment is a non-binding traffic impact analysis for the proposed Bella Terra PUD (PUD 2023-21) to assess for potential impact based solely upon the applicant's intent to develop within this rezoning application from OR and CG to PUD for the development of 155 single-family dwelling units. The proposed residential development (155 single-family dwelling units) is estimated to generate 1510 daily trips and 150 P.M. peak hour trips. The directly accessed roadway segment is Link 117.2 (US 1 from Shores Blvd(S) to Wildwood Dr), which is currently operating at 98.8% of capacity based on existing 2023 traffic; and is currently classified as "DEFICIENT" for concurrency review purposes at 103.2% of capacity based on total committed traffic.

An Application for Concurrency Determination has not been submitted at this time. The actual proposal for development is subject to concurrency review and compliance with Article XI of the Land Development Code, including school concurrency. At that time, a formal concurrency application is required with the determination of concurrency based upon the current availability of public infrastructure, as applicable, and will be reviewed in the order received.

PRELIMINARY Transportation Proportionate Fair Share Analysis: A preliminary proportionate fair share analysis is provided for the proposed residential development consisting of 155 single family units. Based on the current roadway status within the 4-mile radius study area (Transportation Analysis Spreadsheet dated 6/1/2023), including trips from pending concurrency applications, the following roadway segments are currently projected to be adversely impacted based on total committed traffic:

- Link 117.2 (US 1 from Shores Blvd (s) to Wildwood Dr)
- Link 118 (US 1 from Wildwood Dr. to CR 5A)
- Link 119 (US 1 from CR 5A to Lewis Point Rd)

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



The required proportionate fair share for impacts to the adversely impacted segments shown above is currently estimated to be $4,889,007.00 (preliminary estimate 2/20/2024), subject to final review in conjunction with a formal concurrency application required prior to construction plan approval. The current status of construction and/or proportionate share commitments for the adversely impacted segments is provided in the table below.

Link ID	Roadway	Improvement Needed	Estimated Improvement Costs (2023)	Current Commitments	Current Status	Bella Terra PUD PFS ESTIMATE
117.2	US 1 (Shores Blvd S to Wildwood Dr)	Widen 4 to 6-Lanes (Urban)	$27,447,951	No Commitments for 6-laning	Unfunded	$2,500,508
118	US 1 (Wildwood Dr to CR 5A)	Widen 4 to 6 Lanes (Urban)	$17,169,571	No Commitments for 6-laning	Unfunded	$1,097,136
119	US 1 (CR 5A to Lewis Point Rd)	Widen 4 to 6 Lanes (Urban)	$24,273,745	No Commitments for 6-laning	Unfunded	$1,291,363
	TOTALS		**$68,891,267**			**$4,889,007**

Planning and Zoning Division Review:

The property currently has three (3) zoning designations: Open Rural (OR), Commercial General (CG), and Commercial Intensive (CI) with conditions. The site's Future Land Use classification is Mixed-Use District (MD). Properties in the immediate area are both residential and commercial. Access to the property is directly off of US Hwy 1 South.

Based on Staff research, a portion of the site currently contains 2 acres within parcel 181830-0010 which is zoned CI with conditions, enacted through Ordinance 84-13. The condition of the Ordinance requires that the site be developed as an auto body repair shop or that it will revert to Open Rural zoning. As of today, the site does not contain an auto body shop and the property is not currently Open Rural. Rezoning of the site to PUD will release this site from the conditions set forth in Ordinance 84-13.

Figures 2 and 3 provide a compatibility analysis and map of adjacent lands. The subject property is surrounded by existing single-family sites, a mobile home park, commercial offices, and undeveloped commercial sites.

Figure 2: Compatibility Analysis

Criteria	Subject Property	North	East	Further East across US Hwy 1 S	South	West
Current / Proposed Zoning	Proposed Bella Terra PUD	RMH and CG	Plaza South Professional Offices PSD (Ord 1995-19), CG, and CI with conditions	Southwood PUD (Ord 2004-58) and Arbors at Valencia PUD (Ord 2017-28)	RS-2 with conditions	Cassala Estates aka Osprey Landing PUD (Ord 2005-121) and RS-2
FLUM	Mixed Use District (MD)	MD	MD	MD, RES-C, and RES-D with a text amendment	MD	MD
Current / Proposed Use	Proposed Single Family Subdivision	Moultrie Oaks Mobile Home Park and Lambert's Plant Nursery	Professional Offices and Undeveloped Commercial	Southwood / Belle Haven Single Family and Multi-Family Subdivision; Arbors at Valencia Single Family Subdivision	Woodridge Subdivision on Winton Circle Single Family Subdivision	Osprey Landing Single Family Subdivision and Wildwood Estates Single Family Subdivision
Density	Proposed: 4.25 du per acre	Mobile Home Park: 5.58 du per acre	N/A	Southwood: 3.67 du per acre; Arbors: approx. 3.38 du per acre	2.04 du per acre	Osprey Landing: 2.23 du per acre; Wildwood: 1.5 du per acre

Figure 3: Compatibility Map

To help mitigate any compatibility concerns, per the MDP Text and Map, the project provides a 20-foot buffer along the majority of the site perimeter. On the western property line adjacent to the Osprey Landing neighborhood, the applicant is proposing a 20-foot buffer with an 8-foot-tall opaque fence. Along the eastern property line, the applicant will provide a 6-foot security fence along with areas of a 20-foot buffer. The applicant is providing a 20/B buffer along sections of the north and east property lines adjacent to the commercially zoned properties and that portion of property fronting US Hwy 1. A 20/B buffer includes a 20-foot wide buffer the length of the property line with a screening standard "B." The screening standard "B" has options of providing the following: 6' evergreen plants with 75% opacity; or a 6' masonry wall; or a 6' wooden fence; or 6' berm with 75% opacity; and ground cover plants; and evergreen Canopy Trees not less than 10 feet high with a minimum of 2 inch caliper, and are spaced not more than 20 feet apart within 10 feet of the property line. For more information, see the applicant's provided MDP Text and Map included within **Attachment 1 - Recorded Documents**

Properties in the immediate area are developed with single family, mobile homes, commercial, and undeveloped commercial. Access to the property is directly from US Highway 1 South. There are two pending residential projects in the general area that have not had final approval nor been built out:

- West of the proposed Bella Terra PUD there is a pending Subdivision Plan for 99 single family lots. The project name is Secession Subdivision and pending projects are for Subdivision Construction Plans (project SUBCON 2024-01) and an associated Plat (project PLAT 2024-06). This project appears to access Watson Road. This site is zoned RS-2 with a FLUM of RES-B, and it appears the plans are

to develop the site to the existing Code requirements without a request for a Zoning or FLUM change. The RES-B FLUM would allow 2 dwelling units per net acre. These two projects are still under staff review and may change based on staff comments.

- Southwest of the proposed Bella Terra PUD is a pending Subdivision Plan for 26 single family residential lots. The project name is Deerfield Estates and the pending project is for Subdivision Construction Plans (project SUBCON 2023-10). This project appears to access Deerfield Meadows which also accesses Watson Road. This site is zoned OR with a FLUM of RES-B, and it appears the plans are to develop to the existing Code requirements without a request for a Zoning or FLUM change. The OR zoning would allow 1 dwelling unit per acre.

Figure 4 depicts the two pending developments in the immediate area, as mentioned above. The Secession Subdivision and Deerfield Estates Subdivision combined will bring an additional 125 single family lots to the area. If the Bella Terra PUD rezoning project is approved, it will bring an extra 155 residential units to the area.

Figure 4: Development Activity

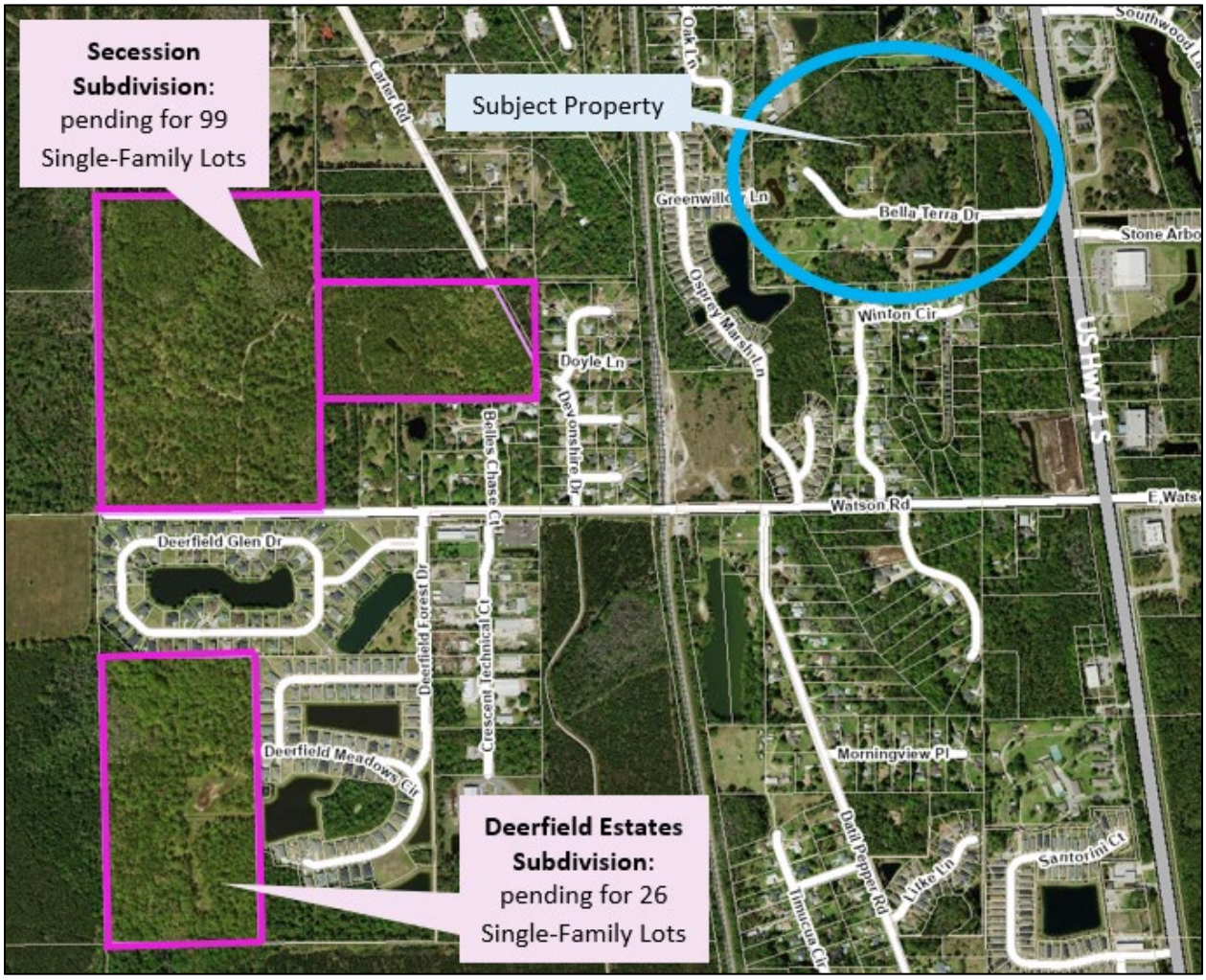


Figure 5 depicts the uses allowed within the current zoning classification of Open Rural (OR), Commercial General (CG), and Commercial Intensive (CI) with conditions in comparison to the proposed uses allowed in the rezoning classification of Planned Unit Development (PUD).

Figure 5: Zoning Designation Allowable Use Comparison

Permitted Use Categories	PUD (proposed)	OR	CG	CI with conditions
Residential	**X**	**X**	**X***	
Agricultural		**X**		
Cultural / Institutional		**X**	**X**	
Neighborhood Business			**X**	
General Business			**X**	
High Intensity Commercial				**X****
Mining & Extraction		**X**		
Office & Professional			**X**	
Outdoor / Passive		**X**		
Neighborhood Public Service		**X**	**X**	
Solid Waste & Correctional Facilities		**X**		
*residential as accessory use only per LDC 2.02.04 **limited to auto body repair shop				

Figure 6 depicts the development standards required within the current zoning classification of Open Rural (OR), Commercial General (CG), and Commercial Intensive (CI) with conditions in comparison to the proposed standards allowed in the rezoning classification of Planned Unit Development (PUD).

Figure 6: Zoning Designation Development Standards Comparison

Development Standard	PUD (Proposed)	OR	CG	CI with conditions
Minimum Lot Width:	43 feet	100 feet	N/A	N/A
Minimum Lot Area:	5,160 sqft	1 acre	N/A	N/A
Maximum Lot Coverage by All Buildings:	65% per lot	35%	N/A	N/A
Maximum Impervious Surface Ratio (ISR):	75% per lot	70%	70%	75%
Maximum Height of Structures:	35 feet	35 feet	40 feet ◆	40 feet ◆
Setbacks:	Front Home: 15 feet Front Garage: 20 feet Side: 5 feet Rear: 10 feet	Front: 25 feet Side: 10 feet Rear: 10 feet	Front: 15 feet Side: 5 feet Rear: 10 feet	Front: 15 feet Side: 5 feet Rear: 10 feet
◆ The structure may exceed the prescribed maximum height. Five (5) feet additional setback shall be required for each five (5) feet of structure height above the prescribed maximum height up to a maximum increase of twenty (20) feet.				

BACKGROUND

A portion of this site was previously heard by the Board of County Commissioners (project PUD 2021-19 Bella Terra) on March 7, 2023. The request at the time was to rezone approximately 26 acres of land from OR and CI with conditions to PUD to allow a maximum of 174 multi-family residential dwelling units. The Board of County Commissioners denied this request on 3/7/2023 with a vote of 5 to 0. Since this denial, the applicant has provided a revised plan to include more acres, single-family units instead of the multi-family units, a reduction in total units, and has revised the main access to the site.

On May 25, 2023, St. Johns Law Group requested a waiver to LDC Sec. 9.04.05.B in which limits another rezoning application for a period of one year from the effective date of action. Per LDC Sec. 9.04.05.C, a waiver can be granted with a majority BCC vote. On July 18, 2023, the BCC heard the request for the waiver in reference to PUD 2021-19 Bella Terra which was denied by BCC on March 7, 2023. St. Johns Law Group stated the project has changed in the following ways: increased acreage, decreased units, decreased density, revised access, and unit change from multi-family to single family. On July 18, 2023, the BCC voted to waive the 1-year time limit with a vote of 3 to 2; members in support (Alaimo, Arnold, and Dean) and members in opposition (Joseph and Whitehurst).

CORRESPONDENCE/PHONE CALLS

As of the writing of this staff report, Staff has received two emails of correspondence and one phone call from a neighbor requesting basic information. Copies of the emails are provided in **Attachment 3 – Correspondence.**

ACTION

Staff offers nine (9) findings of fact to support a motion to recommend approval or ten (10) findings of fact to recommend denial. These findings may be subject to other competent substantial evidence received at the quasi-judicial public hearing.

ATTACHMENTS

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

FINDINGS OF FACT

PUD 2023-21 Bella Terra

APPROVE	DENY
1. The request for Rezoning has been fully considered after public hearing with legal notice duly published as required by law.	1. The request for Rezoning has been fully considered after public hearing with legal notice duly published as required by law.
2. The PUD is consistent with the goals, policies and objectives of the 2025 St. Johns County Comprehensive Plan, specifically Goal A.1 of the Land Use Element related to effectively managed growth, the provision of diverse living opportunities and the creation of a sound economic base.	2. The PUD is not consistent with the goals, policies and objectives of the 2025 St. Johns County Comprehensive Plan, specifically Goal A.1 of the Land Use Element related to effectively managed growth, the provision of diverse living opportunities and the creation of a sound economic base.
3. The PUD is consistent with the Future Land Use Designation of Mixed Use District.	3. The PUD is not consistent with the Future Land Use Designation of Mixed Use District.
4. The PUD is consistent with Part 5.03.00 of the St. Johns County Land Development Code, which provides standards for Planned Unit Developments.	4. The PUD is not consistent with Part 5.03.00 of the St. Johns County Land Development Code, including Sections 5.03.06.A through H which provides standards for review and approval of Planned Unit Developments.
5. The PUD is consistent with the St. Johns County Comprehensive Plan specifically Policy A.1.3.11 as it relates to compatibility of the project to the surrounding area.	5. The PUD is not consistent with the St. Johns County Comprehensive Plan specifically Policy A.1.3.11 as it relates to compatibility of the project to the surrounding area.
6. The PUD meets the standards and criteria of Part 5.03.02 of the Land Development Code with respect to (B) location, (C) minimum size, (D) compatibility, and (E) adequacy of facilities.	6. The PUD does not meet the standards and criteria of Part 5.03.02 of the Land Development Code with respect to (B) location, (C) minimum size, (D) compatibility, and (E) adequacy of facilities, including, but not limited to inadequate drainage systems. Requested waivers are not approved.
7. The PUD meets all requirements of applicable general zoning, subdivision and other regulations except as may be approved pursuant to Sections 5.03.02.G.1, 5.03.02.G.2, and 5.03.02.F of the Land Development Code.	7. The PUD does not meet all requirements of applicable general zoning, subdivision and other regulations except as may be approved pursuant to Sections 5.03.02.G.1, 5.03.02.G.2, and 5.03.02.F of the Land Development Code. Requested waivers are not approved.
8. The PUD would not adversely affect the orderly development of St. Johns County.	8. The PUD would adversely affect the orderly development of St. Johns County.

9. The PUD as proposed is consistent with Objective A.1.11 of the St. Johns County Comprehensive Plan as it relates to an efficient compact land use pattern.	9. The PUD as proposed is not consistent with Objective A.1.11 of the St. Johns County Comprehensive Plan as it relates to an efficient compact land use pattern.
	10. Consistent with *Board of County Com'rs of Brevard County v. Snyder, 627 So. 2d 469,* the Board finds a legitimate public purpose in keeping the existing zoning.

ATTACHMENT 1

RECORDED DOCUMENTS SECTION

BEGIN DOCUMENTS
TO BE RECORDED

ORDINANCE NUMBER: 2024 - _____

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

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

WHEREAS, the development of the lands within this rezoning shall proceed in accordance with the application, dated October 4, 2023, in addition to supporting documents and statements from the applicant, which are a part of **Zoning File PUD 2023-21 Bella Terra**, as approved by the Board of County Commissioners, and incorporated by reference into and made part hereof this Ordinance. In the case of conflict between the application, the supporting documents, and the below described special provisions of this Ordinance, the below described provisions shall prevail.

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

1. The request for Rezoning has been fully considered after public hearing with legal notice duly published as required by law.

2. The PUD is consistent with the goals, policies and objectives of the 2025 St. Johns County Comprehensive Plan, specifically Goal A.1 of the Land Use Element related to effectively managed growth, the provision of diverse living opportunities and the creation of a sound economic base.

3. The PUD is consistent with the Future Land Use Designation of Mixed-Use District.

4. The PUD is consistent with Part 5.03.00 of the St. Johns County Land Development Code, which provides standards for Planned Unit Developments.

5. The PUD is consistent with the St. Johns County Comprehensive Plan, specifically Policy A.1.3.11 as it relates to compatibility of the project to the surrounding area.

6. The PUD meets the standards and criteria of Part 5.03.02 of the Land Development Code with respect to (B) location, (C) minimum size, (D) compatibility, and (E) adequacy of facilities.

7. The PUD meets all requirements of applicable general zoning, subdivision and other regulations except as may be approved pursuant to Sections 5.03.02.G.1, 5.03.02.G.2, and 5.03.02.F of the Land Development Code.

8. The PUD would not adversely affect the orderly development of St. Johns County.

9. The PUD as proposed is consistent with Objective A.1.11 of the St. Johns County Comprehensive Plan as it relates to an efficient compact land use pattern.

SECTION 2. Pursuant to this application **File Number PUD 2023-21 Bella Terra** the zoning classification of the lands described within the attached legal description, **Exhibit "A",**

is hereby changed to Planned Unit Development (PUD)

SECTION 3. The development of lands within the PUD shall proceed in accordance with the Master Development Plan Text, **Exhibit "B"** and the Master Development Plan Map, **Exhibit "C"**.

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

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

SECTION 6. This Ordinance shall be recorded in a book kept and maintained by the Clerk of the Board of County Commissioners of St. Johns County, Florida, in accordance with Section 125.68, Florida Statutes.

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

BOARD OF COUNTY COMMISSIONERS
OF ST. JOHNS COUNTY, FLORIDA

BY: _____
Sarah Arnold, Chair

ATTEST: BRANDON J. PATTY, CLERK OF THE
CIRCUIT COURT AND COMPTROLLER

BY: _____
Deputy Clerk

EFFECTIVE DATE: _____

Exhibit "A"
The Property – Bella Terra

A PARCEL OF LAND IN GOVERNMENT LOT 9 AND GOVERNMENT LOT 10, SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, ST. JOHNS COUNTY, FLORIDA AND BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS: BEGIN AT THE SOUTHEAST CORNER OF SAID GOVERNMENT LOT 10; THENCE SOUTH 88°21'22 " WEST ALONG THE SOUTH LINE OF SAID GOVERNMENT LOT 10 A DISTANCE OF WEST ALONG THE SOUTH LINE OF SAID GOVERNMENT LOT 10 A DISTANCE OF 1329.92 FEET TO THE WEST LINE OF GOVERNMENT LOT 10; THENCE NORTH 00°55'56" WEST ALONG SAID WEST LINE OF GOVERNMENT LOT 10, A DISTANCE OF 854.61 FEET; WEST ALONG SAID WEST LINE OF GOVERNMENT LOT 10, A DISTANCE OF 854.61 FEET; THENCE DEPARTING SAID WEST LINE OF GOVERNMENT LOT 10 NORTH 51°41'28" EAST, ALONG THE NORTHERLY LINE OF SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, A EAST, ALONG THE NORTHERLY LINE OF SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, A DISTANCE OF 654.03 FEET TO THE SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; THENCE NORTH 88°20'11" EAST, ALONG SAID NORTHERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, A DISTANCE OF 734.94 EAST, ALONG SAID NORTHERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, A DISTANCE OF 734.94 FEET TO THE WEST LINE OF PARCEL 6 OF THOSE LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, OF SAID PUBLIC RECORDS; THENCE SOUTH 0°56'32" EAST, EAST, ALONG SAID WEST LINE OF PARCEL 6 OF THOSE LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, A DISTANCE OF 75.00 FEET TO THE SOUTHWEST CORNER OF SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517; THENCE NORTH 88°20'11" EAST, ALONG THE SOUTH LINE OF SAID LANDS AS RECORDED IN OFFICIAL EAST, ALONG THE SOUTH LINE OF SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, A DISTANCE OF 75.00 FEET TO THE SOUTHEAST CORNER SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 10.18 FEET TO THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, OF SAID PUBLIC RECORDS; EAST, A DISTANCE OF 10.18 FEET TO THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, OF SAID PUBLIC RECORDS; THENCE SOUTH 88°22'40" WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864; THENCE SOUTH 0°56'32" EAST, ALONG THOSE WEST LINE OF LANDS AS DESCRIBED IN EAST, ALONG THOSE WEST LINE OF LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864; THENCE NORTH 88°22'40" EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET; THENCE EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 50.00 FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, OF SAID PUBLIC EAST, A DISTANCE OF 50.00 FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, OF SAID PUBLIC RECORDS; THENCE SOUTH 88°22'40" WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE SOUTH 0°56'32" EAST, ALONG SAID WEST LINE OF SAID LANDS AS EAST, ALONG SAID WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE SOUTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE NORTH 88°22'40' EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE SOUTHEAST CORNER OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 41.17 FEET TO EAST, A DISTANCE OF 41.17

FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2365, PAGE 1994, OF SAID PUBLIC RECORDS; THENCE NORTH 88°21'22" EAST, ALONG SAID EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2365, PAGE 1994, A DISTANCE OF 0.72 FEET TO THE WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, OF SAID PUBLIC RECORDS; THENCE NORTH 0°53'40" WEST, ALONG SAID WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL WEST, ALONG SAID WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 119.22 FEET TO THE NORTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92; THENCE NORTH 88°21'48" EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 322.22 FEET TO THE WESTERLY RIGHT EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 322.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY); THENCE SOUTH 08°14'12" EAST ALONG SAID WESTERLY RIGHT OF WAY OF U.S. HIGHWAY NO. 1 (200.00' RIGHT EAST ALONG SAID WESTERLY RIGHT OF WAY OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY), A DISTANCE OF 314.44 FEET; THENCE DEPARTING SAID WESTERLY RIGHT OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY) SOUTH 81°46'38" WEST, A DISTANCE OF WEST, A DISTANCE OF 365.36 FEET; THENCE SOUTH 00°53'40" EAST ALONG THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, SAID LANDS AS DESCRIBED IN EAST ALONG THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 5111, PAGE 209, AND THE EXTENDED EAST LINE OF THE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3798 PAGE 482 ALL OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY , A DISTANCE OF 634.04 FEET TO THE POINT OF BEGINNING. SAID LANDS CONTAINING 1,643,555.13 SQUARE FEET OR 37.731 ACRES MORE OR LESS.

MASTER DEVELOPMENT PLAN TEXT

This Master Development Plan Text is part of an application for rezoning to Planned Unit Development ("PUD") as required by the St. Johns County Land Development Code ("LDC").

A. Project Description: The Bella Terra PUD proposed by this Development Plan is a residential development that is located on US Highway 1 South, south of Wildwood Drive and north of Watson Road near Bella Terra Drive. The project is surrounded by development with a mobile home park and professional office to the north, Osprey Landing single family residential subdivision to the west, and Winton Circle single family development to the south . This development will fill demand for housing in this portion of the County where the urban infrastructure is already in place and where existing and approved residential development is largely sold out.

Primary access to the property will be directly from US Highway 1. Because of its proximity to existing development, infrastructure, and its infill location, the project is not urban sprawl.

B. Development Size: There is a total of approximately 37.73 acres of property within the PUD that are located within the Mixed Use Comprehensive Plan Designation as depicted on the Master Development Plan ("MDP") Map.

C. Wetlands: There is a total of approximately 11.12 wetland acres within the PUD with 9.83 acres impacted and 1.29 acres preserved.

D. Development Area: There are approximately 36.44 developable acres (after 9.83 acres of filled wetlands) within the property. Approximately 1.29 acres of wetland will be preserved. The Project is solely residential and features up to 155 residential units as depicted and described on the MDP Map.

E. Dwelling Units and Density: Residential development shall be limited to 155 residential units as shown on the MDP Map. This unit number is consistent with the Comprehensive Plan based upon a maximum base density within the Mixed Use category of thirteen (13) units per acre on 36.44 acres of development area (13 x 36.44 = 473.72 units) not utilizing any wetland density bonus or optional density bonus. The density of the project is 4.25 units per acre based upon 155 residential units on a total of 36.44 developable acres. The projected population within the project is 378.2 persons based upon 2.44 persons per household, the St. Johns County concurrency standard. The estimated number of school age children within the project is 40.3 based upon the County standard of 0.26 school age children per household in the St. Augustine High School Concurrency Service Area. Any builder selling homes in the Project will provide disclosure documents announcing the potential for children to be rezoned to different schools within the sales literature.

It should be noted that this residential density is consistent with the density allowed under the Mixed Use designation indicated on the Future Land Use Map (FLUM) of the St. Johns County Comprehensive Plan.

F. Non-Residential Development: None.

G. Site Development Criteria:

1. Residential Development. The residential areas may be developed with detached single-family homes with fee-simple form of ownership. Lot development criteria shall feature a minimum lot width of 43 feet and lot depth of 120 feet (as calculated pursuant to Section 6.01.03A of the Land Development Code) with a minimum lot area of 5,160 square feet. Maximum Impervious Surface Ratio per lot shall not exceed 75%. Maximum lot coverage by buildings shall not exceed 65% on any individual lot.

   The maximum building height for all structures shall be 35 feet except as permitted by LDC Section 6.07.02. Additionally, Lots 31-33 shall be limited to one-story, as depicted on the MDP Map.

2. Setbacks. The following setback requirements shall apply to all residential structures. The setbacks shall be measured in accordance with the definition of "Yard" contained in Article XII of the Land Development Code and set forth below and in accordance with the following subsections of Section 6.01.03 of the Land Development Code as set forth in Section G.2.f below:

   a. *Setback from US Highway 1*. The minimum setback from US Highway 1 shall be 50 feet.

   b. *Side Yard.* The minimum side yard setback shall be 5 feet with no permitted projections, providing for a minimum clearance of 10 feet between any structures. Driveways must be setback a minimum of 5 feet from side property lines.

   c. *Front Yard.* The minimum front yard setback shall be 20 feet to the face of the garage and 15 feet to the face of the home. Driveways may be located within the front yard setbacks.

   d. *Rear Yard.* Minimum rear yard setbacks shall be 10 feet.

   e. *Corner Lot.* Corner Lots have 2 Front Yards. The setbacks for corner lots shall be a minimum of 20 feet for one Front Yard and a minimum of 15 feet for the other Front Yard. The reduction of the second front yard to 15 feet shall only be allowed provided site distance and visibility is not impacted. Further, front yard with 15 feet may not contain garage or driveway sides of the homes. See Section T, Waivers.

f. *Accessory Structures.* Accessory Structures shall be allowed as per Section 2.02.04 of the Land Development Code. Detached Accessory Structures (other than guest houses and pools) that are separated from the main Structure by not less than 10 feet may be located in a required Side or Rear Yard but not less than 3 feet from any Lot line. There shall be no eave, air conditioning equipment, electrical equipment, or masonry wall/fence located within the boundaries of any underground utility or drainage easement. Pools, covered patios and similar structures shall meet the setback requirements of the main use structure and not encroach into drainage and underground utility easements but shall only be required to maintain a five (5) foot rear yard setback. Street lighting shall be allowed and be constructed in accordance with the Land Development Code.

g. *Yard Measurements.*

Definition of Yard

A required open space other than a court unoccupied and unobstructed by a Structure or portion of a Structure from thirty (30) inches above the general ground level of the graded Lot upward; provided, however, that fences, walls, poles, posts, and other customary yard accessories, ornaments, and furniture may be permitted in any Yard subject to height limitations and requirements limiting obstruction of visibility.

Lot Width Area and Yard Requirements

A. Lots, Measurement of Width

The width of a Lot shall be measured at the most direct angle across the front of the required minimum Front Yard setback line. Provided, however, the width between the side Lots at their foremost points where they intersect with the Street Line shall not be less than eighty percent (80%) of the required lot width except when a Lot fronts on a cul-de-sac or curve, the Lot width shall be a minimum of twenty-five (25) feet.

B. Lot Frontage

1. On Interior Lots, the Front of a Lot shall be construed as the portion nearest the Street.

2. On Corner Lots, the frontage of a Lot shall be construed as the shortest boundary to a Street. If the Lot has equal frontage on two (2) or more Streets, frontage shall be determined by the County

Administrator in accordance with the prevailing Building pattern, or the prevailing lot pattern, if a Building pattern has not been established.

3. On Through Lots, all portions adjacent to Streets shall be considered as a Front Yard for regulatory purposes.

C. One Dwelling Unit Per Lot

Only one (1) Single Family Dwelling Unit shall be permitted per platted Lot.

D. Lot Yards; Methods of Measurement; Special Requirements

The following rules shall apply with regard to determinations of Yards on Lots:

1. Yards Adjacent to Streets

Required Yards adjacent to Streets shall be a minimum depth as prescribed in district regulations with the depth measured as perpendicular to the Street Line and the rear line of the required Yard parallel to the Street Lot line.

2. Front Yards on Interior Lots

Front Yards on Interior Lots shall be constructed as extending between side Lot lines across the frontage of the Lot.

3. Front Yards on Corner Lots

Front Yards on Corner Lots shall be construed as extending across the Lot from each interior side Lot line to the opposite Street Line. Corner Lots are considered to have two (2) Front Yards. The required Front Yard of the second frontage may be reduced to 15 ft. See waivers.

4. Front Yards on Corner Through Lots

Front Yards on Corner Through Lots shall be construed as extending across the Lot from the interior side Lot line to a point at which the Front Yards meet. Corner through Lots are considered to

have two (2) or more Front Yards, and one Side yard. At least one of the Front Yards must meet minimum setback requirements. The required Front Yard of one or more of the other of the frontages may be reduced to 15 ft. See waivers.

5. Interior Side Yards

Interior Side Yards shall be construed as running from the rear line of the required Front Yard to the front line of the Rear Yard, if required or, if no Rear Yard is required, to the opposite Lot line. The width of a required Side Yard shall be measured perpendicular to the side Lot line and the inner line of the required Yard shall be parallel to such outer line, at the minimum distance therefrom prescribed in district regulations.

6. Interior Side Yards on Through Lots With More Than One (1) Front Yard

Interior Side Yards on Through Lots With More Than One (1) Front Yard shall be construed as running to the rear lines of the Front Yards involved.

7. Side Yards Less Than Ten (10) Feet

LDC Section 6.03.01 has requirements when structures are closer than 10 feet as measured from furthest projection to furthest projection. Either all structures must be protected with a fire system designed and installed in accordance with NFPA 13 or the required fire hydrants shall be capable of providing an additional 1000 gpm for 2 hours. Such flow shall be in addition to the required fire flow.

8. Interior Side Yards on Corner Lots

On Corner Lots, the Side Yard is the Yard along any Interior Lot line which intersects with a Street Lot line. When a Corner Lot has four (4) sides, the two (2) sides not adjacent to the Streets are both Side Yards and the Lot has no Rear Yard. If the Corner Lot has more than four (4) sides, the Yards along Interior Lot lines which do not intersect with a Street Lot line shall be considered Rear Yards and must meet the district regulations for such Yards. In all cases the restrictions

on maximum Lot coverage and maximum impervious area must be met.

9. Rear Yards

Rear Yards shall be construed as extending across the full width of the Lot at its rear. Required depth of Rear Yards shall be determined in the same manner as required width of interior Side Yards.

10. No Rear Yard Required on Corner Lots or Lots Providing Two (2) Front Yards

On Through Lots Providing Two (2) Front Yards, and on Corner Lots, there will be no required Rear Yard, and Yards other than those adjacent to Streets shall be construed as Side Yards.

E. [INTENTIONALLY OMITTED]

F. Permitted Projections Into Required Yards

1. Mechanical equipment, such as air conditioning units, pumps, heating equipment, solar panels, and similar installations, and screening and housing for such equipment, may project into the required Side Yard(s) or Rear Yard(s) but shall be not located within three (3) feet of any lot line, and may not project into the required Front Yards. No permanent improvements including eaves, mechanical equipment, pools and fencing with a foundation are permitted to encroach into any drainage easements. See waivers.

3. Covered Patios and Covered Pools. For zoning districts requiring a Rear Yard setback twenty (20) feet or less, Covered Patios, Covered Pools, and similar Structures, as defined in the LDC, may intrude within five (5) feet of the rear property line (LDC Section 6.01.03.H.3) and shall not intrude into the required Side or Front Yards except as listed below. In no case shall the permitted intrusion of the Covered Patio, Pool Enclosures, or similar Structure reduce the Yard provided to less than five (5) feet, except where a drainage or underground utility easement exists. In such case, the reduction in setback shall not intrude

into the easement but can match the said easement's boundary.

4. For Through Lots, a Covered Patio may intrude ten (10) feet into the required Front Yard which functions as a Rear Yard and has no access to a Street. In no case shall the permitted intrusion of the Covered Patio reduce the Yard provided to less than ten (10) feet.

5. Any hard surfaces shall remain a minimum of 3' from any property line.

G. Minimum Lot Dimension

The minimum dimension of the buildable Lot (43' x 120') shall not be less than the required minimum Lot width at the Front Yard. In the case of Lots not meeting the minimum dimension at the minimum required Front Yard defined in Section G. of this PUD Text, the Front Yard shall be extended to the point at which the minimum dimension is met.

3. Parking. Parking for two vehicles shall be provided outside of the right-of-way within the parking area or a garage for each residential unit.

4. Fencing. Rear and side yards may be fenced with a maximum 6-foot high wood, vinyl, or similar type fence and front yards may be fenced with a maximum 4-foot high wood, vinyl, or similar type fence. No portion of any upland buffer, development edge or perimeter buffer as depicted on the MDP map shall be encroached upon by fencing. This restriction will not prohibit the Developer from installing perimeter fencing around the project's boundary up to a maximum of 8-feet in height. The Developer may also install fencing around the recreation and/or related facilities.

A minimum 8-foot high wood, vinyl, or similar type fence will be installed along the western boundary adjacent to the Osprey Landing subdivision so as to provided additional screening between the projects.

5. Signage and Lighting.

a. Project Identification Signage. Project identification signs will be located at or near the entrance to the PUD and shall be limited to a total of two (2) such signs. All permanent signs may be monument or ground signs and may be incorporated into a wall, fence, or other structure, and shall be no more than 15 feet in height with a maximum ADA of 32 square feet and shall not obstruct visibility for vehicular traffic in accordance with LDC Section 7.02.03. Two (2) additional project signs with a maximum ADA of 24 square feet may be installed within the project to identify/distinguish between Phases.

b. Project Signage Lighting. The project identification signage may be lighted or externally illuminated and shall be landscaped.

c. Internal Signage. Various locational, directional, model home, and traffic control signs shall be allowed in accordance with the requirements of the Land Development Code to direct traffic and for identification of a sales office, recreation areas, sales centers, etc. Such signs may be lighted or externally illuminated and incorporated into a wall, fence, or other structure. Temporary signage shall be allowed within the Project in accordance with the requirements of the LDC.

d. Signage - Miscellaneous. All signage ADA within the PUD shall not include the base structure or any decorative edging. Any of the signs within the PUD may be located either outside of the right-of-way on either side of the right-of-way or within median islands that are not a part of the right-of-way but no such signs shall be located within the public right-of-way of US Highway 1. All of the signs within the PUD shall comply with Article VII of the Land Development Code except as stated herein. All signs proposed within the County's right-of-way shall be subject to permit by the County in the County's sole discretion as part of a right-of-way permit.

e. Street Lighting: Street lighting shall comply with the minimum requirements of the St. Johns County Land Development Code.

6. Existing Wells and Septic. All existing wells and septic systems on the site will be properly abandoned consistent with the Florida Administrative Code and Environmental Health procedures prior to construction plan approval for any vertical construction. The only exception is for wells that may be used post-development if they are properly permitted. All wells and septic systems shall be located and abandoned prior to horizontal construction plan approval (clearing and grading).

H. **Infrastructure:**

1. Stormwater. Stormwater will be handled on site with a series of ponds or lakes throughout the site and conveyed via the roadways and/or piping within appropriate easements. The drainage structures and facilities will be designed and constructed in compliance with the Land Development Code and other requirements in effect at the time of permitting, subject to the permitting requirements of the St. Johns River Water Management District. The drainage easements for the stormwater lakes and ponds depicted on the MDP Map will be dedicated to an approved property owners association on future plats for maintenance, drainage and access purposes. The stormwater ponds and lakes may have fountains. Native vegetation, including grasses, trees, and understory plantings, will be installed on portions of the pond banks to promote natural features.

The project will be designed and constructed in such a manner as to maintain or eliminate the existing stormwater discharge to the Winton Circle subdivision. Also, there will be no increase in discharge of stormwater to the west, Osprey Landing subdivision.

2. Vehicular Access/Interconnectivity. All roads, streets, and parking areas shall conform to the design standards specified in the St. Johns County Land Development Code.

    a. *Internal Roads.* Access to the property will be by one (1) entrance which directly accesses US Highway 1, as determined by the County at construction plan approval, and any improvements warranted, including right turn lane, will be installed at developer's expense. All site access improvements or related connection improvements shall be constructed at Developer's expense. The internal roadways may be publicly owned and maintained, at the County's sole discretion. The MDP Map depicts a preliminary vehicular circulation system that shows all proposed points of connection with public rights-of-way. The exact location and configuration of the internal roads shall be depicted on construction plans submitted for approval and shall be designed in accordance with the LDC.

    b. *Vehicular Interconnectivity.* Due to the existing development surrounding the project, vehicular interconnectivity is generally not practical or desired. The site enjoys excellent direct access to US Highway 1.

    c. *Pedestrian Interconnectivity.* The project will have a sidewalk system that connects to US Highway 1 sidewalk.

    d. *Access.* Roadway access improvements to US Highway 1 will be at the Developer's expense and will include right deceleration lane and improvements to be determined at construction plan approval.

2. Sidewalks. A 4-foot wide sidewalk shall be provided on one side of each internal road as depicted on the MDP Map.

    All pedestrian accessible routes shall meet the requirements of the Florida Accessibility Code for Building Construction (FACBC), adopted pursuant to Section 553.503, Florida Statues and based on the 2010 ADA Standards for Accessible Design.

4. Parks/Recreation.

    Active based recreational parks containing a minimum of 1.89 acres of active based recreation will be provided (the "Recreation Amenity Area"), including a Tot Lot and a central recreation structure, which may include fountains, a pool, benches, shade structures such as a gazebo or pavilion, and related facilities, consistent with LDC Section 5.03.03.E.1. Additional passive and active recreation may be provided through pedestrian connections between residential parcels and other

residential and recreation areas and through any open space or preservation areas, subject to compliance with applicable permitting requirements and construction plan approval.

The Developer shall be responsible for the construction of the park improvements described in this Subsection, and an approved property owners association or community development district shall be responsible for the maintenance of the improvements.

All bicycle parking facilities shall be located on the same building site as the Use for which such facilities serve and as close to the Building entrance as possible without interfering with the flow of Pedestrian or Motor Vehicle traffic and will be depicted on future construction plans.

To the extent the Florida Accessibility Code for Building Construction applies to the project, such Code Requirements shall be met.

The active recreation will be built pro rata, in compliance with LDC Section 5.03.03.E.

5. Potable Water/Sanitary Sewer. Central water and sewer service shall be provided by the SJCUD. The exact location of any required lift station will be determined upon construction plan approval but the MDP Map depicts the approximate location of the planned lift station site.

6. Fire/EMS Protection. This development shall be in compliance with the Land Development Code.

7. Solid Waste. Solid waste collection shall be provided by the County-contracted waste collection company. Based upon an estimated generation of 5.71 pounds times 2.44 persons per dwelling unit, solid waste generation for 155 residential units results in an estimated 1,435 pounds per day.

8. Utilities. All electrical and telephone lines will be installed underground on the site. Electrical power will be provided by Florida Power and Light.

9. Open Space. Total open space is 9.67 acres.

WETLAND PRESERVED	= 1.29*	Ac.
POND	= 4.19*	Ac.
PERIMETER BUFFER (PRESERVED UPLAND NATURAL VEGETATION)	= 1.77*	Ac.
OTHER OPEN SPACE	= 0.53*	Ac.
RECREATION REQUIRED (> 10Ac) RECREATION PROVIDED	= 1.89 = 1.89*	Ac. Ac.
TOTAL OPEN SPACE	= 9.67	Ac.
PERCENTAGE OF OPEN SPACE	= 26	%

10. Low Impact Development. It is the developer's intent to implement Low Impact Development principles, that may include but not be limited to reducing overall irrigation usage, using retention ponds for irrigation water, reducing the size of stormwater management systems, proposing native plant material for planting areas, using pervious concrete in parking areas, reducing cleared and filled areas and leaving existing vegetated areas, and using bio-retention areas and swales to reduce sheet flows. The specific Low Impact Development Principles will be determined in the developer's discretion at the time of construction plan approval.

    Irrigation shall be by reuse water if available. If reuse is unavailable, stormwater or the lowest quality water available shall be used until reuse becomes available. Any stormwater ponds with a surface area greater than one-half (0.5) acre shall be designed to utilize stormwater runoff for irrigation. (Policy D.3.2.6, E.2.1.6.g Comprehensive Plan, Section 6.06.02.E.3, Land Development Code)

11. Excavation Activities. Excavation activities shall be shown on construction plans and shall be allowed within approved Development Areas (as defined by approval of construction plans) within the Project for the construction of stormwater management systems and ponds, wetland creation and/or wetland enhancement, lots and other similar uses and structures in conjunction with the development of the project, subject to all applicable permitting requirements. Additionally, fill dirt may be brought onto the project as needed to develop the project. This PUD shall allow early land clearing subject to permitting requirements of St. Johns County and the St. Johns River Water Management District appropriate for the stage of development. Prior to any such early clearing activity, the Developer shall provide to the County a tree inventory of protected trees as defined in Chapter XII of the LDC within the limits of the clearing for the road rights-of-way and the master drainage system. The Developer shall mitigate for any protected trees to be removed by such early clearing activity as required under Chapter IV of the LDC. No excavation activities will be permissible in areas utilized for density bonuses.

12. Upland Vegetation. A minimum of 5% of upland natural vegetation will be conserved on-site within the natural/landscape buffers along the project boundaries.

13. Preservation of Trees. The project will preserve the Specimen Live Oak Tree as identified on the MDP Map, as well as the large slash pine located in the southwest corner of the project as depicted on the MDP Map.

I. **Potable Water/Sanitary Sewer**: Central water and sewer service will be provided by the St. Johns County Utility Department, connecting to lines along US Highway 1. Water distribution and wastewater collection/transmission facilities will be dedicated to SJCUD. Based upon an estimated use of 350 gallons per day per residence, water and sewer use for 155 residential units results in an estimated 54,250 gallons per day for potable water and an estimated 54.250 gallons per day for sanitary sewer. The source for irrigation onsite shall be reclaimed water if onsite stormwater retention is not sufficient for irrigation. If reclaimed water is unavailable, stormwater management facilities larger than one acre

shall be used as a source of irrigation, when not impracticable, until such time as reuse becomes available consistent with Comprehensive Plan Policy D.5.3.1, E.2.1.6.g.

A.) All utility construction projects are subject to the current construction standards within the Manual of Water, Wastewater, and Reuse Design Standards & Specifications at the time of review.

B.) Utility connection points shall be installed as listed in the availability letter or as directed otherwise by the St. Johns County Utility Department to minimize impact to the existing infrastructure or to the existing level of service.

C.) Water and/or sewer lines that are to be dedicated to the St. Johns County Utility Department for ownership that are not in the public right-of-way shall require an easement/restoration agreement.

D.) No improvements such as pavement, sidewalks, and/or concrete walks are to be placed on top of water and/or sewer pressurized mains unless otherwise approved by SJCUD. Landscaping trees and landscaping buffers shall be placed at a minimum of 7.5 feet away from the centerline of utility pipelines.

J. **Soils**: A copy of the Soils Map reflecting the soils within the PUD is attached to the Application.

TABLE 1
Summary of Soil Survey Information

Soil Type	Constituents	Hydrologic Group	Natural Drainage	Soil Permeability (Inches/Hr)	Seasonal High Water Table
Myakka-Myakka Wet (3)	0-80" Fine sand	A/D	Poorly Drained	0-23" 6.0 – 20 23-53" 0.6 – 6.0 53-80" 6.0 – 20	0.5-1.5
Myakka (4)	0-80" Fine sand	A/D	Very Poorly Drained	0-17" 6.0 – 20 17-31" 0.6 – 6.0 31-80" 6.0 – 20	0.0
Immokalee (7)	0-80" Fine sand	A/D	Poorly Drained	0-8" 6.0-20 8-40" 6.0-20 40-64" 0.6-2.0 64-80" 6.0-20	0.5-1.5
Pomona (9)	0-47" Fine sand 47-63" Fine sandy loam 63-80" fine sand	B/D	Poorly Drained	0-6" 6.0-20 6-21" 6.0-20 21-31" 0.6-2.0 31-47" 6.0-20 47-63" 0.2-0.6 63-80" 6.0-20	0.5-1.5

K. **Site Vegetation**: The Level III classification of the Florida Land Use Cover and Classification System Map (FLUCCS) is attached to the Application.

Residential, Low Density – FLUCFCS Code No. 110: This category refers to the two single-family homes in the north half of the property, which together amount to about 0.17 acres.

Improved Pastures – FLUCFCS Code No. 211: This upland land use characterizes the larger expanses of pasture grass-dominant vegetation that dominate the southern

half of the property, covering a total of approximately 8.42 acres. Vegetation consists of grazed Bahia grass, Bermuda grass, blackroot, milk pea, sweet broom, capeweed, and dollarweed. Scattered live oak, slash pine, Chinese tallow, winged sumac, cedar, and saw palmetto are also present. Underlying soils are composed of non-hydric loamy dry fine sand. No wetland hydrologic indicators were observed.

Horse Farms – FLUCFCS Code No 251: This category refers to the two stables present on the site, which account for about 0.16 acres.

Herbaceous – FLUCFCS Code No. 310: This non-forested upland community occupies a total of +/-4.75 acres, mainly around the two homes in the north half of the site. Vegetation consists of maintained Bahia grass, St. Augustine grass, and capeweed. Scattered slash pine, cabbage palm, and live oak are also present. Underlying soils are composed of non-hydric loamy fine sand, with no wetland hydrologic indicators present.

Pine Flatwoods – FLUCFCS Code No. 411: This forested upland community is found in lobes and swaths across the site, particularly in the north half of the site. The total area occupied by this community on the property is estimated at 6.54 acres. It contains a canopy of slash pine over a midstory of saw palmetto, saltbush, and winged sumac, and a ground cover of southern fox grape, brackenfern, poison ivy, and catbriar. Portions of this community near the single-family homes have an understory that has been cleared and maintained in lawn grasses. Live oak is a significant component in the westmost community and some sand pine is present in some of the northern communities. Soils are non-hydric, and no wetland hydrologic indicators are present.

Water – FLUCFCS Code No 500: This category refers to two man-made upland-cut ponds, which together amount to about 0.84 acres. The ponds are regulated by SJRWMD as "surface waters," not wetlands.

Cypress – FLUCFCS Code No. 621: This forested wetland community is present in several areas within the eastern half of the site (Wetlands F, part of G, and I) and along the south property boundary (Wetlands E and H), covering a total of approximately 4.320 acres. It contains a canopy of cypress, red maple, and slash pine over a midstory of wax myrtle, dahoon holly, Florida dogwood, Chinese tallow, and gallberry, and a ground cover of Virginia chain fern, poison ivy, marsh pennywort, maidencane, and royal fern. Underlying soils are hydric, consisting of mucky-textured sand. Hydrologic indicators include high-water marks, cypress knees, elevated lichen lines, and buttressed tree bases.

Hydric Pine Flatwoods – FLUFCS Code No. 625: This forested wetland community is found in four areas in the north half of the site (Wetlands A, B, C, and part of G), covering a total of about 4.184 acres. They contain a canopy of slash pine, with components of red maple, sweet bay, water oak, cypress, and Chinese tallow over wax myrtle, saltbush, Virginia chain fern, and softrush. Soils are hydric, being composed of mucky-textured sand and sand imbedded with large mucky

organic bodies. Hydrologic indicators include base-buttressing of trees and high-water marks.

Wet Prairie – FLUCFCS Code No 643: This non-forested wetland (Wetland D) is located north of the central residence, where it occupies approximately 0.154 acres. It is dominated by a thick cover of torpedo grass, an invasive wetland species. Soils consist of hydric sand imbedded with large mucky organic bodies. Hydrologic indicators suggest this community is inundated most of the year.

Roads and Highways – FLUCFCS Code No. 814: This category refers to Bella Terra Drive, which covers approximately 0.59 acres on the site

L. **Significant Natural Communities Habitat**:

The subject property also does not contain any significant natural communities habitat.

Listed Species:

There is no indication of any listed species or listed species habitats on the property. It appears that site development will not result in adverse effects to any listed species.

M. **Historic Resources**: A Cultural Resource Assessment Survey was completed by Dana Ste. Claire with Heritage Cultural Services in May 2023. No pre-historic factors were encountered, however, an historic homestead site (SJ08031) was identified in the northeastern section of the subject parcel. This site was recommended as ineligible for listing in the National Register of Historic Places and therefore no additional work is recommended. Archaeological review is complete. However, in the event that archaeological and historical resources are encountered during ground disturbing activities, all work shall halt and the St. Johns County Environmental Division shall be contacted immediately at 904-209-0623. (Policy A.1.4.6 Comprehensive Plan).

N. **Buffers**: The development will conform to all land clearing and tree replacement requirements outlined within the Land Development Code effective at the time of permitting.

Perimeter Buffer: The project shall have a minimum ten (10) foot natural/landscape buffer along the project boundaries. Perimeter fencing may be provided along portions of the project boundary to provide screening in those areas where there is limited existing natural vegetation as part of a reduction in perimeter buffering pursuant to the Land Development Code.

Widened Perimeter Buffer: In the areas adjoining the existing residential to the northwest, west (Osprey Landing) and south (Winton Circle), the perimeter buffer will be increased to twenty (20) feet as depicted on the MDP Map except for the area with the Specimen Live Oak Tree is located which will be preserved.

Compatibility Buffer: The project shall have a twenty (20) foot 20/B Compatibility Buffer along the northern boundary and a portion of the east boundary (adjacent to commercial zoning) as depicted on the MDP Map.

Landscaping and Irrigation: The development shall be subject to LDC Section 6.06.00 regarding landscaping and irrigation.

Buffering on US 1: Arterial buffer standards (LDC Section 6.06.04.B.6) will be met along the US 1 frontage.

O. **Special Districts**: This PUD is not located in a Special District as defined by Article III of the St. Johns County Land Development Code.

P. **Temporary Uses:** All temporary uses allowed within the PUD will comply with the requirements of the Land Development Code. Development of this site and construction of the improvements may require temporary uses such as construction trailers, sales offices, or other trailers, temporary signage or temporary access, which uses shall meet all requirements of the Florida Accessibility Code for Building Construction (FACBC), including but not limited to an accessible route, accessible parking and signage. Temporary sales and construction trailers and other temporary improvements shall be removed from a lot or parcel before any improvements on such lot or parcel receive a certificate of occupancy from the County. Approximate locations of temporary construction trailers will be shown on engineering and construction plans. Model homes may be used as temporary sales centers and construction offices after as-built approval. Parking for the model homes and sales offices will be located within the driveway or on adjacent stabilized areas until roadway improvements have been approved by the County. Model homes may have one sign each, located on the lot. As allowed by the Land Development Code, model homes may be constructed prior to platting. Model homes must be located on a residential lot shown on the approved MDP. Model homes shall not equal more than 10% of the total number of lots allowed under an approved development permit. No certificates of occupancy shall be released until a final plat has been recorded and As-Builts have been approved by the County.

Q. **Accessory Uses:** All accessory uses and structures as provided in the Land Development Code are allowed within the project, provided such uses are of a nature customarily incidental and clearly subordinate to the permitted or principal use of the structure. The setbacks for accessory uses for residential development are addressed in subparagraph G. above. Accessory uses, such as home offices, pets, etc. will be allowed as per the requirements for residential districts stipulated within the Land Development Code.

R. **Timing and Phasing**: The development will be developed in one 10-year phase, which shall commence within 10-years of the effective date of this PUD.

"Commencement" for purposes of this Section R is defined as approval of construction plans by the County. The project will be completed within five years of commencement. "Completion" of development shall be defined as County approval of the as-builts for all improvements.

The recreation improvements shall be shown on the construction plans at the time of final construction plan approval.

The Developer will dedicate the Recreation Amenity Area to an approved property owners association and will clear, grade, and construct the improvements within the Recreation Amenity Area described in Section H.4 above.

S. **Project Impact**: The project will provide on-site stormwater drainage facilities. The overall design incorporates green space, open space and varied active on-site recreational opportunities. The utility has capacity and will provide all of the water and sewer facilities for the project. The project will therefore have minimal impact on the facilities and infrastructure of St. Johns County. The project is located within an area designated for residential development in the St. Johns County Comprehensive Plan. The project is also located within an area which is experiencing strong demand for housing in St. Johns County. The project will meet the demand for housing by residents of St. Johns County. The existing zoning district would not permit the property to meet the housing demand. The PUD zoning, rather than conventional residential zoning, allows the developer and the County greater control over development within this project. The developer has a present need and demand for residential units.

T. **Waivers:**

Corner Lots. Waiver to Land Development Code Sections 6.01.03.E.3 and 6.01.03.E.4.to allow second front yard setback to be reduced to 15 feet on corner lots and through lots. The subject lots are corner lots and would otherwise be subject to having two front yards. The requested setback reduction will allow the lots to be treated like the others in the neighborhood, thus allowing for houses of similar widths. Without the waiver, some of the houses would have to be narrower in width. The subject lots are entirely within the project and the setback reduction will not be visible outside of the project boundary and, therefore, not impact surrounding properties.

Mechanical Equipment. Wavier to Land Development Code Section 6.01.03.H.2., to allow mechanical equipment, such as air conditioning units, pumps, heating equipment, solar panels, and similar installations, and screening and housing for such equipment, to project into the required Side Yard and be located within three (3) feet of lot lines. Without the waiver, there could be no such mechanical equipment in Side Yards as the project is designed with five (5) foot side yards. This would force the mechanical equipment into rear yards, which causes the loss of use and enjoyment of rear yards.

U. **Ownership/Agreement**: All successors in title to the Property shall be bound to and agree to comply with the commitments and conditions of the approved PUD.

V. **Future Land Use Designation:** The project lies within the Mixed Use Future Land Use designation. The total upland and wetland acreage for the project is addressed in subparagraphs B. and C. above and within the Development Summary contained in the MDP Map.

The Bella Terra PUD is infill development located in an area largely surrounded by existing or proposed development in a Mixed Use area as designated on the Future Land Use Map.

Consistency with Comprehensive Plan: The project is located within the Mixed Use category of the 2025 St. Johns County Comprehensive Plan, with a net residential density for the project of within the allowable density for this land use designation and consistent with the overall area.

Development of the project is consistent with the St. Johns County Comprehensive Plan as it is located within a "Mixed Use" on the FLUM, which allows the type of development envisioned within the PUD.

The project is consistent with Objective A.1.2 Control of Urban Sprawl, in that the project does not constitute leapfrog development. It is consistent with Objective A.1.3 Surrounding Land Use and it is compatible with the adjacent existing residential development to the west and north per Policy A.1.3.11 Compatibility, whereas the property provides buffers to adjacent land uses and along the major roadways and Policy A.1.3.11. It is also consistent with Objectives A.1.9 (A.1.9.2, A.1.9.5, A 1.9.6, A 1.9.7, and A 1.9.8.) area wide as, in addition, development will meet Policy A.1.9.5 regarding application by the provisions of the Planned Unit Development land development regulations, Policy A.1.9.5 by providing a Master Development Plan, and Policy A.1.9.6 by being served by central utilities. The project additionally satisfies Objective A.1.13 Community and Neighborhood Creation and Preservation. The development is located within the Mixed Use area of the St. Johns County Comprehensive Plan making the proposed rezoning consistent with the Comprehensive Plan.

Location: The project is located within Mixed Use designations on the 2025 FLUM, which allows for the type of development envisioned within the PUD. Therefore, the project conforms to the requirements for location as stipulated within the Land Development Code.

Minimum Size: The area encompassed by this project is greater than the minimum size criteria for development under the criteria established within Article V of the Land Development Code.

Compatibility: The proposed use is compatible with the area and the overall community and meet the criteria established within Objective A.1.3 Surrounding Land Use, which provides that "When a rezoning is considered, the County shall ensure compatibility of adjacent and surrounding land uses. Land uses, as defined in Chapter 163, Part II, Florida Statutes (Growth Management Act), 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 over time such that no use is unduly negatively impacted by another use." Since, the County must determine whether the request is compatible, it is important to note that the surrounding uses do meet the criteria within the previous Objective, within Policy A.1.3.11, which states that "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." Adjacent land uses surrounding this property include residential to the west and south, mobile home and office to the north, and commercial and other undeveloped land to the east. The proposed use

of the property is compatible with the area and the uses on the adjacent properties and is in conformance with the criteria established within the Comprehensive Plan whereby the permitted uses will not have an unreasonable incompatible impact on the contiguous and surrounding area; the proposed traffic flow for the permitted uses will not have an unreasonable impact on the contiguous or surrounding areas or an unreasonable impact on the wear and tear of any public roadway; the proposed permitted uses will not cause a public nuisance; and the proposed permitted uses, structures and activities within the PUD are allowable within the Mixed Use Future Land Use designation. The proposed rezoning will not change the existing and allowable land uses, their impact to the surrounding area, the traffic flow for the site, or provide for any activities constituting a public nuisance.

Adequacy of Public Facilities: The subject property and future project is served by a major transportation system, central water and sewer and will provide on-site stormwater and drainage facilities that mitigate any off-site drainage impacts. The PUD will proceed under a Certificate of Concurrency consistent with Objective A.1.2 Control of Urban Sprawl, specifically Policy A.1.2.1 which states "The County shall only issue development orders or development permits consistent with the provision of the County's Concurrency Management System, as provided in the Land Development Code.

Relation to PUD Regulations: The subject project meets all applicable requirements of Section 5.03.00 Planned Unit Development districts, as well as general zoning, subdivision and other regulations except as may be waived pursuant to Subsection 5.03.02 (F) of the Land Development Code.

Master Development Plan: The Master Development Plan Text and Map for this project meet all requirements of Section 5.03.02 (G) of the Land Development Code.

LEGAL DESCRIPTION

"EXHIBIT C"

PROPOSED P.U.D. DESCRIPTION

A PARCEL OF LAND IN GOVERNMENT LOT 9 AND GOVERNMENT LOT 10, SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, ST. JOHNS COUNTY, FLORIDA AND BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF SAID GOVERNMENT LOT 10; THENCE SOUTH 88°21'22 " WEST ALONG THE SOUTH LINE OF SAID GOVERNMENT LOT 10 A DISTANCE OF 1329.92 FEET TO THE WEST LINE OF GOVERNMENT LOT 10; THENCE NORTH 00°55'56" WEST ALONG SAID WEST LINE OF GOVERNMENT LOT 10, A DISTANCE OF 854.61 FEET; THENCE DEPARTING SAID WEST LINE OF GOVERNMENT LOT 10 NORTH 51°41'28" EAST, ALONG THE NORTHERLY LINE OF SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, A DISTANCE OF 654.03 FEET TO THE SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; THENCE NORTH 88°20'11" EAST, ALONG SAID NORTHERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, A DISTANCE OF 734.94 FEET TO THE WEST LINE OF PARCEL 6 OF THOSE LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, OF SAID PUBLIC RECORDS; THENCE SOUTH 0°56'32" EAST, ALONG SAID WEST LINE OF PARCEL 6 OF THOSE LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, A DISTANCE OF 75.00 FEET TO THE SOUTHWEST CORNER OF SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517; THENCE NORTH 88°20'11" EAST, ALONG THE SOUTH LINE OF SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, A DISTANCE OF 75.00 FEET TO THE SOUTHEAST CORNER SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 10.18 FEET TO THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, OF SAID PUBLIC RECORDS; THENCE SOUTH 88°22'40" WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864; THENCE SOUTH 0°56'32" EAST, ALONG THOSE WEST LINE OF LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864; THENCE NORTH 88°22'40" EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 50.00 FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, OF SAID PUBLIC RECORDS; THENCE SOUTH 88°22'40" WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE SOUTH 0°56'32" EAST, ALONG SAID WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE SOUTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE NORTH 88°22'40' EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE SOUTHEAST CORNER OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 41.17 FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2365, PAGE 1994, OF SAID PUBLIC RECORDS; THENCE NORTH 88°21'22" EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2365, PAGE 1994, A DISTANCE OF 0.72 FEET TO THE WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, OF SAID PUBLIC RECORDS; THENCE NORTH 0°53'40" WEST, ALONG SAID WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 119.22 FEET TO THE NORTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92; THENCE NORTH 88°21'48" EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 322.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY); THENCE SOUTH 08°14'12" EAST ALONG SAID WESTERLY RIGHT OF WAY OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY), A DISTANCE OF 314.44 FEET; THENCE DEPARTING SAID WESTERLY RIGHT OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY) SOUTH 81°46'38" WEST, A DISTANCE OF 365.36 FEET; THENCE SOUTH 00°53'40" EAST ALONG THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 5111, PAGE 209, AND THE EXTENDED EAST LINE OF THE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3798 PAGE 482 ALL OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY , A DISTANCE OF 634.04 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 1,643,555.13 SQUARE FEET OR 37.731 ACRES MORE OR LESS.

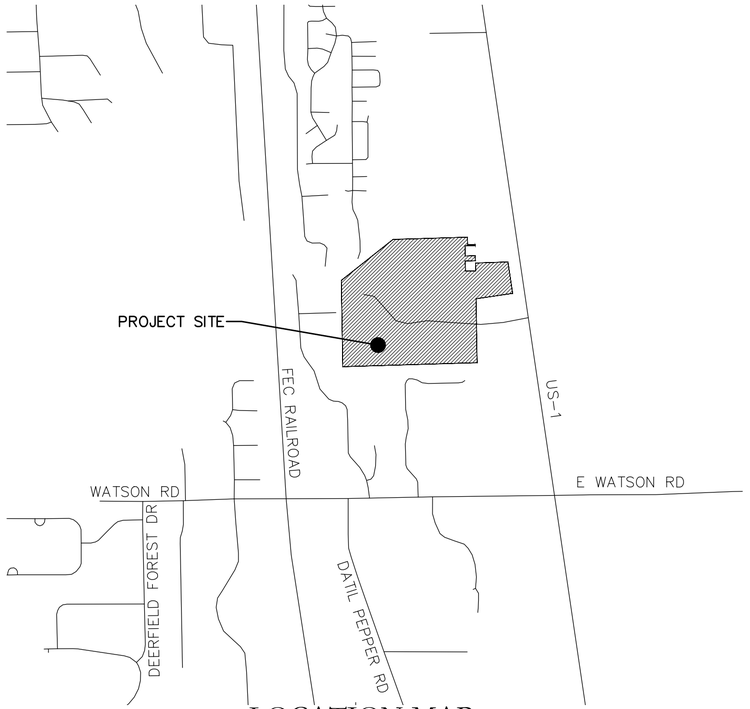
SITE DATA

PROJECT SIZE	= 37.73	Ac.
WETLANDS	= 11.12	Ac.
UPLAND AREA	= 26.61	Ac.
PERCENTAGE OF UPLANDS	= 70	%
WETLAND IMPACT	= 9.83	Ac.
DEVELOPMENT AREA (INCLUDING IMPACTS)	= 36.44	Ac.
WETLAND PRESERVED	= 1.29*	Ac.
POND	= 4.19*	Ac.
PERIMETER BUFFER (PRESERVED UPLAND NATURAL VEGETATION)	= 1.77*	Ac.
OTHER OPEN SPACE	= 0.53*	Ac.
RECREATION REQUIRED (> 10Ac)	= 1.89	Ac.
RECREATION PROVIDED	= 1.89*	Ac.
TOTAL OPEN SPACE	= 9.67	Ac.
PERCENTAGE OF OPEN SPACE	= 26	%
MIN. LOT AREA	= 5,160	Sf
MIN. LOT WIDTH	= 43	Ft.
MIN. LOT DEPTH	= 120	Ft.
(SINGLE FAMILY LOTS ON CUL-DE-SAC OR CURVE SHALL HAVE MIN. LOT WIDTH OF 25' AT R/W)		
NUMBER OF UNITS	= 155	LOTS
MAX LOT COVERAGE BY BLDGS		
PROPERTY AS A WHOLE	= 25	%
INDIVIDUAL RESIDENTIAL LOTS	= 65	%
MAX. HEIGHT OF STRUCTURES	= 35	Ft.
IMPERVIOUS SURFACE RATIO (ISR)	= 75	%
SETBACKS FRONT (GARAGE)	= 20	Ft.
FRONT (NON-GARAGE)	= 15	Ft.
SECOND FRONT (CORNER)	= 15	Ft.
REAR	= 10	Ft.
SIDE	= 5	Ft.

* INCLUDED IN OPEN SPACE TOTAL

FLOOD MAP

1" = 500'



LOCATION MAP

1" = 1000'

The Master Development Plan Map is a general representation of the approved plan of development. Final construction and engineering plans must demonstrate compliance with all requirements of the PUD/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NO.: _____

FILE NUMBER: _____

BELLA TERRA PUD

P:\POTENTIAL PROJECTS\KBH\0023-9 US 1 SOUTH(BELLA TERRA)\MDP\BELLA TERRA MDP.DWG12/1/2023 4:23 PMMike Reilly

REVISIONS			
NO.	DATE	DESCRIPTION	BY:
-	-	-	-

DESIGNED BY:	MR
DRAWN BY:	MR
CHECKED BY:	DMT
SCALE:	AS NOTED
DATE:	December 1, 2023
PROJ. NO.:	0023-9

Dunn & Associates, Inc.
CIVIL ENGINEERS / LAND PLANNERS
8647 Baypine Road Building 1, Suite 200
Jacksonville, Florida 32256
Phone: (904)363-8916 Fax: (904)363-8917

BELLA TERRA PUD
FOR:
KB HOME JACKSONVILLE LLC
ST. JOHNS COUNTY, FLORIDA
MASTER DEVELOPMENT PLAN

VINCENT J. DUNN ENGINEER NO. 39452
DAVID M. TAYLOR ENGINEER NO. 44154
GLEN R. WIEGER ENGINEER NO. 81419
CERTIFICATE OF AUTHORIZATION NO. 27168

"EXHIBIT C"

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

WETLANDS NOTE:

ALL ONSITE WETLANDS ARE ISOLATED

LEGEND

= WETLAND (CONSERVATION AREA)

= WETLAND IMPACTS

* = GENERAL LOCATION OF PROJECT SIGNAGE (PROJECT SIGNAGE WILL MEET SJC LDC REQUIREMENTS)

BELLA TERRA PUD

Md/RMH SINGLE FAMILY

Md/RS-2 SINGLE FAMILY

Md/PUD SINGLE FAMILY

Md/CG COMM NURSERY

Md/PSD COMM CONDO

Md/OR VACANT

Md/CG VACANT

Md/CG STORAGE LOT (PERMIT PENDING)

Md/CI VACANT

Md/RS-2 SINGLE FAMILY

6'SECURITY FENCE

20'B PERIMETER BUFFER(TYP)

3.50 Ac IMPACT

0.08 Ac IMPACT

1.29 Ac IMPACT

PERIMETER BUFFER VARIES (10' MIN)

TURN LANE AS REQUIRED THROUGH ENGINEERING APPROVAL

OPEN SPACE 0.31Ac.

MAIL KIOSK

PUMP STATION

20'PERIMETER BUFFER(TYP)

4'SIDEWALK (TYP)

0.03 Ac IMPACT

0.13 Ac IMPACT

LAKE

0.14 Ac IMPACT

0.78 Ac IMPACT

5'SIDEWALK (TYP)

10'PERIMETER BUFFER(TYP)

1.43Ac RECREATION (TOT LOT, WALKING PATH, GAZEBO, PICNIC TABLES)

US HIGHWAY 1

SINGLE STORY ONLY

63"SPECIMEN LIVE OAK TREE

10'PERIMETER BUFFER @ PARK

0.46Ac. RECREATION (ACTIVE)

0.40 Ac IMPACT

1.81 Ac IMPACT

8'TALL OPAQUE FENCE AS MEASURED FROM NATURAL GRADE AT WEST BOUNDARY

1.35 Ac IMPACT

0.22 Ac IMPACT

SLASH PINES TO REMAIN

POTENTIAL PEDESTRIAN INTERCONNECTIVITY

STATE JURISDICTIONAL WETLAND LINE (TYP)

The Master Development Plan Map is a general representation of the approved plan of development. Final construction and engineering plans must demonstrate compliance with all requirements of the PUD/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NO.: _____

FILE NUMBER: _____

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CERTIFICATE OF AUTHORIZATION NO. 27168

END DOCUMENTS
TO BE RECORDED

ATTACHMENT 2

APPLICATION AND SUPPORTING DOCUMENTS

St. Johns County Development Review

Application for: Rezoning

Date: October 4, 2023

Property Tax ID No: 181830-0000; 181830-0010; 181790-0000;

Project Name: Bella Terra PUD 181767-0000; 181767-0040

Property Owner(s): JOPAKE; Fralix; Heath; Ruggeri

Phone Number:

Address: See Attached Property Record Cards

Fax Number:

City: State: Zip Code: e-mail:

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

Applicant/Representative: KB Home Jacksonville, LLC c/o Douglas N. Burnett

Phone Number: 904-495-0400

Address: 104 Sea Grove Main Street

Fax Number: 904-495-0506

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

Property Location: US 1 South at Bella Terra Drive

Major Access: Lewis Speedway

Size of Property: 37.73 ac

Cleared Acres (if applicable): 24

Zoning Class: OR; CG; CI

No. of lots (if applicable): 155

Overlay District (if applicable): N/A

Water & Sewer Provider: SJCUD

Future Land Use Designation: MD

Present Use of Property: Residential; Horse Farm; Future Commercial

Proposed Bldg. S.F.:

Project Description (use separate sheet if necessary)

Application for 155 lot single-family residential subdivision consistent with area.

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

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

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

Signed By

Printed or typed name(s): Douglas N. Burnett, Esq.

Revised June 25, 2013

Phase I Cultural Resource Assessment Survey of the KB Home - Jacksonville Division Property St. Johns County, Florida

Prepared for:
KB Home Jacksonville Division
Jacksonville, Florida

Prepared by:
Dana Ste.Claire, M.A., RPA
Heritage Cultural Services, LLC

May 2023

Table of Contents

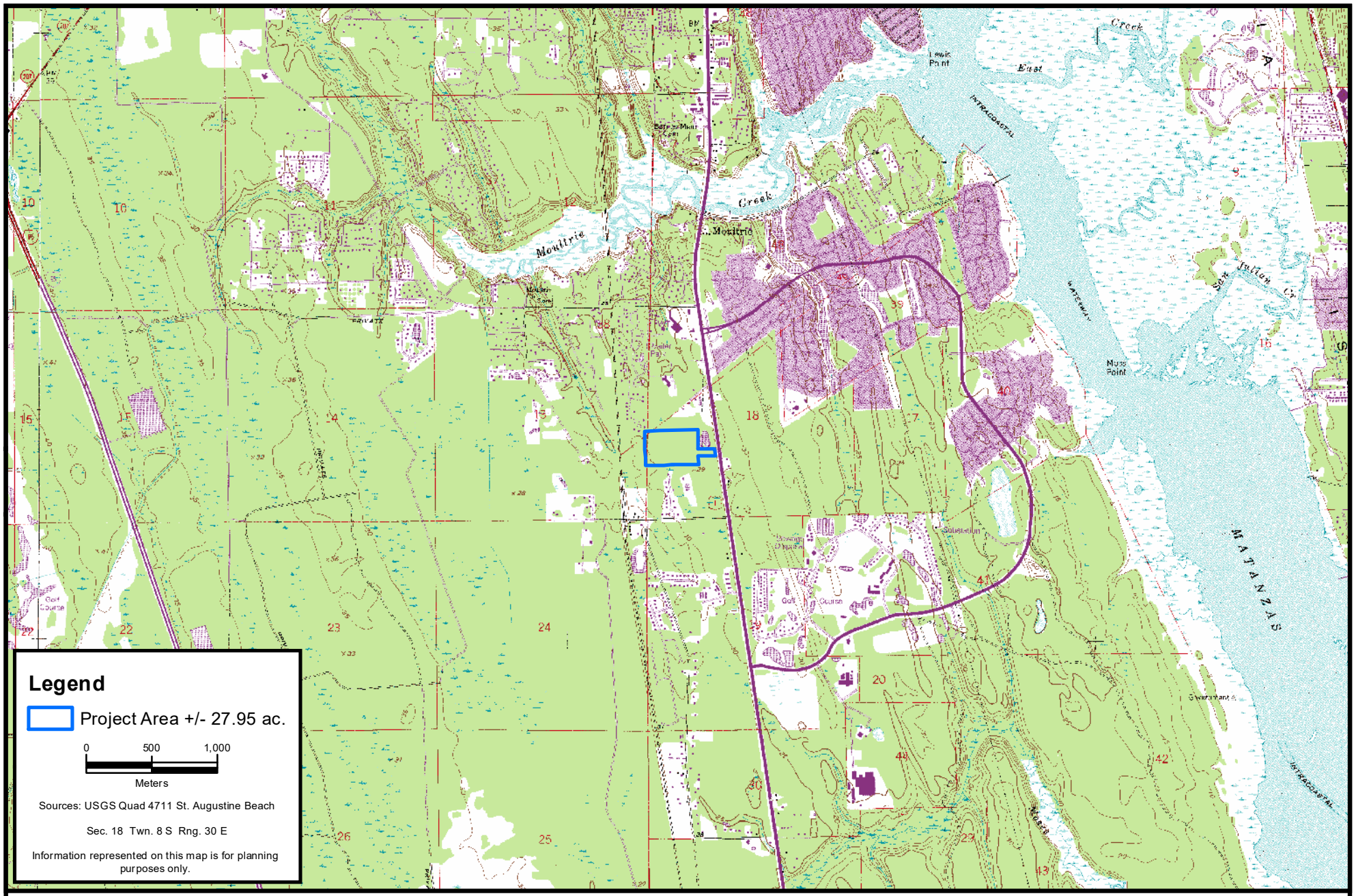
Introduction

This report documents the findings of a Phase I cultural resource assessment survey (CRAS) of the 27.95-acre KB Home development parcel located off U.S. 1 and Bella Terra Drive in southeast St. Johns County. The survey was conducted for KB Home to meet the requirements of the St. Johns County Environmental Division, Historic Resource Management Section, to satisfy cultural resource requirements and provisions contained in Section 3.01.04.D of the St. Johns County Land Development Code. The purpose of the survey was to locate any archaeological and/or historical sites within the project area and to assess their potential eligibility for nomination to the *National Register of Historic Places* (NRHP). The authority for this procedure is Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665) as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. This report is designed to provide the County of St. Johns with information resulting from the subject survey for their review regarding potential impact of the proposed development, when it commences, on historical and archaeological sites.

The 27.95-acre area is located at and near 150 Bella Terra Drive off U.S. 1 in Section 18, Township 8 South, Range 30 East. In general, the project tract is bordered by U.S. 1 to the east, subdivisions to the west and south, and the legal boundaries of private lands to the north (see Figures 1 and 2). The western extension of Bella Terra Drive bisects the property. Residential development is located throughout the project area. These areas, excepting defined wetlands comprise the **Area of Potential Effect (APE)** as defined by Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665).

The project area falls within Medium and High probability zones for archaeological sites based upon the St. Johns County Archaeological Site Probability Model Map. A CRAS designed to identify the historical resources across the project area is anticipated to be required in accordance with LDC Section 3.01.04.D, with a completed study forwarded to the St. Johns County Environmental Division, Historic Resources Section, for compliance review. Per procedure, the approval of the study and a letter from the Environmental Division stating the determination of final action are required prior to any approval of land clearing, development permits, subdivision plats, and/or development or construction plans; this requirement must also be completed prior to approval of Master Development Plans & prior to BCC public hearings for all PUDs and PRDs.

A TRS search conducted in through the Florida Master Site File (FMSF) offices, Division of Historical Resources (DHR), Tallahassee, determined that no cultural resources were recorded for the subject development property but that archaeological and historical sites occur in general region of the subject property (see Previous Archaeological Investigations section for a discussion of existing cultural resources and former cultural resource survey work). For reference, the FMSF provides rosters of archaeological and historical sites, as well as previous cultural resource assessment surveys conducted in the surrounding areas. This database was examined thoroughly to identify any cultural resources that may be in the general study area and to develop a project-specific site predictive model as part of a comprehensive research design.



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Dana Ste.Claire, M.A.
Archaeological Consultant
Heritage Services, Inc.

Topographic Location Map

Marshall Property - Bella Terra Drive

Project:	5.21036	St. Johns County, FL	Date: Jul 15 2021

Figure: 1

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Dana Ste.Claire, M.A.
Archaeological Consultant
Heritage Services, Inc.

Aerial Map

Marshall Property - Bella Terra Drive

Project:	5.21036	St. Johns County, FL	Date: Jul 15 2021

Figure: 2

Regional Settlement Patterns

Guana Tolomato Matanzas Rivers Basin

The Marshall Property Services development parcel is located approximately six miles southwest of the Guana Tolomato Matanzas National Estuarine Research Reserve (GTM-NERR), an area similar to the subject property regarding prehistoric subsistence and settlement patterns. The GTM-NERR includes 74,000 acres of coastal lands in Northeast Florida. As evidenced by archaeological remains at Guana, humans have used the area for thousands of years. Sixty-one archaeological sites are recorded for the area and include prehistoric Native American shell middens, burial mounds, a Spanish mission, and homestead sites.

Most prominent of these sites is Shell Bluff Landing (8SJ00032), an extensive oyster shell midden on the east bank of the Tolomato River. Cultural deposits there represent 5,000 plus years of human occupation with Archaic period components (Newman and Weisman 1992). The National Register site also includes historic sites such as a 19th century coquina well.

Wrights Landing (8SJ00003) is another example of an extensive oyster shell midden, covering some 49 acres. It, too, has important historic components, most significantly the location of the Mission Nuestra Senora de Guadalupe de Tolomato, established in the 1620s. It is the second location of the Mission, the first established on the Georgia coast. A diversity of Spanish ceramics and other artifacts are testimony to early colonial period settlement in the area, much of which is related to the history of St. Augustine located to the immediate south of GTM-NERR.

Other sites include the Guana River Shell Ring (8SJ02554) which measures some 100 meters in diameter. Cultural materials found in association with the site indicate Late Archaic period (ca. 5,000 years B.P.) construction and use. An inventory and discussion of archaeological and historical sites which define the GTM-NERR can be found in the article, *Prehistoric and Historic Settlement in the Guana Tract*, St. Johns County, Florida by Christine Newman and Brent Weisman (Florida Anthropologist, Volume 45, No. 2, 1992). GTM-NERR has seen continuous occupation in some form from prehistoric periods to more contemporary historic occupation. The existence of burial mounds and extensive shell middens suggest that the area served as a hub of prehistoric settlement for hundreds of years.

Cultural Prehistory of St. Johns County

Prehistoric peoples have inhabited Florida for at least 15,000 years. The earliest stages are pan-Florida in extent while later cultures exhibited differing cultural traits in the various archaeological areas of the state. Milanich and Fairbanks (1980) and Milanich (1994) have synthesized the earlier work of John Goggin (1952) and others in east Florida in their model of cultural prehistory in Northeast Florida, of which St. Johns County is part. Their chronology, as modified by recent archaeological research, will be followed in a brief overview of the prehistoric development in this region, which includes the project area. This cultural sequence provides a framework for the understanding and evaluation of archaeological sites in the project area.

The Marshall Property Services parcel is located in the East-Central archaeological region of Florida as defined by Milanich and Fairbanks (1980:22) and Milanich (1994:xix). This region extends from the St. Marys River to the north and south to the vicinity of Vero Beach on the Atlantic Coast, and includes the St. Johns River drainage and most of the eastern coastal lagoon regions.

PaleoIndian Period

The first discoverers of the New World were the Siberians of East Asia. More than 20,000 years ago, possibly as early as 40,000 years ago, prehistoric hunters crossed into North America from Asia over the Bering Strait land bridge, a continental link created by shrunken seas during the Ice Age.

Following food supplies, mainly roaming herds of large mammals such as mastodons and mammoths, the Asians migrated throughout the Americas, eventually finding their way into Florida some 15,000 years ago. Many archaeologists believe that these early Floridians, called PaleoIndians, relied, in part, on the coastal regions for food and other resources. If so, the areas they once inhabited are now under water because ancient coastlines were miles beyond where they are today due to the lower sea levels of the time. If they have survived the destructive nature of rising sea levels, these archaeological sites will be found far offshore, possibly along relic river channels, the past freshwater environs where indigenous people tended to concentrate. This phenomenon may explain why archaeologists have such a difficult time finding evidence of early humans in Florida, especially along the coasts.

Recent research on Paleoindian sites in and along the Aucilla River in northwest Florida, particularly the Page-Ladson site, has changed the thinking on early prehistoric peoples in Florida and the Southeast (Dunbar 2012; Halligan 2012; Webb 2006). Based on these archaeological investigations and the data produced, it is generally believed that Paleoindian settlement was more specialized and sedentary than once thought, particularly in how Pleistocene megafauna such as mastodons were hunted and processed. The lithic tool assemblage associated with these early prehistoric activities is sophisticated and specialized.

While it is likely that these early Floridians inhabited the area, PaleoIndian artifacts are infrequently found in St. Johns County and surrounding areas. Most have been recovered from the St. Johns River by divers who often find them in association with the fossil remains of early mammals such as elephants and bison, which were hunted by the PaleoIndians. These associated remains seem to indicate that Florida's earliest residents were taking and later butchering animals at river fords where the large creatures were temporarily incapacitated as they waded across the water. Archaeologists refer to these locations as "kill sites."

The Florida environment during PaleoIndian times was much different than today. The climate was cooler and drier, and freshwater was more difficult to find due to lower sea levels. Forests of hardwoods, mostly oak and hickory trees, grew alongside of open prairies. Here, PaleoIndians coexisted with and hunted an unusual variety of Pleistocene mammals which once lived in Florida such as giant ground sloths, horse, bison, llamas, giant armadillos, huge tortoises, peccaries and several types of elephants. They hunted many species of smaller animals, as well. Subsistence was of primary concern to these early people whose lifestyles were largely dictated by the migratory patterns and movements of game. The principal PaleoIndian diet was supplemented by wild plants, nuts, berries and food resources from the coasts.

PaleoIndians used specialized stone tools, the most characteristic of which are slightly waisted spear tips known as Suwannee and Simpson projectile points. Hundreds of these points have been found throughout Florida in rivers, suggesting that they were lost during game ambushes at river crossings.

The Archaic Period

About 6,000 B.C., the Earth's climate changed and a warming trend caused glaciers to melt and release a tremendous amount of water into the ocean. Consequently, sea levels began to rise dramatically, changing the shape of the coastlines of Florida. The warmer temperatures and abundance of water caused a change in the environment and extensive hardwood forests gave way to pines and oaks, and swamp forests emerged. This was the end of the last great Ice Age.

It was during this period that the large mammals that once characterized Pleistocene Florida disappeared. In a new landscape that looked very similar to what St. Johns County does today, lessor mammals flourished. The new environment produced a variety of new food sources which prehistoric people adapted to with a new technology. These events marked the beginning of the Florida Archaic period.

About 6,000 years ago, Archaic period hunters and gatherers began to expand out of the central highlands of Florida around Ocala and Gainesville and move into areas along the St. Johns River where they discovered an abundant supply of fish, game, and freshwater shellfish, mainly snail and mussel. By 4,000 B.C., prehistoric peoples were well established along the river, living there year-round rather than seasonally. For the first time, people became more sedentary in lifestyle, settling in one area. A stable supply of food found in the river environs attracted and supported more people and eventually large villages and ceremonial centers began to emerge. These

Archaic populations are known archaeologically as the Mount Taylor culture, named after the Mount Taylor site, a freshwater shell mound on the St. Johns River.

Perhaps the most significant of these sites is the archaeologically acclaimed Tick Island site on the St. Johns River to the southwest in Volusia County. Evidence from this site suggests a large and complex society once lived there, which practiced organized ceremonialism. Some of the earliest pottery in North America has been recovered from Tick Island along with a spectacular array of artifacts. Unfortunately, most of these were salvaged as the shell mound was being mined for road fill in the 1960's. Radiocarbon dates associated with human burial remains recovered from the site prior to its destruction indicate that Tick Island was well established by 4,000 B.C.

The Orange Period

The Archaic tradition, or the way Archaic peoples lived, continued for some time. The practice of hunting, gathering of food, and fishing, including the taking of shellfish, provided the food resources for prehistoric peoples to survive in many areas of St. Johns County.

Around 4,000 years ago or about 2,000 B.C., the technology of pottery-making was acquired by the Archaic people of Northeast Florida. The earliest forms of pottery were made from locally-gathered clays mixed with plant fibers. When fired, the bodies of these ceramic vessels became orange in color. This recognizable pottery type, evidenced by its color and the presence of fiber impressions throughout, is used by archaeologists to identify the Orange or Late Archaic cultural period in St. Johns County, a continuation of the Archaic lifestyle with the advantage of pottery vessels. Orange period sites along the St. Johns River have produced the oldest dates for pottery in North America. The earliest pottery vessel forms are rectangular-shaped and were probably modeled after baskets.

It is generally believed that it was during the Orange period that prehistoric peoples were attracted to the coasts of St. Johns County by a new food source created by a changing environment. An abundance of shellfish, produced by developing estuaries, caused inhabitants of the St. Johns River basin to migrate to the coastal regions of Northeast Florida and develop a new but similar means of subsistence. The settlement model for this period theorizes that the coastal resources supplemented the freshwater river lifestyle rather than replace it entirely. For some time, it has been believed that prehistoric groups of this time made seasonal rounds to and from the coasts from their permanent villages along the St. Johns River. These seasonal migrations are suggested to have taken place during the winter months when foods other than marine shellfish were scarce or not available.

However, evidence from coastal archaeological areas indicates that Late Archaic peoples were living along the coasts of Northeast Florida year-round rather than at certain times of the year Russo & Ste.Claire 1991; Ste.Claire 1990). Archaeological research conducted in St. Johns, Duval, Flagler and Volusia Counties, reveals that Orange period people were collecting and eating a variety of coastal resources throughout the year. Sites like Shell Bluff Landing northeast of the subject property have produced cultural deposits that represent prehistoric settlement

beginning 5,000 years ago. Many of the sites researched are coquina middens, formed by the discarded remains of beach clams that were gathered from the seashore rather than estuaries. The tiny clams were collected in mass and cooked and eaten as a broth. Orange fiber-tempered pottery recovered from Late Archaic period coastal sites indicates that prehistoric peoples were using these areas about 4,000 years ago.

It is likely that Archaic period peoples were living in the coastal regions prior to the Orange period. Investigations at sites such as the Strickland Mount complex in Tomoka State Park have revealed extensive coquina middens that contain no pottery. These shell middens along with an early mounded burial may suggest that prehistoric groups had settled the east coast long before what is currently accepted. Rather than making seasonal rounds to and from the St. Johns River and the coast, it is likely that prehistoric people in St. Johns County and, in general, Northeast Florida, beginning with the Mount Taylor period, settled the two regions simultaneously, finding in both environments the resources necessary to support populations year-round. Small Archaic period sites along the upper reaches of interior drainages may be short-term hunting or collecting stations, which were used by small groups who traveled from their permanent villages on the coast or river to gather food over a period of several days. These activities would allow people to maintain permanent residences in either location, with shellfish and fish providing the primary means of food, while gathering resources from surrounding areas.

The St. Johns Period

The end of the Orange period is characterized by changes in pottery types resulting from different tempering agents, including sand, which were used along with or in place of fiber. By 500 B.C., Orange pottery was replaced by a chalky ware known as St. Johns. The introduction of this ceramic type marks the beginning of the St. Johns cultural period, a way of life that spans two millennia, lasting until the arrival of European explorers around 1500. While much larger in number, prehistoric populations of this period practiced the same pattern of living developed by Archaic peoples centuries before, including shellfish harvesting, hunting, fishing, and plant collecting. It was also during this period that domesticated plants, mainly corn and squash, were used for the first time.

The St. Johns people occupied two major regions of Northeast Florida, the St. Johns River basin to the west and the environmentally rich estuaries of the intracoastal waterways of the east coast. Abundant resources in both areas allowed prehistoric populations to grow and expand throughout these regions of the county, establishing permanent villages and ceremonial and political centers at locations where food was most plentiful. Both the river and coastal regions are marked by enormous shell mounds, the remains of prehistoric foods – snail and mussel in the freshwater environs and oyster, clam and coquina on the coasts, all of which served as the staple for the St. Johns diet for centuries. Two notable examples of these site types, Shell Bluff Landing (8SJ032) and Wright's Landing (8SJ003), are located in the Guana Tolomato Matanzas National Estuarine Research Reserve in northeast St. Johns County. Coastal shell mound along the east coast such as Turtle Mound in Canaveral National Seashore Park and Green Mound in Ponce Inlet represent the largest shell middens in North America.

Because of an abundance of fish and shellfish in the estuarine regions of St. Johns County, St. Johns people lived in many areas along the intracoastal waterways other than the densely populated areas of river basins. This is evidenced by the numerous oyster middens known for St. Johns County, including those located in the Tolomato River Basin.

St. Johns period sites abound along the St. Johns River to the west, as well, indicating that prehistoric activity in the river basin during this cultural period was extensive. Here, enormous shell mounds and sprawling middens are composed of freshwater snail instead of oyster. The largest of these, Tick Island in Volusia County, was a focal point for St. Johns people as well as Archaic hunters and gatherers. Tick Island and other large sites likely were areas where St. Johns populations concentrated and consequently developed political and ceremonial systems to organize their complex societies.

Less is known about the inland occupations of St. Johns people, those that occur between river and coast. It is clear, however, that these areas were being used during the St. Johns period, this evidenced by interior sites such as Grand Haven Hammock (8FL181) and Grand Haven Cove (8FL174). Freshwater snail and coquina middens found along inland lakes, ponds, swamps and other drainages suggest that some St. Johns people were well adapted to these areas, living selectively, seasonally or year-round within the interior portions of the region.

The late St. Johns period peoples were known historically as the Timucuan Indians in St. Johns County and in Northeast Florida, a name that was given to them by the early European explorers. The ethnographic works of the French artist Jacques le Moyne in 1564 and other early descriptions provide archaeologists and historians with invaluable information regarding the lifestyles of the Timucua and their prehistoric ancestors. These early documentations, coupled with archaeological information, give us a relatively accurate profile of native life.

We know from this information that in addition to collecting shellfish from local waters for food, native Floridians also hunted, with bows and arrows and spears, deer and many other animals – even alligators, and fished, and trapped turtles and birds. Plants, roots, nuts, mainly acorns and hickory nuts, and berries were also gathered for food. A popular method of cooking foods involved the stewing and boiling of meats and plants in various combinations in a large pottery "kettle." Fish and animals were barbecued whole and preserved on smoke racks made of wood and crop harvests were stored in corncribs. Later, some native groups learned to grow corn, beans, squash, pumpkins, and other domesticated plants, a renewable source of food that ensured a stable diet. It is thought that in the spring some of these groups would abandon their large coastal villages, divide into smaller farming groups, and grow crops in the fertile grounds of the St. Johns River Valley and around the interior lakes of Central Florida.

Some Timucuan villages were fortified by a palisade line or a wall made of sharpened, upright timbers. A village often had a large community house in its center where ceremonies, religious activities, and political gatherings took place (Worth 1998A&B). This central structure was where the chief presided, as well. Surrounding the community center were smaller huts that housed families. These houses were circular and dome-shaped in form with palmetto-thatched walls and roofs. Inside, wooden benches were used for sitting and sleeping. While the Timucuan attire was brief, sometimes consisting of strands of Spanish moss, their practice of body

ornamentation and use of jewelry made for some richly decorated natives. Chiefs and other important members of the community were often tattooed from head to foot, a symbol. of authority. Men wore their hair up in a “top knot” usually with feathers or stuffed animals adorning their heads. Dyed fish-bladder ear plugs and long shell and bone pins were worn by both men and women. Jewelry, finely crafted and colorful, was made of shell, pearls, bone, wood, stone, and metal.

Accustomed to life near the water, prehistoric peoples used dugout wooden canoes for transportation and hunting in the extensive waterways of the Intracoastal and the St. Johns River. The dugouts were made by felling a tree, usually a pine or cypress, and hollowing out the body by burning and scraping away the interior wood. Many of these wooden vessels have been recovered from the bottom of lakes and rivers throughout the county area.

Historical Background

Possession of Florida during its early historic days was by two distinctly different European nations, Spain and Britain. Spain claimed first ownership, from 1513 until 1763, followed by Britain from 1763 until 1783, the year Spain again resumed possession. In 1819 Spain ceded Florida to the United States. This territorial period ended in 1845 when Florida officially was admitted as a State. The majority of the early settlers from 1513 - 1819 were either Hispanic or as citizens of the British Isles. Smaller numbers of other ethnic groups who immigrated to Florida as colonists came from the Mediterranean areas. Hundreds and perhaps thousands of slaves from various African countries were brought into Florida as agricultural workers beginning as early as the British Period. All of these historic period settlers came into a land already occupied by thousands of Native Americans, whom they called Indians.

Florida's First Spanish Period occupation, from 1513 to 1763, was primarily by Spanish peoples. These early residents lived in defensible, rather tightly contained villages as their interface with the Native American population was oftentimes not peaceful. To date, historical documentation has not been found to indicate Spanish settlers from this period lived or farmed very far from the confines of St. Augustine, other than on their Catholic mission sites. Many land grants were issued along Florida's east coast to Spanish citizens during this period but the majority of these properties were never developed. No Spanish occupational sites, including Catholic mission sites, have been documented for the subject area.

Negotiations with Spain at the Treaty of Paris in 1763 transferred Florida (an area at that time much larger than current-day Florida) and the Mediterranean island of Minorca to Britain, in exchange for Havana, Cuba, captured a year earlier by the British. Spain considered Havana an essential and very valuable outpost in the New World for transporting its exports from Mexico, Central and South America back to Spain. It did not consider the lands of Florida of much value to its crown. Possession of this territory of Florida gave Britain an unbroken line of colonies along the Atlantic seaboard of North America, from Canada, obtained from France during the same treaty, to Florida (Moore, Ste. Claire 1999:31). Britain's governmental decision regarding the management of its newest colony, Florida, was to split the territory into two parts, East Florida and West Florida, with seats of government in each section. The dividing line between the two sections was delineated as the Apalachicola River. Pensacola was chosen as seat of West Florida's government and St. Augustine was appointed as the East Florida seat. Both sections had a governor appointed by the British government. East Florida's first colonial governor was Col. James Grant, appointed June 8, 1763, although he didn't arrive in St. Augustine until August 1764.

This British occupation of Florida is termed Florida's British Period, lasting only from 1763 to 1783, a twenty-year span. In 1783 another treaty between Britain and Spain returned Florida to Spanish ownership. This period, termed Florida's Second Spanish Period, ended in 1819 when Florida became an official territory of the United States. Under the British Period ownership, with a desire to quickly populate its two new colonies, a system of land grants was implemented for which interested British subjects could apply. Governor Grant's plan for settling East Florida was based on the development of a plantation economy, with large land grants issued to people

who would produce agricultural products for which Britain's economy and citizens would benefit.

James Grant, East Florida's British Governor, considered a network of roads a top priority during his administration (Schafer 2001:163). He recognized that settlers needed a dependable overland transportation route but lacked sufficient funds to pay for this work at first. By 1772, savings in the Governor's contingency fund allowed work to begin on segments of the road. This effort may have provided the greatest public benefit of any project undertaken by the British government. John Funk was appointed surveyor for traversing and surveying the ground for the Public Road and paid 12 pounds for this work (Coomes 1975). Schafer (2001:168) described road specifications to be followed for portions of the King's Road leading north from St. Augustine. It is believed that these specifications were also followed by Bisset and Payne for the southern route. The road was to measure sixteen feet across, with ditches and pine logs laid crosswise in the wet portions (corduroy ribbing), causeways through the swamps and bridges across the many creeks and rivers.

By the end of 1774 Bisset's crew had completed the southern section of the King's Road. East Florida's Acting Governor John Moultrie wrote from St. Augustine in October 1775, "I go regularly once a month to Tomoka (in today's Ormond Beach area), go through in a day, with great ease and pleasure to self and horses" (Schafer 2001:166). While the road may have been considered in very good condition in 1775, time, nature, Florida's changes of ownership, political unrest, wars, and destruction by Native Americans contributed to its disrepair and, at times, disuse, over the years. At times this road was not safe for travel by private citizens, but used by troops, rebels and Indians. A chronology of construction and events related to the King's Road from the British Period to 1845 when Florida officially became a State is included in reports by Adams, et al (Adams, et al 1997:1-4) and Weaver (2009).

Naval stores (forestry products) was one of the important financial endeavors that sustained many of the early settlers in the area prior to and after the formation of St. Johns County. Naval stores refers to several products harvested from the forest: the oleogum of live pines produced turpentine and resin; tar and pitch were obtained by burning the residual resins of dead pines, pine knots, pine stumps and pine cones (Newman, et al 1998:3). Other products are timber and lumber cut from different species of trees and their various usages. Tar and pitch were in great demand as products essential for caulking and coating surfaces of early wooden ships during construction, repair, and maintenance (Bond 1987a:187). All of the above items were harvested or produced in northeast Florida, including within what is present-day St. Johns County, as early as the eighteenth century British Period. In this time period, turpentine referred to the gum (pine sap) extracted from live trees, not the liquid that was steam distilled in later periods and referred to as spirits of turpentine. Early on, resin was the product of the hardened gum of the tree, later obtained as a by-product of the steam distilling of turpentine. Bond (1987a:189) states production of tar and turpentine during this early period rose from 190 barrels of tar and 56 barrels of turpentine in 1776 to as much as 20,000 barrels of tar and turpentine in 1783, the year Spain regained possession of Florida. To place the naval stores industry into a more recent historical context, between 1905 and 1923 Florida was the top producer of these products (Newman, et al 1998:2).

The late 19th century and early 20th century brought new changes to St. Johns County. Henry M. Flagler was a wealthy Standard Oil Company magnate from Ohio and later New York. In 1877, when Flagler's wife Mary suffered from increasingly poor health, her doctor suggested they spend the winter in Florida. Although the state boasted magical curative qualities for its visitors, Florida had inadequate transportation routes, and Jacksonville was as far south as most tourists would travel. While there, Flagler realized the need for better tourist accommodations, a thought that remained on his mind long after he returned to New York. Mary's health continued to decline, and despite her doctor's advice to return to Florida, she died before they could make a return trip.

In 1883, Flagler married Ida Alice Shourds, and they honeymooned in Jacksonville and St. Augustine. Flagler was completely charmed, convinced he would retire in St. Augustine. His deep concern for the lack of transportation and accommodation set him off on a series of projects that would spur the rapid development not only of that town, but of commerce, tourism and agriculture all along the coast of East Florida from Jacksonville to Key West. His efforts included the refurbishment and construction of railroads, hotels, roads and bridges as well as the development of towns, farms and businesses all along Florida's East Coast.

In 1885, Flagler purchased his first railroad in Florida -- the Jacksonville, St. Augustine and Halifax River Railroad -- just in time to make it useful in shipping construction materials to St. Augustine where he was building the grand Ponce de Leon Hotel. To further facilitate this as well as the conveyance of wealthy Northern passengers to his hotel, Flagler became increasingly interested in acquiring other railroad properties throughout east Florida. He bought the St. Johns Railroad, and his two lines then connected St. Augustine to Jacksonville, Tocoi and East Palatka. In 1888, he purchased a logging railroad that traveled from East Palatka to Daytona via San Mateo and Ormond. Now his railroads gave him a direct line from Jacksonville to Daytona.

Flagler often visited East Palatka, San Mateo and Hastings, and purchased a considerable amount of land in the latter two places. Hastings was, in fact, named after Flagler's cousin Thomas Horace Hastings, who, in 1890, founded the 1,589-acre Prairie Garden Plantation. At his cousin's request, Hastings built greenhouses to grow early winter vegetables for Flagler's hotel guests in St. Augustine. Flagler also established orange groves in San Mateo and raised pineapples near West Palm Beach.

Also in 1890, Flagler bought a hotel in Ormond from John Anderson and Joseph D. Price. He enlarged the building and beautified the grounds, adding an 18-hole golf course. The hotel catered to automobile racing fans and offered amusements like bicycling and water activities.

Flagler continued building the railroad down the East Coast, next to Daytona, New Smyrna, Titusville, Cocoa, Rockledge, Palm Beach, Miami and eventually to Key West by 1912. Along the way, he bought land, established new towns, improved existing ones, built hotels, resorts, schools and churches, and established utility companies, newspapers, steamship lines, land development companies, and agricultural experimental farms. He understood that all of these things would help the success of his railroads and vice versa.

Flagler established a special department within the FEC Railway Company to handle the sales and management of his land acquisitions, the Model Land Company (MLC). The MLC and its subsidiaries controlled land from Jacksonville to Key West and contributed largely to East Florida's agricultural and industrial growth. The company gave liberally of time, money and experience in assisting development. Expert agriculturalists, horticulturalists and stockmen were employed. The FEC soon began hauling hundreds of cars of produce each year.

A Brief History of St. Augustine

After Ponce de Leon claimed Florida for Spain in 1513, Spanish explorers found gold and silver in Mexico and Peru. The treasure was sent back to Spain in ships sailing in the Gulf Stream. Spanish settlements needed to be built in Florida to protect the Spanish treasure fleets. King Philip II of Spain sent Pedro Menéndez to settle Florida and drive out French garrisons recently established there. In September 1565, Pedro Menéndez, with 800 soldiers and colonists, landed and founded St. Augustine, making it the oldest continually occupied European settlement in North America. Menéndez successfully destroyed the French Fort Caroline at the mouth of the St. Johns River 40 miles north of St. Augustine and thus ended the French incursion into Florida.

St. Augustine's settlers, isolated and often near starvation, lived in constant fear of attacks by pirates who roamed the coast. Diminishing supplies and increasing hostility of the Indians made life treacherous for the early settlers. Englishman Francis Drake burned the village and wooden fort to the ground in 1586. The town was sacked again in 1668 by pirate Robert Searle.

Spain's Queen Regent Mariana realized that St. Augustine was the keystone in the defense of the Florida coast, so she ordered the construction of a new fort made of stone. In 1672, the Castillo de San Marcos was begun and took 23 years to complete. Originally the fort was covered with white plaster, some of which can be seen today. The towers in the four corners were plastered red. The fort was built of coquina, a locally quarried soft shellstone. Coquina was easily shaped by artisans and did not become brittle and crumble under cannon fire. The fort, the city gate and many homes in St. Augustine were made of coquina which is still evident today.

In 1702, seven years after its completion, English troops from South Carolina besieged the Castillo for fifty days. Fifteen hundred Spanish citizens fled into the security of the fort and refused to surrender. The British finally gave up the siege and burned the town. This event is why there are no buildings older than 1702 in St. Augustine today. The Spaniards rebuilt their settlement, erected a defensive earthwork on its northern limit, fortified the walls around the city and strengthened the walls of the Castillo.

The English attacked again in 1740, this time led by General James Oglethorpe of Georgia. He bombarded the Castillo and town for twenty-seven days before he also gave up and left. The coquina walls had held firm, absorbing cannon balls without breaking apart.

England defeated Spain in the Seven Years War, and Florida was transferred to English control by the Treaty of Paris in 1763. England then divided Florida into two colonies, and St. Augustine

became the capital of East Florida. During the American Revolution, St. Augustine remained loyal to the crown.

The entire Florida peninsula was returned to Spain as part of the negotiations ending the American Revolution in 1783. The Spanish came back to an impossible situation. The border problems of earlier times were multiplied as runaway slaves from Georgia found welcome among the Seminole Indians, and ruffians from both land and sea made Florida their habitat. Spain ruled for another 37 years known as the Second Spanish Period 1783-1821. During this time, the Spaniards had difficulty luring settlers from the mother country and other colonies to repopulate this area.

On July 10, 1821, the Americans took over from the Spanish. In the 1830s, hostilities developed between Seminole Indians and the Federal government. In October 1837, one hundred Seminole Indians, including revered leader Osceola, were captured under a white flag of truce just south of St. Augustine. The end of the Seminole War made Florida safe again for visitors who came to take advantage of the fine climate. In 1845, Florida became the 27th state of the Union.

From 1875 to 1887, Indians from the Great Plains and the Southwest were exiled to Florida and imprisoned in the fort. The government sought to educate the Indians and allowed them some freedom of movement. These activities led to more progressive Federal Indian policies.

During the winter of 1883 - 84 Henry M. Flagler, co-founder of Standard Oil Company, visited the city and was impressed with the charm and possibilities of the area. He later made a major impact on the architecture and economy of this historic city by building the Hotel Ponce de Leon, Hotel Alcazar, the Memorial Church and more.

History of the Marshall Property Services Parcel Project Area

In an effort discern early historical activity on the Bella Terra parcel, several resources were consulted including historic aerials, early topographic and soils maps, BLM-GLO map and archival records. A review of Spanish Land Grants indicated that no grants were recorded for the subject parcel.

BLM-GLO records show that Jackson Henderson was granted 129-acres in 1896 by the U.S. government. The land grant falls into Section 18, Township 8 South, Range 30 East which subsumes the subject property. A review of an 1835 survey map (BLM-GLO) of the property area also shows no structures or historic activity on the property. Historic aerials of 1943, 1952 and 1960 show no structures or historic activity on the property, but indicate historic activity in the general area surrounding the subject parcel. The 1917 St. Johns County Soils Map and the 1937 Crescent Beach U.S.G.S. topographic map show historic activity in the general area of the subject property. In particular, the 1937 Crescent Beach topographic map shows the Moultrie School to the east of the subject property and the Moultrie Church farther north of the project area, as well as other structures and roads in the general vicinity of the subject parcel; the 1917 Soils Map shows an early road going directly through the subject property.

Charles Tingley, head reference librarian at the St. Augustine Historical Society and historical researcher, was contacted regarding historic activity on the subject parcel and in particular, any interface the project area had with the Moultrie School located to the immediate east of the subject property. Mr. Tingley's research showed that the Moultrie School operated throughout much of the 20th century, but is no longer active. The subject parcel was not part of the school holdings nor did school activities interface with the property. The school, like so many other landmarks, waterways and buildings in the area, was named after John Moultrie, Lieutenant Governor of East Florida under Governor James Grant during the British Colonial period in Florida (1763 – 1784). Moultrie was granted large tracts of land in the St. Augustine vicinity on which he established a plantation called "Bella Vista." While acting as the lieutenant governor, he lived in the Peck House on St. George Street in downtown St. Augustine.

Historic Map Sources:

United States Bureau of Land Management
2021 General Land Office Records Historic Land Surveys. https://glorecords.blm.gov/

United States Bureau of Soils (USBS).
1917 Soils Map of St. Johns County, Florida. Washington, D.C.: Soils Bureau.

United States Geological Survey
2021 Current and Historic Topographic Maps. https://www.usgs.gov/core-science-systems/ngp/tnm-delivery/topographic-maps

University of Florida
2021 Smathers Library Historic Aerials. https://ufdc.ufl.edu/aerials

Previous Archaeological Investigations

A search of the FMSF determined that previous archaeological surveys had been conducted in the general area of the subject parcel, and that cultural resources were present with a half mile radius of the project area. The following is a summary of the FMSF data:

FMSF	Title	Authors	Date
557	*Powerline Right-of-Way in St. Johns and Flagler Counties*	Browning & Morrell	1974
6612	*Historic Properties Survey*	Johnson	2001
10527	*An Intensive Cultural Resource Assessment Survey of the Watson Road Parcel*	Bland	2004
10566	*An Intensive Cultural Resource Assessment Survey of the Swan and Kittredge Parcel*	Bland	2004
10738	*A Cultural Resource Reconnaissance Survey of the Commercial Site on U.S. Highway 1*	Chance	2004
11553	*A Cultural Resource Reconnaissance Survey of the Climatized Self Storage Parcel*	Bland	2005
12273	*A Cultural Resource Reconnaissance Survey of the Sonic at Wildwood Tract*	Arbuthnot & Brito	2005
12920	*A Cultural Resource Reconnaissance Survey of the Mariners Way Parcel*	Bland & Mynatt	2006
13634	*A Cultural Resource Reconnaissance Survey of the Shoppes of Valencia Parcel*	Bland	2006
14019	*A Cultural Resource Assessment Survey of the St. Johns Developers Ltd Parcel*	Bland	2007
20518	*Cultural Resource Assessment Survey of the Watson Road-Valencia Apartments Property*	Ste.Claire	2013
18292	*Proposed 195-Foot Self-Supporting Lattice Telecommunications Structure*	Environmental Corp. of America	2011
21883	*An Intensive CRAS of the Moultrie Oaks Phase VI Parcel*	Bland	2015
	Phase I CRAS of the Zaxby's Restaurant Development Parcel	Ste.Claire	2020

FMSF	Site Name	Eligibility
	Historic Cemeteries	
SJ04906	Moultrie A.M.E. Church Cemetery	Not Evaluated
	Historic Structures	
SJ02941	Moultrie Creek Bridge S	Not Evaluated
SJ04278	5030 US 1 South	Not Evaluated
SJ04866	5034 US 1 South	Not Eligible
	Resource Groups	
SJ05036	FEC: St. Augustine and Palatka	Eligible

In 1993, HDR Engineering, Inc. conducted a CRAS of four bridge sites on US 1 and Race Track Road (MS# 3738). One of the recorded bridges, FDOT 780002 (8SJ03264) was recorded within 0.5 mile of the subject property. Consultants recorded that the northbound bridge had been built in 1957 and the southbound bridge had been built in 1927 and widened in 1948. They recommended that the structure was not eligible for listing in the NRHP. The State Historic Preservation Office (SHPO) concurred with their findings (Wharton & Stevenson 1993:4).

In 2004, Environmental Services, Inc. (ESI) conducted a reconnaissance survey of the LRP Development on Santa Maria Blvd (MS# 9859). This reconnaissance survey was conducted in close proximity to the project area. No cultural resources were identified (Handley and Sipe 2004).

In 2005, ESI conducted one CRAS and two reconnaissance surveys within 0.5-mile of the subject property. ESI conducted a CRAS of the Moultrie Bluff Plaza, northwest of the subject property (MS# 11180). ESI identified one new archaeological site, Moultrie Plaza Site (8SJ04950). ESI recommended that the site was not eligible for listing in the NRHP and the SHPO concurred with these findings (Nash et al 2005). ESI conducted a reconnaissance survey for a proposed Sonic (MS# 12273). The project area was located southwest of the subject property. No cultural resources were identified (Arbuthnot and Brito 2005a). Also, ESI conducted a reconnaissance survey of the property adjacent to the north of the subject property (MS# 12290). No cultural resources were identified (Arbuthnot and Brito 2005b).

In 2005, FAS conducted phase II archaeological investigations at 8SJ03166, the Vaill Point Site (MS# 11434). The investigation was conducted for St. Johns County and its development of Vaill Point County Park. The proposed project area was also located within the F. Falany grant. The Vaill Point site (8SJ03166) is a general vicinity site along the southern shores of Moultrie Creek and the western shore of the Matanzas River. As a result of the phase II investigation, FAS recommended that the portion of the Vaill Point site within the county park was not eligible for listing in the NRHP and the SHPO concurred (Johnson 2005).

In 2006, Bland & Associates, Inc. conducted a reconnaissance survey of the Mariners Way parcel (MS# 12920). The project area was located southwest of the subject property. No cultural resources were identified (Bland & Mynatt 2006a). Also in 2006, Bland & Associates, Inc. conducted a reconnaissance survey of the Moultrie Publix expansion (MS# 12751). The project area was located southwest of the subject property. No cultural resources were identified (Bland & Mynatt 2006b).

In 2008, ESI conducted a CRAS of the US 1 Bowling Alley. The proposed project area was located north of the subject property (MS# 16358). As a result of the survey, ESI identified one archaeological site, US-1-Vaill Point Road Site (8SJ05402) and one historic structure 3930 US 1 South (8SJ05403). ESI recommended that both the archaeological site and the historical structure were not eligible due to the generic nature of the artifacts and the modifications to the historic structure. The SHPO has not evaluated either resource (Marks 2008).

In 2016, ESI conducted a CRAS of the Santa Maria Boulevard property (MS# 24758). The project area was located on the east side of Santa Maria Blvd, south of the subject property. ESI found. No cultural resources were identified (Handley and Newman 2016).

Environmental Setting

The 27.95 Marshall Property Services LLC development parcel is best described as a poorly drained, extensively disturbed former planted pine forest. Many areas of the project tract are seasonally inundated (flooded). These wetlands generally drain westward toward the greater Matanzas River Basin. Vegetation is mainly remnant pine forests showing substantial evidence of prior silviculture (planted pine agriculture) with an understory of saw palmetto and scrub oak. Some small spatially isolated pockets of live oak are located at the intersection of Bella Terra Drive and U.S. 1 (see Figure 2 and photographic plates). Original vegetation has been altered considerably due to timbering, planted pine, previous land clearing activities and more recent residential development (a substantial portion of the property has been clear-cut and developed with residential compounds throughout (see Figure 2)..

The *Soil Survey of St Johns County, Florida* (U.S.D.A., Soil Conservation Service, 1983) indicates the following soil types on the Bella Terra Drive property:

Pomona fine sand (09 & 15). Pomona fine sand is a poorly drained, nearly level soil is in broad areas in the flatwoods. The seasonal high water table is within 10 inches of the surface for one to three months and is at a depth of 10 to 40 inches for six months or more. During extended dry periods, the water table recedes to a depth of more than 40 inches. Typically, the surface layer is black to very dark gray fine sand about six inches thick. The subsurface layer, which is about 15 inches thick, is gray and light gray fine sand.

Immokalee fine sand (07). Immokalee find sand is a poorly drained, nearly level soil on broad flats and low knolls in the flatwoods. During dry periods, the seasonal water table recedes to a depth of more than 10 inches for about two months of the year. It is below a depth of 40 inches in driest seasons. Typically, the surface layer is a very dark gray fine sand about eight inches thick. The subsurface layer is a light gray to white fine sand about 32 inches thick.

Floridana fine sand, frequently flooded (18). Floridana fine sand, frequently flooded, is a poorly drained, nearly level soil in broad, shallow drainageways and on flood plains. The seasonal high water table is within 10 inches of the surface more than six months in most years. It is below a depth of 40 inches in driest seasons. This soil is subject to flooding for up to three months during times of high rainfall. Typically, the surface layer is black fine sand about 18 inches thick. The subsurface layer is a grayish brown fine sand about ten inches thick.

Research Design and Field Methodology

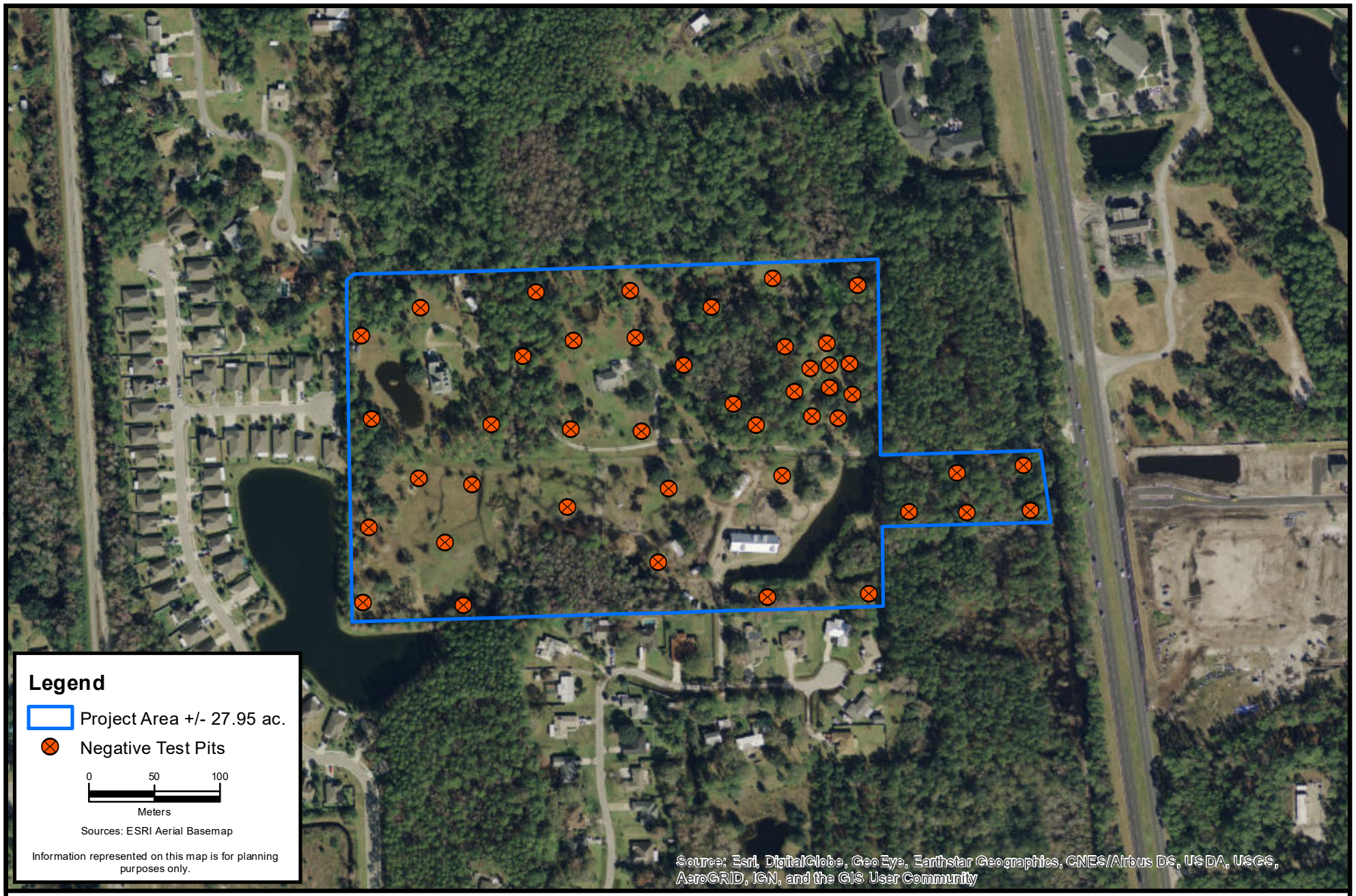
Prehistoric and historic settlement in the Northeast Florida archaeological region, of which St. Johns County is part, occurs predominantly in two major areas – the estuarine regions of the east coast and the St. Johns River basin. Prehistoric sites, especially those of later cultural periods, are well known for these areas; fewer prehistoric and historic sites are known for interior regions. Archaeological investigations along the nearby Matanzas River Basin, as well as those conducted in the GTM-NERR have produced cultural resources that demonstrate long-term prehistoric and historic occupation (see Regional Settlement Patterns section).

Evaluations of archaeological or historical site significance are based on the potential of a site to contribute to the knowledge of regional prehistory or history. Thus, consideration of these sites within the context of a larger, regional settlement system is essential. While archaeological sites are known for the coastal areas of St. Johns County, little is known about prehistoric and early historic settlement in the interior areas of the region with its freshwater creeks, marshes, ponds, swamps and other drainages. These concerns were incorporated into the research design, as well.

Because of early and continuous land use on the subject parcel, original land surfaces have been extensively altered by timbering, planted pine agricultural activity, road construction and general land clearing. These cleared and disturbed areas afforded exceptional surface visibility of exposed subsurface soils and materials (see photographic plates). During the field investigations, these exposed surfaces were intensively examined.

A pedestrian survey of the 27.95-acre project area showed substantial evidence of former silviculture (planted pine) agricultural activities. These highly disturbed areas, along with other lands cleared for agricultural activities, were tested intermittently at greater intervals. The CRAS of the subject parcel included surface investigations and subsurface testing at 25 to 50-meter intervals in remnant pockets of upland hardwood forests and judgmentally across the sections of planted pine forest (see Figure 3). .50-meter square test units were excavated through mostly wet, humic soils. Metal detector surveys located a historic site (8SJ08031 in the northeastern section of the property. All materials were sifted through ¼ inch screens. Cultural materials collected during the survey were processed, analyzed and stored at the Heritage Cultural Services LLC facilities in Ponte Vedra. All field notes, photographs and other project records are curated and stored at the HCS offices, as well. No local informants were identified or interviewed.

During archaeological investigations, if sites were found and determined to contain unmarked human burials and human skeletal remains, by procedure these would be brought to the attention of a District Medical Examiner, if it was determined that the burial(s) represent an individual (or individuals) who had been dead less than 75 years, or to the attention of the State Archaeologist in the case that the remains were determined to be older than 75 years. Archaeological and development activities would cease immediately until proper authorities, the District Medical Examiner or the State Archaeologist, made a determination and authorized the continuance of work through their respective jurisdiction as defined by Florida Statutes. Procedures outlined in Chapter 872.05, Florida Statutes, would be followed regarding site preservation and protection, or mitigation, and reporting, this through the authority of the Medical Examiner and/or the State Archaeologist. Other unexpected archaeological finds occurring during subsequent construction activities during development of the subject property will be reported in a similar fashion.



Dana Ste.Claire, M.A.
Archaeological Consultant
Heritage Services, Inc.

Archaeological Shovel Test Pit Location Map

Marshall Property - Bella Terra Drive

Project:	5.21036	St. Johns County, FL	Date: Aug 18 2021

Figure: 3

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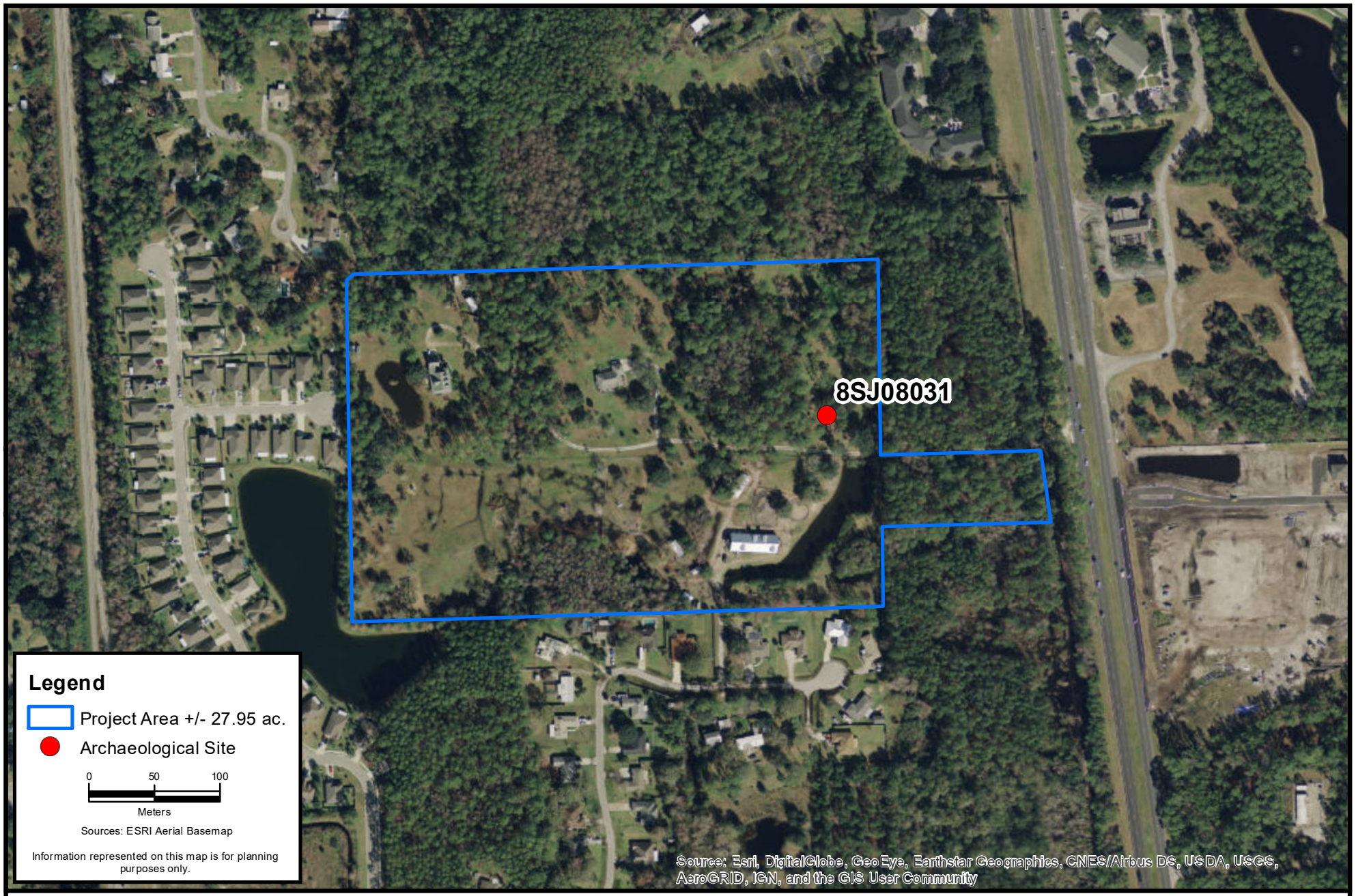
Survey Results and Management Recommendations

The principal purpose of the subject Phase I cultural resource assessment survey was to conduct systematic testing across the 27.95-acre KB Home, Jacksonville Division (originally Marshall Property Services LLC) development parcel in an effort to determine the presence or absence of cultural resources. Despite the location of the subject parcel in the general Moultrie Creek basin, an area considered high probability in terms of archaeological site expectancy, the archaeological survey resulted in the discovery of no prehistoric sites.

However, a historic site, the Bella Terra Homestead site (**8SJ08031**), was identified in the northeastern section of the subject parcel (see Figure 4). The site was discovered during a metal detector survey of an area believed to contain evidence of historic activity (a remnant road terminated at the site). Metal detector "hits' produced six square nails, a suspender clasp (buckle) and a dated 1900s Indian Head penny, thus providing the temporal position of the site somewhere around the turn-of-the-century (late 1800s/early 1900s). One brick fragment and two late 19th century fragments of bottle glass were recovered on the surface in the general area. The site is likely the remains of a late 19th century homestead cabin which disappeared in the early part of the 20th century. Subsequent subsurface tests in the area of the site failed to produce additional artifacts and evidence of cultural deposition. Because of the low frequency and limited range of the artifact assemblage, as well as the minimal research potential of the site, it is recommended that 8SJ08031 is ineligible for listing in the *National Register of Historic Places*.

Therefore, because no significant cultural resources were found on the KB Home development property, it is the opinion and recommendation of Heritage Cultural Services, LLC, that no historical or archaeological sites eligible for listing in the *National Register of Historic Places* will be impacted by development on the subject KB Home property. No further work is recommended.



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Dana Ste.Claire, M.A.
Archaeological Consultant
Heritage Services, Inc.

Archaeological Site Location Map

Marshall Property - Bella Terra Drive

Project:	5.21036	St. Johns County, FL	Date: Aug 18 2021

Figure: 4

Photographic Plates

1 - Marshall, Bella Terra Drive heading west into property

2 - Marshall, northeast section

3 - Marshall, clearcut lands

4 - Marshall, wetlands

5 - Marshall, entrance to residential compound

6 - Marshall, contemporary residence

7 - Marshall, central cleared area

8 - Marshall, interior wetlands

9 - Marshall, western section of Bella Terra Drive

10 - Marshall, equestrian course

11 - Marshall, horse riding stables and field

12 - Marshall, artificial pond near horse stables

13 - Marshall, fence line along eastern boundary

14 - Marshall, cleared area, general location of c.1900 homestead site (8SJ08031)

15 - Marshall, possible road adjacent to homestead site (8SJ08031)

16 - Marshall, iron kettle rim fragment from homestead site (8SJ08031)

17 - Marshall, suspenders clasp from homestead site (8SJ08031)

18 - Marshall, square nail from homestead site (8SJ08031)

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1917 Soils Map of St. Johns County, Florida. Washington, D.C.: Soils Bureau.

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Attachment A:

Survey Log Sheet
Florida Division of Historical Resources

Clear Form Values

Ent D (FMSF only) _____

Survey Log Sheet

Florida Master Site File
Version 5.0 3/19

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Manuscript Information

Survey Project (name and project phase)
Marshall Property Services Development Parcel CRAS, St. Johns County, Florida

Report Title (exactly as on title page)
Phase I Cultural Resource Assessment Survey of the Marshall Property Services LLC Parcel, St. Johns County, Florida

Report Authors (as on title page) 1. Ste.Claire, Dana 3. _____ 2. _____ 4. _____

Publication Year 2021 **Number of Pages in Report** (do not include site forms) 46

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)
HSI Report Series 2021-0085

Supervisors of Fieldwork (even if same as author) Names Dana Ste.Claire, M.A., RPA

Affiliation of Fieldworkers: Organization Heritage Services, Inc. City Ponte Vedra

Key Words/Phrases (Don't use county name, or common words like *archaeology*, *structure*, *survey*, *architecture*, *etc.*)

1. U.S. 1
2. Bella Terra Drive
3. Commercial Corridor
4. Moultrie Creek Basin
5. Planted Pine Forest
6. Silviculture
7. Homestead Cabin
8. _____

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork) Clear Sponsor Values

Name Marshall Property Services, LLC Organization Other

Address/Phone/E-mail 4400 East 100 North Shelbyville, IN 46176

Recorder of Log Sheet Dana Ste.Claire, M.A., RPA **Date Log Sheet Completed** 8-15-2021

Is this survey or project a continuation of a previous project? ☒No ☐Yes: **Previous survey #s (FMSF only)** _____

Project Area Mapping

Clear Mapping Values

Counties (select every county in which field survey was done; attach additional sheet if necessary)

1. St. Johns
2. _____
3. _____
4. _____
5. _____
6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)

1. Name ST. AUGUSTINE BEACH Year 1993
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 8-1-2021 End 8-14-2021 **Total Area Surveyed** (fill in one) _____ hectares 27.95 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) **Width:** _____ meters _____ feet **Length:** _____ kilometers _____ miles

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Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Survey Log Sheet

Survey #_____

Research and Field Methods

Types of Survey (select all that apply): ☒archaeological ☐architectural ☐historical/archival ☐underwater ☐damage assessment ☐monitoring report ☐other(describe): _____

Scope/Intensity/Procedures

Pedestrian survey and shovel testing at 25-meter intervals; .5 meter units screened through 1/4" mesh. Metal detector survey and probing for historic artifacts, foundations and historic features.

Preliminary Methods (select as many as apply to the project as a whole)

☒Florida Archives (Gray Building)	☒library research- *local public*	☒local property or tax records	☒other historic maps	☐LIDAR
☐Florida Photo Archives (Gray Building)	☐library-special collection	☐newspaper files	☒soils maps or data	☐other remote sensing
☒Site File property search	☐Public Lands Survey (maps at DEP)	☒literature search	☐windshield survey	
☒Site File survey search	☐local informant(s)	☐Sanborn Insurance maps	☒aerial photography	

☐other (describe): _____

Archaeological Methods (select as many as apply to the project as a whole)

☐Check here if **NO** archaeological methods were used.

☒surface collection, controlled	☒shovel test-other screen size	☐block excavation (at least 2x2 m)	☐metal detector
☐surface collection, **un**controlled	☐water screen	☐soil resistivity	☐other remote sensing
☒shovel test-1/4"screen	☐posthole tests	☐magnetometer	☒pedestrian survey
☐shovel test-1/8" screen	☐auger tests	☐side scan sonar	☐unknown
☐shovel test 1/16"screen	☐coring	☐ground penetrating radar (GPR)	
☒shovel test-unscreened	☐test excavation (at least 1x2 m)	☐LIDAR	

☐other (describe): _____

Historical/Architectural Methods (select as many as apply to the project as a whole)

☐Check here if **NO** historical/architectural methods were used.

☐building permits	☐demolition permits	☐neighbor interview	☐subdivision maps
☐commercial permits	☐windshield survey	☐occupant interview	☐tax records
☐interior documentation	☒local property records	☐occupation permits	☐unknown

☐other (describe): _____

Survey Results

Resource Significance Evaluated? ☐Yes ☒No Clear Check Boxes

Count of Previously Recorded Resources 0 **Count of Newly Recorded Resources** 1

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

List Newly Recorded Site ID#s (attach additional pages if necessary)

8SJ08031, Bella Terra Homestead

Site Forms Used: ☐Site File Paper Forms ☒Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY **SHPO USE ONLY** **SHPO USE ONLY**

Origin of Report: ☐872 ☐Public Lands ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational ☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report ☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc ☐Desktop Analysis ☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: Plottable Projects **Plotability:** _____

Florida Master Site File / Div. of Historical Resources / R.A. Gray Bldg / 500 S Bronough St., Tallahassee, Florida 32399-0250
Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Attachment B:

Florida Master Site File Form - 8SJ08031

☒Original
☐Update

ARCHAEOLOGICAL SITE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult *Guide to Archaeological Site Form* for detailed instructions

Site #8 SJ08031
Field Date 7-10-2021
Form Date 7-27-2021
Recorder # DSC-HCS

Site Name(s) Bella Terra Homestead — **M**ultiple Listing (DHR only) _____
Project Name Phase I Archaeological Survey Marshall Property — **S**urvey # (DHR only) _____
Ownership: ☒private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

USGS 7.5 Map Name ST. AUGUSTINE — **U**SGS Date 1992 — **P**lat or Other Map _____
City/Town (within 3 miles) St. Augustine — **I**n City Limits? ☒yes ☐no ☐unknown — **C**ounty St. Johns
Township 8S — **R**ange 30E — **S**ection 18 — ¼ section: ☐NW ☐SW ☐SE ☐NE — Irregular-name: _____
Township 8S — **R**ange 30E — **S**ection 18 — ¼ section: ☐NW ☒SW ☐SE ☐NE
Landgrant _____ — **T**ax Parcel # _____
UTM Coordinates: **Z**one ☐16 ☒17 — **E**asting ☐☐☐☐☐☐ — **N**orthing ☐☐☐☐☐☐☐
Other Coordinates: X: _____ Y: _____ — **C**oordinate System & Datum _____
Address / Vicinity / Route to:

150 Bella Terra Drive off U.S. 1 South, St. Augustine, St. Johns County

Name of Public Tract (e.g., park) _____

TYPE OF SITE (select all that apply)

SETTING
- ☒Land (*terrestrial*)
- ☐Lake/Pond (*lacustrine*)
- ☐River/Stream/Creek (*riverine*)
- ☐Tidal (*estuarine*)
- ☐Saltwater (*marine*)
- ☐Wetland (*palustrine*)
  - ☐usually flooded
  - ☐usually dry
- ☐Cave/Sink (*subterranean*)
  - ☐terrestrial
  - ☐aquatic

STRUCTURES OR FEATURES
- ☐log boat
- ☐agric/farm building
- ☐burial mound
- ☒building remains
- ☐cemetery/grave
- ☐dump/refuse
- ☐earthworks (historic)
- ☐fort
- ☐midden
- ☐mill
- ☐mission
- ☐mound, nonspecific
- ☐plantation
- ☐platform mound
- ☐road segment
- ☐shell midden
- ☐shell mound
- ☐shipwreck
- ☐subsurface features
- ☒surface scatter
- ☐well

FUNCTION
- ☐campsite
- ☐extractive site
- ☐habitation (prehistoric)
- ☒homestead (historic)
- ☐farmstead
- ☐village (prehistoric)
- ☐town (historic)
- ☐quarry (prehistoric)

Other Features or Functions (Choose from the list or type a response.)
1. Homestead — 2. Building Remains

CULTURE PERIODS (select all that apply)

ABORIGINAL
- ☐Alachua
- ☐Archaic (nonspecific)
- ☐Archaic, Early
- ☐Archaic, Middle
- ☐Archaic, Late
- ☐Belle Glade
- ☐Cades Pond
- ☐Caloosahatchee
- ☐Deptford
- ☐Englewood
- ☐Fort Walton
- ☐Glades (nonspecific)
- ☐Glades I
- ☐Glades II
- ☐Glades III
- ☐Hickory Pond
- ☐Leon-Jefferson
- ☐Malabar I
- ☐Malabar II
- ☐Manasota
- ☐Mississippian
- ☐Mount Taylor
- ☐Norwood
- ☐Orange
- ☐Paleoindian
- ☐Pensacola
- ☐Perico Island
- ☐Safety Harbor
- ☐St. Augustine
- ☐St. Johns (nonspecific)
- ☐St. Johns I
- ☐St. Johns II
- ☐Santa Rosa
- ☐Santa Rosa-Swift Creek
- ☐Seminole (nonspecific)
- ☐Seminole: Colonization
- ☐Seminole: 1st War To 2nd
- ☐Seminole: 2nd War To 3rd
- ☐Seminole: 3rd War & After
- ☐Swift Creek (nonspecific)
- ☐Swift Creek, Early
- ☐Swift Creek, Late
- ☐Transitional
- ☐Weeden Island (nonspecific)
- ☐Weeden Island I
- ☐Weeden Island II
- ☐Prehistoric (nonspecific)
- ☐Prehistoric non-ceramic
- ☐Prehistoric ceramic

NON-ABORIGINAL
- ☐First Spanish 1513-99
- ☐First Spanish 1600-99
- ☐First Spanish 1700-1763
- ☐First Spanish (nonspecific)
- ☐British 1763-1783
- ☐Second Spanish 1783-1821
- ☐American Territorial 1821-45
- ☐American Civil War 1861-65
- ☒American 19th Century
- ☒American 20th Century
- ☐American (nonspecific)
- ☐African-American

Other Cultures (Choose from the list or type a response. For historic sites, give specific dates.)
1. 1900 Homestead Cabin Remains — 3. _____
2. _____ — 4. _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information
Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required if evaluated; use separate sheet if needed)

Limited assemblage of historic artifacts, the refuse and remains of a c. 1900 century cabin once located on the property. No cultural context or deposition.

Recommendations for Owner or SHPO Action

No further archaeological work recommended.

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

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ARCHAEOLOGICAL SITE FORM

Site #8 SJ08031

FIELD METHODS (select all that apply)

SITE DETECTION			SITE BOUNDARY		
☐no field check	☒exposed ground	☐screened shovel	☒bounds unknown	☒remote sensing	☐unscreened shovel
☒literature search	☐posthole tests	☒screened shovel-1/4"	☐none by recorder	☒exposed ground	☒screened shovel
☐informant report	☐auger tests	☐screened shovel-1/8"	☒literature search	☐posthole tests	☐block excavations
☒remote sensing	☒unscreened shovel	☐screened shovel-1/16"	☒informant report	☐auger tests	☐estimate or guess

Other methods; number, size, depth, pattern of units; screen size (attach site plan)

Systematic and judgmental testing via . 5 meter shovel test pits screened through 1/4" mesh; intensive metal detection investigation and probing for historic artifacts and foundations.

SITE DESCRIPTION

Extent/Size (m^2) 100 Depth/stratigraphy of cultural deposit (describe below)

Shallow cultural deposition (5 - 20 cms b.s.)

Temporal Interpretation - Components (check one): ☒single component ☐multiple component ☐uncertain

Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations:

c. 1900s occupation based on material culture. House/cabin was probably built in the late 1800s. When it was abandoned and left to collapse is unknown.

Integrity - Overall disturbance: ☐none seen ☐minor ☐substantial ☐major ☐redeposited ☒destroyed-**document!** ☐unknown

Disturbances / threats / protective measures

Structure has disappeared; remnants of structure and related domestic artifacts have no discernible cultural context

Surface collection: area collected 100 m^2 # collection units 5 | Excavation: # noncontiguous blocks _____

ARTIFACTS

Total Artifacts # 11 ⊙count ○estimate | Surface # 3 | Subsurface # 8

COLLECTION SELECTIVITY

☐unknown ☒unselective (all artifacts)
☐selective (some artifacts)
☐mixed selectivity

SPATIAL CONTROL

☐uncollected ☐general (not by subarea)
☐unknown ☒controlled (by subarea)
☐variable spatial control
☐other (describe in comments below)

ARTIFACT CATEGORIES and DISPOSITIONS

S	-	Brick/building materials
O	-	Metal
O	-	Glass
O	-	Building materials/brick
O	-	Wood

select a disposition from the list below for each artifact category selected at left

A - category always collected
S - some items in category collected
O - observed first hand, but not collected
R - collected and subsequently left at site
I - informant reported category present
U - unknown

Artifact Comments

Late 1800s & early 1900s domestic and architectural materials date the former homestead cabin site to the turn-of-the century. One 1900 Indian Head penny establishes temporal parameters.

DIAGNOSTICS (type or mode, and frequency: e.g., *Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware*)

1. 1900 Indian Head penny	N= 1	4. Bottle glass late 19th century	N= 2	7.	N=
2. Iron square nails	N= 6	5. Brick fragment	N= 1	8.	N=
3. Suspenders clasp	N= 1	6.	N=	9.	N=

ENVIRONMENT

Nearest fresh water: Type Swamp Name _____ Distance from site (m) 50
Natural community MESIC FLATWOODS Topography Other Elevation: Min ____m Max ____m
Local vegetation Planted pine, former pine flatwoods
Present land use Vacant
SCS soil series _____ Soil association _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Heritage Services, Inc.
Document description CRAS Report and related documents File or accession #'s _____

2) Document type All materials at one location Maintaining organization Heritage Services, Inc.
Document description Photographs File or accession #'s _____

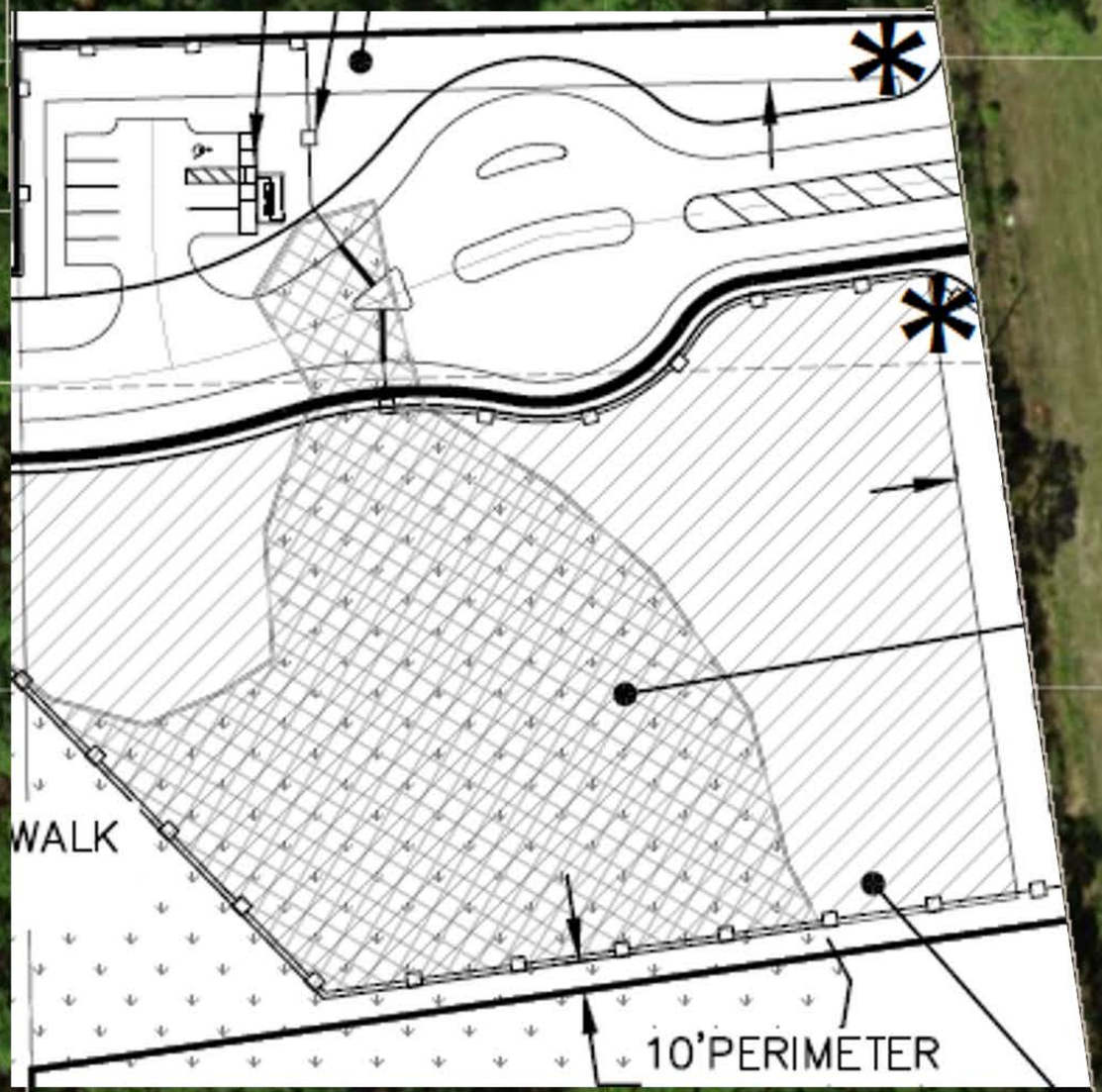
RECORDER & INFORMANT INFORMATION

Informant Information: Name Dana Ste.Claire, M.A.
Address / Phone / E-mail 820 Turtle Lake Court, Ponte Vedra, FL 32082; heritagesrvcs@aol.com

Recorder Information: Name Dana Ste.Claire, M.A. Affiliation Heritage Services, Inc.
Address / Phone / E-mail 820 Turtle Lake Court, Ponte Vedra, FL 32082; heritagesrvcs@aol.com; 904.669.5318

Required Attachments

❶ **PHOTOCOPY OF 7.5' USGS QUAD MAP WITH SITE BOUNDARIES MARKED *and* SITE PLAN**
Plan at 1:3,600 or larger. Show boundaries, scale, north arrow, test/collection units, landmarks and date.


WALK
10'PERIMETER

Mr. Carlos Nieto, P.E.
Traffic Services Engineer
Florida Department of Transportation
District 2
Phone (904) 360-5455
Email: CarlosA.Nieto@dot.state.fl.us

Mr. Christopher Pogue
St Augustine Maintenance Permits Manager
3600 D O T Rd, St Augustine, FL 32084
christopher.pogue@dot.state.fl.us
Work: 904-825-5086 | Cell: 904-253-9157
Email: Christopher.Pogue@dot.state.fl.us

Introduction

A single-family residential development that is anticipated to include 155 dwelling units is proposed for development on the west side of US 01 just north of Watson Road in St. Johns County, FL.

Access to the proposed development will be provided via a right-in-right-out driveway on US 01. A site location map is included as **Figure 01**. Existing conditions on US 01 at the proposed project access location are included in **Figure 02**. Following is a summary of the study scope and methodology.

Trip Generation

Table 01 summarizes the trip generation from the proposed residential development. Trip generation for the proposed development was estimated using the rates and equations included in the Trip Generation Manual, 11th Edition published by the Institute of Transportation Engineers (ITE). The proposed development is anticipated to generate 1,510 daily trips that include 111 AM peak and 150 PM peak trips.

Study Area/Intersections

As discussed with FDOT staff on 10/31/2023 the study area includes the following:

Scenario 01: A right-in-right-out only access driveway on US 1 the following intersections will be required to be evaluated:

- US 1 at Watson Road (Signalized intersection) – Determine the adequacy of the exiting southbound left turn lane on US 1.
- US 1 at Southwood Lake Drive (Un-signalized intersection) – Determine the adequacy of the existing northbound left turn lane on US 1.
- Determine the need for a southbound right turn on US 1 at the proposed right-in-right-out driveway.

Scenario 02: A directional median opening allowing for a northbound left turn lane and a right-in-right-out on US 1 at the proposed project access only access driveway the following intersections will be required to be evaluated:

- US 1 at Watson Road (Signalized intersection) – Determine the adequacy of the exiting southbound left turn lane on US 1.
- Determine the need for a southbound right turn on US 1 at the proposed right-in-right-out driveway.
- Determine the length of the proposed northbound left turn lane on US 1 at the proposed right-in-right-out driveway.
- Under this scenario, the proposed driveway may have to be shifted to the southern boundary of the project parcel on US 1 to allow for a shared access to the adjacent parcel to the south.

Planned and Programmed Improvements

The County Capital Improvement Plan (CIP), FDOT Planned and Programmed Improvements and NFTPO LRTP will be reviewed to determine any planned and programmed roadways within the 4-mile radius of the proposed development will be assumed in the roadway segment analysis. No planned and programmed improvements were identified except for the FDOT's re-surfacing project on US 1.

Project Traffic Distribution & Assignment:

Project traffic distribution percentages on the study roadway segments using the interim year 2030 NERPM_ABv3 travel demand model run that would be included in the project land development traffic assessment (LDTA) will be used to determine project traffic assignment at the above stated study intersections.

Intersection Capacity Analysis:

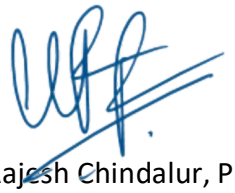
Depending on the scenario chosen by the development project, the intersections listed in the study area section of this memorandum will be included in the study. Intersection capacity analysis of the study intersections will be performed using Synchro 11 software, which uses HCM 6 guidelines and methodologies in determining the intersection Delay and LOS measures of effectiveness.

Report:

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

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

Sincerely,
Chindalur Traffic Solutions, Inc.



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

LEGAL DESCRIPTION

"EXHIBIT C"

ORCHARD PARK II PUD

PROPOSED P.U.D. DESCRIPTION

A PARCEL OF LAND IN GOVERNMENT LOT 9 AND GOVERNMENT LOT 10, SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, ST. JOHNS COUNTY, FLORIDA AND BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

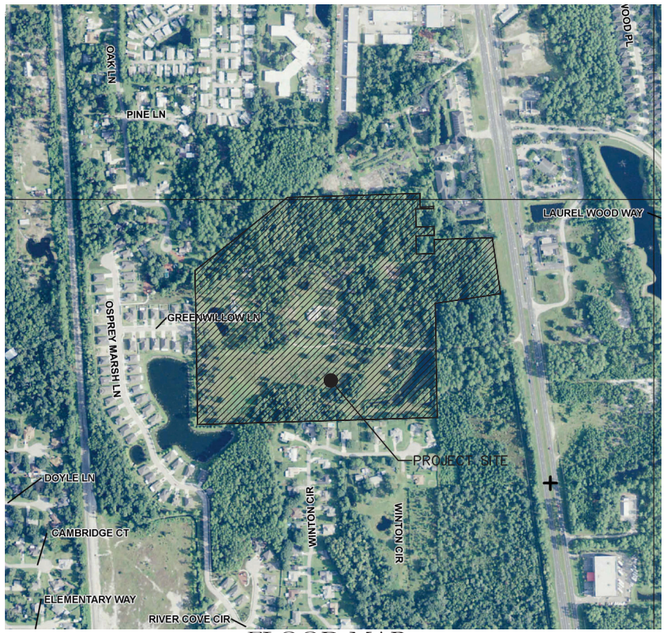
BEGIN AT THE SOUTHEAST CORNER OF SAID GOVERNMENT LOT 10; THENCE SOUTH 88°21'22 " WEST ALONG THE SOUTH LINE OF SAID GOVERNMENT LOT 10 A DISTANCE OF 1329.92 FEET TO THE WEST LINE OF GOVERNMENT LOT 10; THENCE NORTH 00°55'56" WEST ALONG SAID WEST LINE OF GOVERNMENT LOT 10, A DISTANCE OF 854.61 FEET; THENCE DEPARTING SAID WEST LINE OF GOVERNMENT LOT 10 NORTH 51°41'28" EAST, ALONG THE NORTHERLY LINE OF SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, A DISTANCE OF 654.03 FEET TO THE SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; THENCE NORTH 88°20'11" EAST, ALONG SAID NORTHERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, A DISTANCE OF 734.94 FEET TO THE WEST LINE OF PARCEL 6 OF THOSE LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, OF SAID PUBLIC RECORDS; THENCE SOUTH 0°56'32" EAST, ALONG SAID WEST LINE OF PARCEL 6 OF THOSE LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, A DISTANCE OF 75.00 FEET TO THE SOUTHWEST CORNER OF SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517; THENCE NORTH 88°20'11" EAST, ALONG THE SOUTH LINE OF SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, A DISTANCE OF 75.00 FEET TO THE SOUTHEAST CORNER SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 10.18 FEET TO THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, OF SAID PUBLIC RECORDS; THENCE SOUTH 88°22'40" WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864; THENCE SOUTH 0°56'32" EAST, ALONG THOSE WEST LINE OF LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864; THENCE NORTH 88°22'40" EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 50.00 FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, OF SAID PUBLIC RECORDS; THENCE SOUTH 88°22'40" WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE SOUTH 0°56'32" EAST, ALONG SAID WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE SOUTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE NORTH 88°22'40' EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE SOUTHEAST CORNER OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 41.17 FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2365, PAGE 1994, OF SAID PUBLIC RECORDS; THENCE NORTH 88°21'22" EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2365, PAGE 1994, A DISTANCE OF 0.72 FEET TO THE WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, OF SAID PUBLIC RECORDS; THENCE NORTH 0°53'40" WEST, ALONG SAID WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 119.22 FEET TO THE NORTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92; THENCE NORTH 88°21'48" EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 322.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY); THENCE SOUTH 08°14'12" EAST ALONG SAID WESTERLY RIGHT OF WAY OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY), A DISTANCE OF 314.44 FEET; THENCE DEPARTING SAID WESTERLY RIGHT OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY) SOUTH 81°46'38" WEST, A DISTANCE OF 365.36 FEET; THENCE SOUTH 00°53'40" EAST ALONG THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 5111, PAGE 209, AND THE EXTENDED EAST LINE OF THE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3798 PAGE 482 ALL OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY , A DISTANCE OF 634.04 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 1,643,555.13 SQUARE FEET OR 37.731 ACRES MORE OR LESS.

SITE DATA

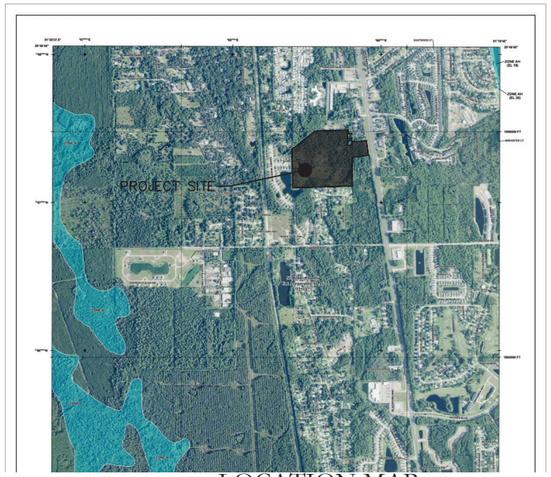
PROJECT SIZE	= 37.73	Ac.
WETLANDS	= 11.12	Ac.
UPLAND AREA	= 26.61	Ac.
PERCENTAGE OF UPLANDS	= 70	%
WETLAND IMPACT	= 9.77	Ac.
DEVELOPMENT AREA (INCLUDING IMPACTS)	= 36.38	Ac.
WETLAND PRESERVED	= 1.35*	Ac.
POND	= 4.19*	Ac.
PERIMETER BUFFER (PRESERVED UPLAND NATURAL VEGETATION)	= 1.85*	Ac.
OTHER OPEN SPACE	= 0.74*	Ac.
RECREATION REQUIRED (> 10Ac)	= 1.89	Ac.
RECREATION PROVIDED	= 1.90*	Ac.
TOTAL OPEN SPACE	= 10.03	Ac.
PERCENTAGE OF OPEN SPACE	= 27	%
MIN. LOT AREA	= 5,160	Sf
MIN. LOT WIDTH	= 43	Ft.
MIN. LOT DEPTH	= 120	Ft.
(SINGLE FAMILY LOTS ON CUL-DE-SAC OR CURVE SHALL HAVE MIN. LOT WIDTH OF 25' AT R/W)		
MAX NUMBER OF UNITS	= 472	LOTS
NUMBER OF UNITS PROVIDED	= 155	LOTS
MAX LOT COVERAGE BY BLDGS		
PROPERTY AS A WHOLE	= 25	%
INDIVIDUAL RESIDENTIAL LOTS	= 65	%
MAX. HEIGHT OF STRUCTURES	= 35	Ft.
IMPERVIOUS SURFACE RATIO (ISR)	= 75	%
SETBACKS FRONT (GARAGE)	= 20	Ft.
FRONT (NON-GARAGE)	= 15	Ft.
SECOND FRONT (CORNER)	= 15	Ft.
REAR	= 10	Ft.
SIDE	= 5	Ft.

* INCLUDED IN OPEN SPACE TOTAL



FLOOD MAP

1" = 500'



LOCATION MAP

1" = 2000'

The Master Development Plan Map is a general representation of the approved plan of development. Final construction and engineering plans must demonstrate compliance with all requirements of the PUD/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NO.: _____

FILE NUMBER: _____

P:\POTENTIAL PROJECTS\KBH\0023-9 US 1 SOUTH(BELLA TERRA)\MDP\BELLA TERRA MDP.DWG9/6/2023 8:39 AMMike Reilly

REVISIONS			
NO.	DATE	DESCRIPTION	BY:
-	-	-	-

DESIGNED BY:	MR
DRAWN BY:	MR
CHECKED BY:	DMT
SCALE:	AS NOTED
DATE:	September 6, 2023
PROJ. NO.:	0023-9

Dunn & Associates, Inc.
CIVIL ENGINEERS / LAND PLANNERS
8647 Baypine Road Building 1, Suite 200
Jacksonville, Florida 32256
Phone: (904)363-8916 Fax: (904)363-8917

BELLA TERRA PUD

FOR:

KB HOME JACKSONVILLE LLC

ST. JOHNS COUNTY, FLORIDA

MASTER DEVELOPMENT PLAN

VINCENT J. DUNN ENGINEER NO. 39452
DAVID M. TAYLOR ENGINEER NO. 64164
GLEN R. WIEGER ENGINEER NO. 81419
CERTIFICATE OF AUTHORIZATION NO. 27168

"EXHIBIT C"

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

WETLANDS NOTE:

ALL ONSITE WETLANDS ARE ISOLATED

LEGEND

= WETLAND (CONSERVATION AREA)

= WETLAND IMPACTS

= UPLAND BUFFER

* = GENERAL LOCATION OF PROJECT SIGNAGE (PROJECT SIGNAGE WILL MEET SJC LDC REQUIREMENTS)

ORCHARD PARK II PUD

US HIGHWAY 1

Md/RMH SINGLE FAMILY

Md/RS-2 SINGLE FAMILY

Md/PUD SINGLE FAMILY

Md/RS-2 SINGLE FAMILY

Md/CG COMM NURSERY

Md/PSD COMM CONDO

Md/OR VACANT

Md/OR VACANT

Md/OR VACANT

Md/CG VACANT

Md/CG STORAGE LOT (PERMIT PENDING)

Md/CI VACANT

LAKE

LAKE

LAKE

6'SECURITY FENCE

20'B PERIMETER BUFFER(TYP)

20'PERIMETER BUFFER(TYP)

20'PERIMETER BUFFER(TYP)

20'PERIMETER BUFFER(TYP)

20'B PERIMETER BUFFER

20'B PERIMETER BUFFER

3.50 Ac IMPACT

0.08 Ac IMPACT

1.29 Ac IMPACT

PERIMETER BUFFER VARIES

4'SIDEWALK (TYP)

0.03 Ac IMPACT

0.14 Ac IMPACT

0.13 Ac IMPACT

0.13 Ac IMPACT

4'SIDEWALK (TYP)

4'SIDEWALK (TYP)

4'SIDEWALK (TYP)

0.40 Ac IMPACT

1.81 Ac IMPACT

0.16 Ac IMPACT

1.35 Ac IMPACT

0.78 Ac IMPACT

PUMP STATION

MAIL KIOSK

MAIL KIOSK

OPEN SPACE 0.31Ac.

6'SECURITY FENCE

6'SECURITY FENCE

6'SECURITY FENCE

5'SIDEWALK (TYP)

6'SECURITY FENCE

TURN LANE AS REQUIRED THROUGH ENGINEERING APPROVAL

1.49Ac RECREATION (TOT LOT, WALKING PATH, GAZEBO, PICNIC TABLES)

SPECIMIN TREE

0.46Ac. RECREATION (ACTIVE)

STATE JURISDICTIONAL WETLAND LINE (TYP)

POTENTIAL PEDESTRIAN INTERCONNECTIVITY

The Master Development Plan Map is a general representation of the approved plan of development. Final construction and engineering plans must demonstrate compliance with all requirements of the PUD/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NO.: _____

FILE NUMBER: _____

P:\POTENTIAL PROJECTS\KBH\0023-9 US 1 SOUTH(BELLA TERRA)\MDP\BELLA TERRA MDP.DWG9/6/2023 8:39 AMMike Reilly

REVISIONS			
NO.	DATE	DESCRIPTION	BY:
-	-	-	-

DESIGNED BY:	MR
DRAWN BY:	MR
CHECKED BY:	DMT
SCALE:	1" = 100'
DATE:	September 6, 2023
PROJ. NO.:	0023-9

Dunn & Associates, Inc.
CIVIL ENGINEERS / LAND PLANNERS
8647 Baypine Road Building 1, Suite 200
Jacksonville, Florida 32256
Phone: (904)363-8916 Fax: (904)363-8917

BELLA TERRA PUD

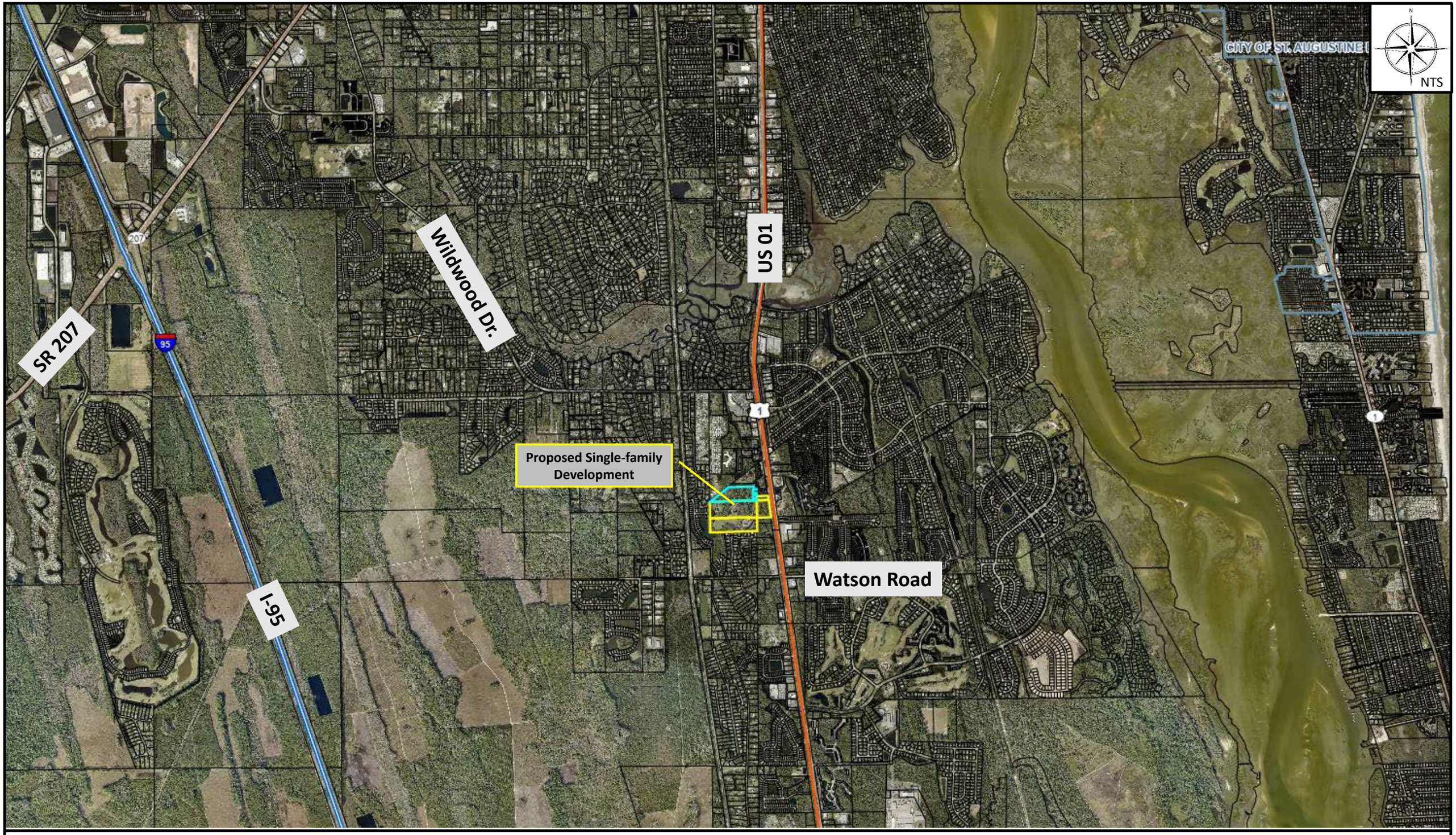
FOR:

KB HOME JACKSONVILLE LLC

ST. JOHNS COUNTY, FLORIDA

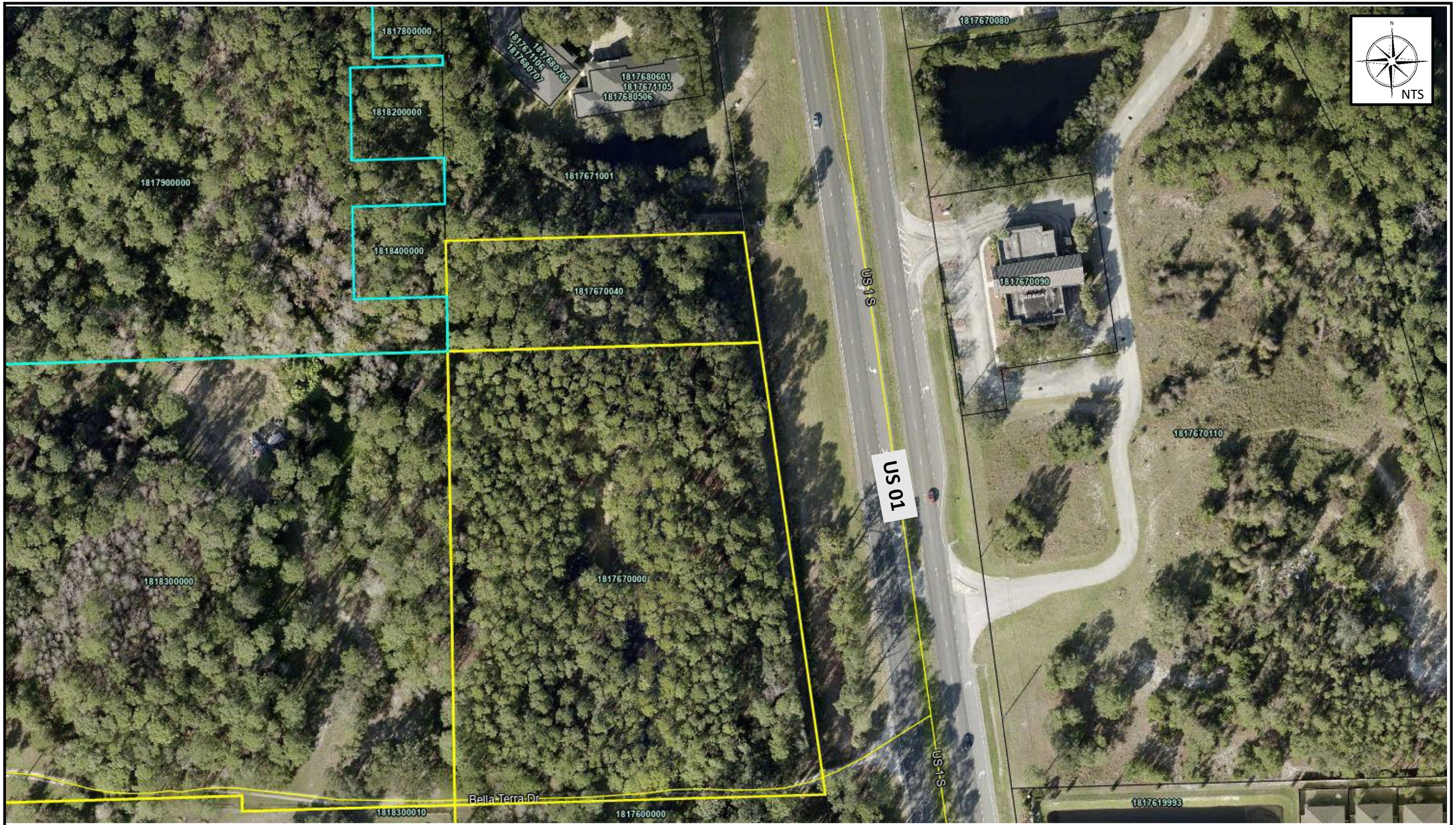
MASTER DEVELOPMENT PLAN

VINCENT J. DUNN ENGINEER NO. 39452
DAVID M. TAYLOR ENGINEER NO. 44164
GLEN R. WIEGER ENGINEER NO. 81419
CERTIFICATE OF AUTHORIZATION NO. 27169



Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com

Figure 01 – Location Map
Bella Terra PUD
Concurrency LDTA
St. Johns County, Florida



Chindalur Traffic Solutions, Inc.
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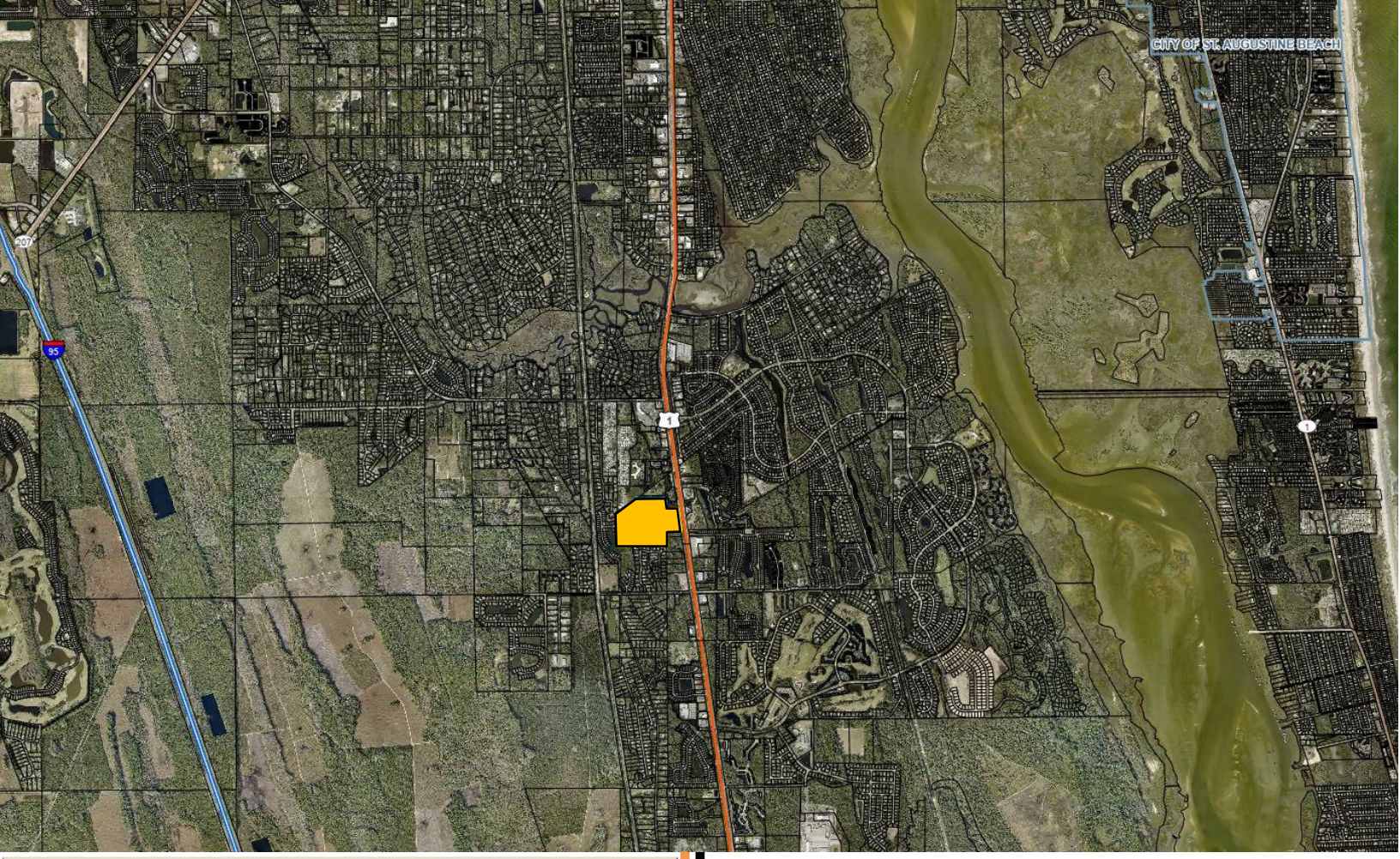
Figure 02 – Existing Conditions on CR 208 at Project Access Location

Bella Terra PUD
Concurrency LDTA
St. Johns County, Florida

Table 01
Trip Generation
Bella Terra PUD - Concurrency LDTA

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 Detatched	155	Dwelling Units	Daily	Ln(T) = 0.92 Ln(X) + 2.68	50%	50%	1,510	755	755
				AM Peak	Ln(T) = 0.91 Ln(X) + 0.12	26%	74%	111	29	82
				PM Peak	Ln(T) = 0.94 Ln(X) + 0.27	63%	37%	150	95	55

Source: Trip Generation Manual, 11th Edition, ITE



Prepared for:

kb HOME

&

ST. JOHNS COUNTY FLORIDA

Prepared By:

CTSI

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

Bella Terra

Concurrency LDTA

St. Johns County, Florida

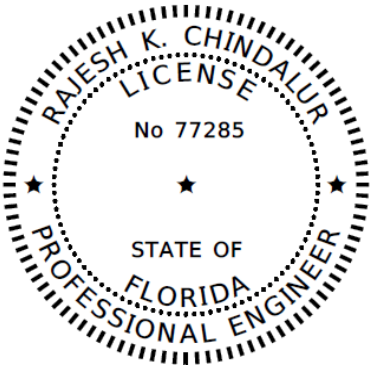
Project #: 1048-230-045
Date: 11/14/2023

PROFESSIONAL ENGINEER CERTIFICATE

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

PROJECT:	**Bella Terra - 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 VIRIFIED 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.

Table of Contents

Summary and Conclusions

This Land Development Traffic Assessment (LDTA) was prepared in support of the proposed residential development that is anticipated to include 155 single-family dwelling in St. Johns County, FL. The proposed development will be located on the west side of Us 1 north of Watson Road. The proposed development is anticipated to be built-out by the year 2028.

Access to the proposed development will be provided via a right-in-right-out driveway on US 01.

The proposed development is anticipated to generate **150 PM Peak** trips. As per Article XI of the St. Johns County Land Development Code, since the proposed development is anticipated to generate 150 PM peak hour trips (greater than the 50 PM peak trips threshold), the LDTA should include all roadway links within a 4-mile radius of proposed development.

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

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

- SR 312 Extension – S. Holmes Blvd to SR 207/SR 312 Intersection (Outside of the study area)
- US 1 Improvements (Re-surfacing, lighting, and traffic signal upgrades) – Old Moultrie Road to SR 206

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

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

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

- Link ID 117.2: SR 5 (US 1) - Shores Blvd.(S) to Wildwood Dr.
- Link ID 118: SR 5 (US 1) - Wildwood Dr. to CR 5A
- Link ID 119: SR 5 (US 1) - CR 5A to Lewis Point Rd.
- Link ID 120.1: SR 5 (US 1) - Lewis Point Rd. to Shore Dr.
- Link ID 120.2: SR 5 (US 1) - Shore Dr. to SR 312

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

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

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

The proposed residential development related project proportionate share is estimated at $4,446,419.

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

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

Introduction

This Land Development Traffic Assessment (LDTA) was prepared in support of the proposed residential development that is anticipated to include 155 single-family dwelling in St. Johns County, FL. The proposed development will be located on the west side of Us 1 north of Watson Road. The proposed development is anticipated to be built-out by the year 2028.

Access to the proposed development will be provided via a right-in-right-out driveway on US 01. A site location map is included as **Figure 01** and **Figure 02** shows existing conditions on US 1 at the proposed project access location. A copy of the Generalized Site Plan (GSP) provided by Dunn and Associates, Inc. is included as **Attachment A**.

The methodology used in this study is consistent with the methodology provided and discussed with St. Johns County Staff on 10/26/2023. A copy of the methodology document is included as **Attachment B**.

Trip Generation

Trip generation for the proposed project was estimated using the equation provided in the *Trip Generation Manual*, 11th Edition published by Institute of Transportation Engineers (ITE). The ITE Land Use Codes 210 (Single-family Detached was used for estimating trips generated by the proposed development. **Table 01** summarizes the Daily, AM peak and PM peak hour trip generation for the proposed residential development. As shown in this table, the proposed development is anticipated to generate **150 PM Peak** trips (95 entering and 55 exiting).

Study Area

As per Article XI of the St. Johns County Land Development Code, since the proposed development is anticipated to generate 150 PM peak hour trips (greater than the 50 PM peak trips threshold), the LDTA should include all roadway links within a 4-mile radius of proposed development. All the roadway links within a four-mile radius of the proposed development are listed in **Table 02**. All the study area roadway links with its link IDs within a 4-mile radius of the proposed development are shown in **Figure 03**.

Existing Conditions

The existing conditions data for the study area roadway links was taken directly from the *St. Johns County Transportation Analysis Spreadsheet*, dated 06/01/2023, and included as **Attachment C**. *Link ID# 117.2: US 1 – Shores Blvd. (S) to Wildwood Drive* will be the directly accessed link for the proposed residential development. Previously mentioned **Table 02** also shows the existing conditions for the study area roadway links. Previously stated **Figure 02** shows existing conditions on US 1 at the proposed project access location.

Year 2028 Background Conditions Projections

The year 2028 background traffic volumes include the existing traffic and exempt development traffic, approved concurrency traffic (data obtained from the *St. Johns County Transportation Analysis Spreadsheet* dated 06/01/2023).

Planned and Programmed Improvements

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

- SR 312 Extension – S. Holmes Blvd to SR 207/SR 312 Intersection (Outside of the study area)
- US 1 Improvements (Re-surfacing, lighting, and traffic signal upgrades) – Old Moultrie Road to SR 206

Trip Distribution and Assignment

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

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

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

The following Project related additions to the model were made:

- Proposed Belle Terra Residential Development (155 Units)

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

Table 03 shows the project traffic distribution and the PM peak hour project traffic assignment on each roadway segment within a 4-mile radius of the project boundary. **Figure 04** shows the project traffic distribution percentages and the PM peak project traffic assignment within the 4-mile radius

of the proposed residential development. **Attachment E** includes copies of the travel demand model plots.

Segment Analysis

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

- Link ID 117.2: SR 5 (US 1) - Shores Blvd.(S) to Wildwood Dr.
- Link ID 118: SR 5 (US 1) - Wildwood Dr. to CR 5A
- Link ID 119: SR 5 (US 1) - CR 5A to Lewis Point Rd.
- Link ID 120.1: SR 5 (US 1) - Lewis Point Rd. to Shore Dr.
- Link ID 120.2: SR 5 (US 1) - Shore Dr. to SR 312

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

- Link ID 117.2: SR 5 (US 1) - Shores Blvd.(S) to Wildwood Dr.
- Link ID 118: SR 5 (US 1) - Wildwood Dr. to CR 5A
- Link ID 119: SR 5 (US 1) - CR 5A to Lewis Point Rd.

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

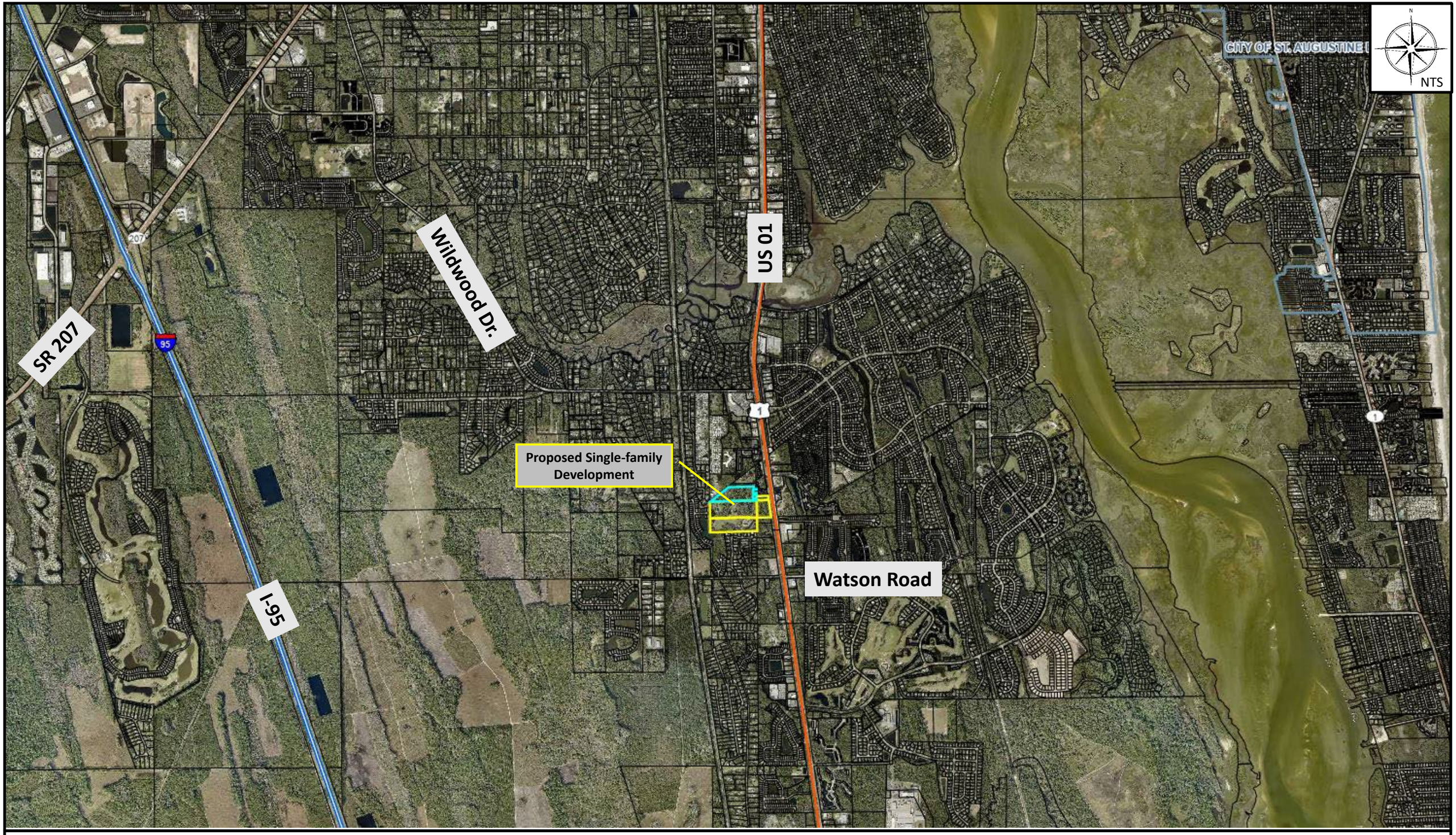
Project Related Proportionate Share

Project related proportionate share was estimated for the study area roadway segments that are anticipated to be adversely impacted by the traffic from the proposed development. As shown in **Table 05,** the proposed residential development related project proportionate share is estimated at $4,446,419. The most recent construction cost per mile models were used in estimating the project related proportionate share. A copy of the FDOT construction cost per mile models is included as **Attachment F.**

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

Intersection Capacity Analysis

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



Chindalur Traffic Solutions, Inc.
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Phone: (904) 619-3368
www.ctrafficsolutions.com

Figure 01 – Location Map
Bella Terra PUD
Concurrency LDTA
St. Johns County, Florida

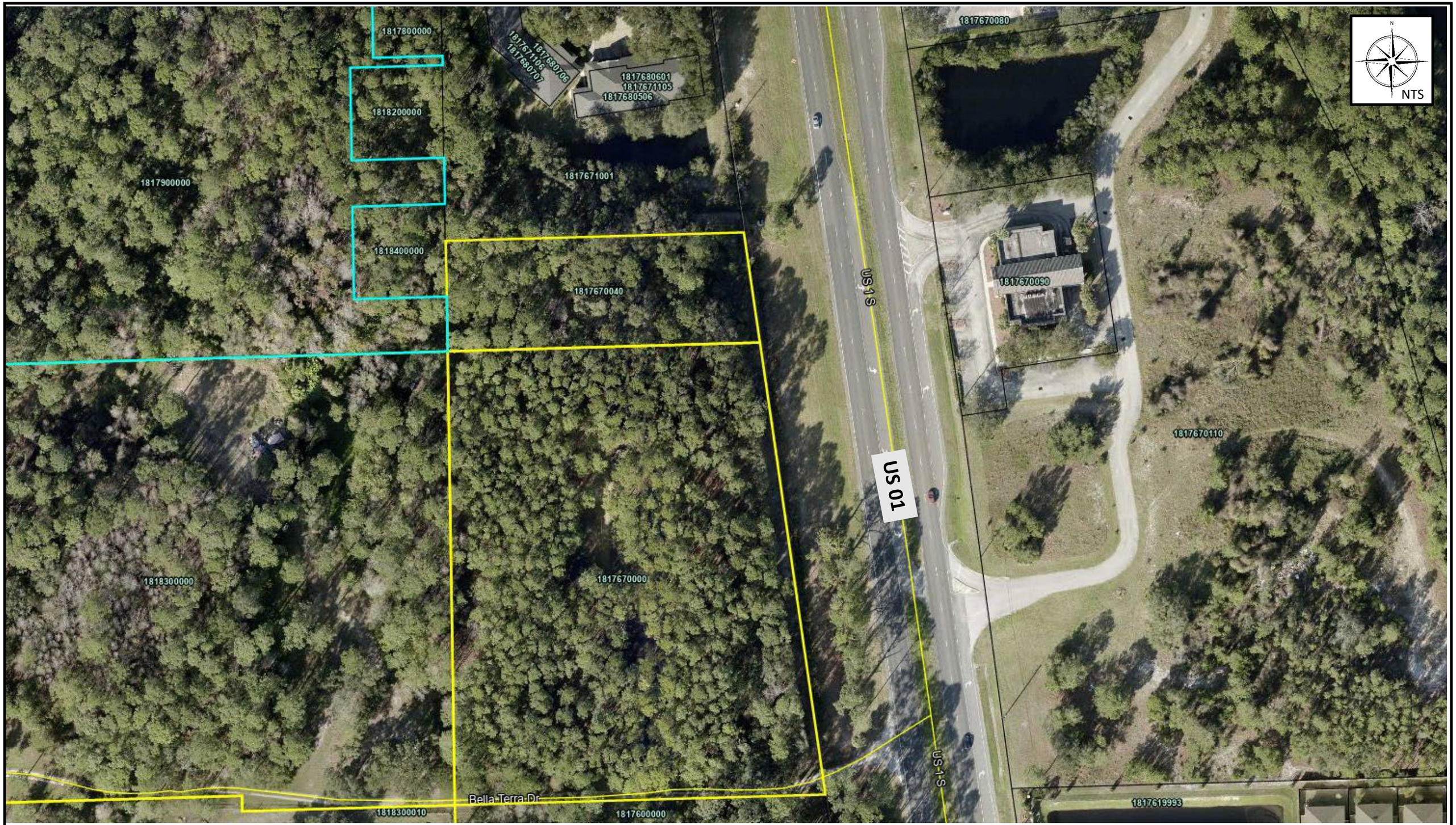

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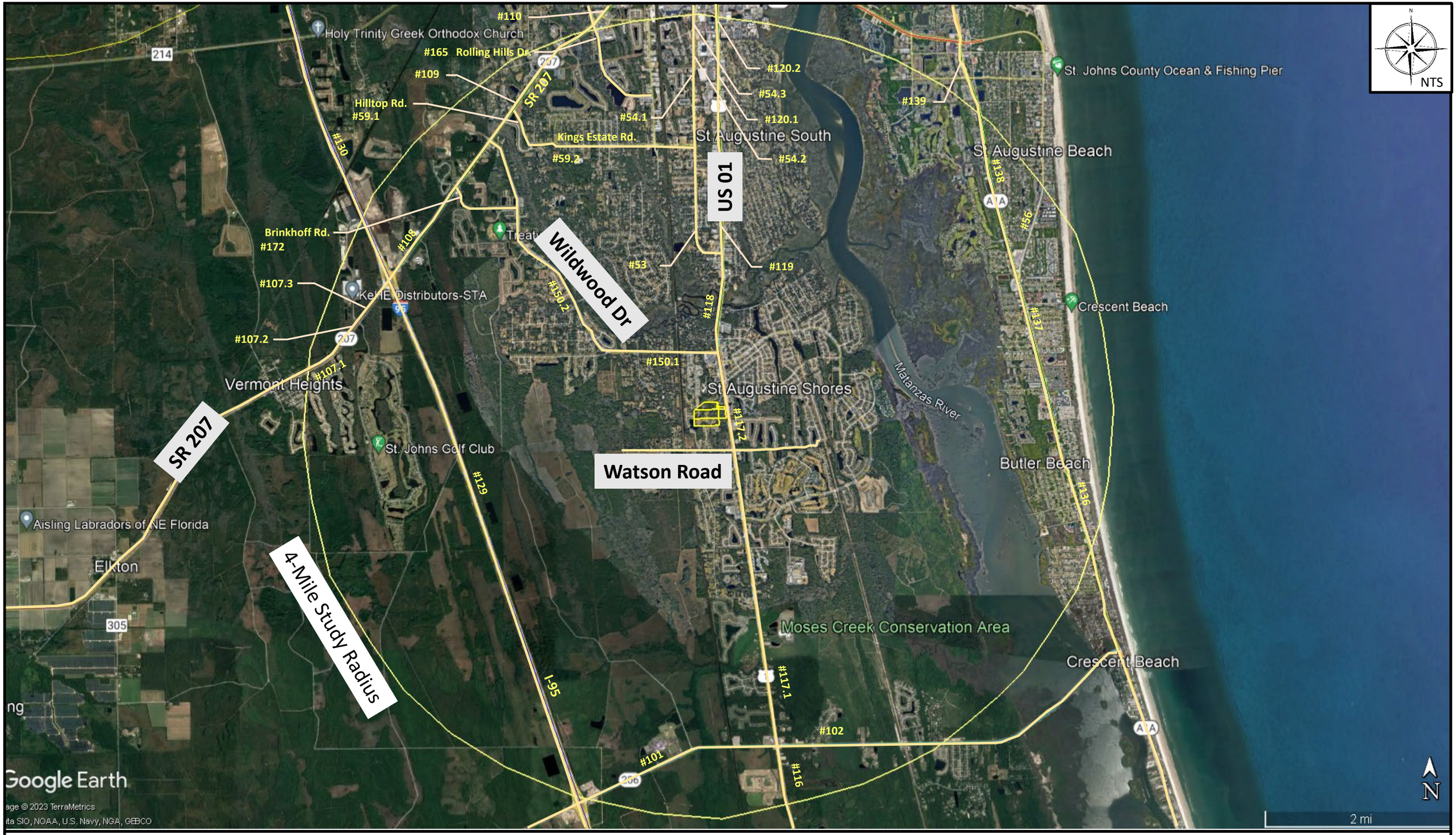
Figure 02 – Existing Conditions on CR 208 at Project Access Location

Bella Terra PUD
Concurrency LDTA
St. Johns County, Florida



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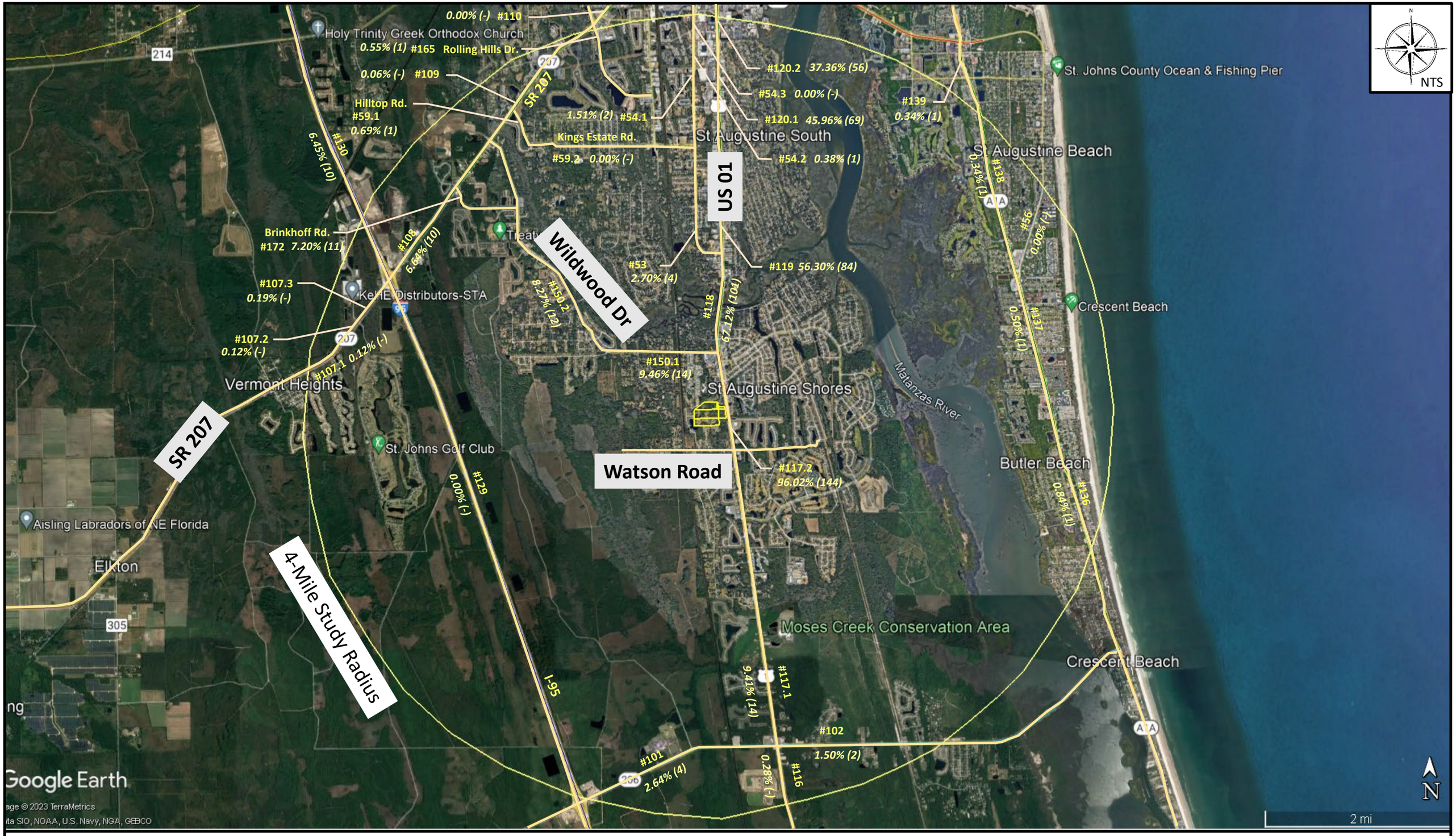
#123 **- Link ID**

Figure 03 – Study Roadway Segments
Bella Terra PUD
Concurrency LDTA
St. Johns County, Florida



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

Figure 04 – Roadway Segments Project Traffic Distribution and Assignment
Bella Terra PUD
Concurrency LDTA
St. Johns County, Florida

Table 01
Trip Generation
Bella Terra PUD - Concurrency LDTA

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 Detatched	155	Dwelling Units	Daily	Ln(T) = 0.92 Ln(X) + 2.68	50%	50%	1,510	755	755
				AM Peak	Ln(T) = 0.91 Ln(X) + 0.12	26%	74%	111	29	82
				PM Peak	Ln(T) = 0.94 Ln(X) + 0.27	63%	37%	150	95	55

Source: Trip Generation Manual, 11th Edition, ITE

Table 02
Study Area Roadway Segments
Bella Terra - Single-family LDTA, St. Johns County, FL

MRN LINK ID	FDOT COUNT STN.	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (Mi.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	**2023** PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	UZ	2UC	D	1.31	ADT22	8,469	1.0283	0.090	784	22	175	981	68.1%	OK		1,440
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	UZ	2UC	D	0.37	ADT22	14,897	1.0238	0.100	1,528	36	137	1,701	118.1%	DEFICIENT		1,440
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	UZ	2UC	D	0.77	ADT22	14,562	1.0200	0.090	1,342	27	166	1,535	106.6%	DEFICIENT		1,440
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	UZ	2UC	D	0.37	ADT22	17,974	1.0200	0.090	1,650	33	290	1,973	137.0%	DEFICIENT		1,440
56		A1A Beach Blvd.	SR A1A (S) to 11th Street	UZ	2UC	D	1.87	ADT22	6,764	1.0200	0.090	621	12		633	44.0%	OK		1,440
59.1		Kings Estate Rd.	CR 5A to Dobbs Rd	UZ	2UC	D	0.42	ADT22	13,801	1.0427	0.099	1,418	61	96	1,575	109.4%	DEFICIENT		1,440
59.2		Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	UZ	2UC	D	1.68	ADT22	5,841	1.0200	0.103	616	12	106	734	63.8%	OK		1,150
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	TR	2MA	D	2.16	ADT22	9,200	1.0596	0.090	877	52		929	69.8%	OK		1,330
102	22	SR 206	SR 5 (US 1) to SR A1A	UZ	2MA	D	3.87	ADT22	13,000	1.0596	0.095	1,309	78	9	1,396	105.0%	DEFICIENT		1,330
107.1	108	SR 207	CR 305 to Vermont Blvd.	TR	4MA	C	2.48	ADT22	18,600	1.0254	0.095	1,812	46	172	2,030	46.7%	OK		4,350
107.2		SR 207	Vermont Blvd. to Cypress Links Blvd.	TR	4MA	C	1.07	ADT22	21,416	1.3070	0.090	2,519	773	233	3,525	81.0%	OK		4,350
107.3		SR 207	Cypress Links Blvd. to SR 9 (I-95)	TR	4MA	C	0.59	ADT22	26,492	1.0265	0.090	2,447	65	1,039	3,551	81.6%	OK		4,350
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	TR	4MA	C	1.77	ADT22	35,000	1.0409	0.095	3,461	142	992	4,595	105.6%	DEFICIENT		4,350
109		SR 207	Wildwood Dr. to Holmes Blvd.	UZ	4MA	D	1.63	ADT22	32,453	1.0449	0.090	3,052	137	1,257	4,446	132.3%	DEFICIENT		3,360
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	RU	4PA	C	6.69	ADT22	15,100	1.0200	0.095	1,463	29	1,193	2,685	61.7%	OK		4,350
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	UZ	4PA	D	2.32	ADT22	27,500	1.0273	0.090	2,543	69	40	2,652	78.9%	OK		3,360
117.2		SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	UZ	4PA	D	1.70	ADT22	35,343	1.0222	0.090	3,251	72	72	3,395	103.2%	DEFICIENT		3,290
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	UZ	4PA	E	1.02	ADT22	35,500	1.0200	0.090	3,259	65	119	3,443	104.7%	DEFICIENT		3,290
119		SR 5 (US 1)	CR 5A to Lewis Point Rd.	UZ	4PA	E	1.49	ADT22	38,492	1.0200	0.090	3,534	71	126	3,731	113.4%	DEFICIENT		3,290
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	UZ	6PA	E	0.67	ADT22	38,372	1.0202	0.090	3,523	71	136	3,730	76.6%	OK		4,870
120.2		SR 5 (US 1)	Shore Dr. to SR 312	UZ	6PA	E	0.42	ADT22	38,943	1.0202	0.090	3,576	72	242	3,890	79.9%	OK		4,870
129	261	SR 9 (I-95)	SR 206 to SR 207	TR	6IF	C	5.74	ADT22	74,500	1.0200	0.105	7,979	160	201	8,340	98.2%	CRITICAL		8,490
130	257	SR 9 (I-95)	SR 207 to SR 16	TR	6IF	C	6.68	ADT22	90,000	1.0200	0.105	9,639	193	487	10,319	121.5%	DEFICIENT		8,490
136	275	SR A1A	SR 206 to Owens Ave.	UZ	2MA	D	2.43	ADT22	16,500	1.0250	0.091	1,533	38	23	1,594	78.9%	OK		2,020
137	110	SR A1A	Owens Ave. to A1A Beach Blvd.(S)	UZ	4MA	D	1.53	ADT22	28,000	1.0207	0.090	2,574	53		2,627	79.8%	OK		3,290
138	329	SR A1A	A1A Beach Blvd.(S) to Pope Rd.	UZ	4MA	D	2.83	ADT22	26,523	1.0207	0.091	2,459	51	14	2,524	75.1%	OK		3,360
150.1		Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	UZ	2UC	D	1.13	ADT22	13,034	1.0285	0.091	1,214	35	167	1,416	85.8%	OK	1,650	1,650
150.2		Wildwood Dr.	Deerchase Drive to SR 207	UZ	2UC	D	2.64	ADT22	9,150	1.0201	0.093	869	17	143	1,029	71.5%	OK		1,440
165		Rolling Hills Dr.	Dobbs Rd to SR 207	UZ	2UC	D	1.13	ADT22	5,647	1.0342	0.095	555	19	43	617	42.8%	OK		1,440
172		Brinkhoff Road	Wildwood Dr to SR 207	TR	2MaC	D	0.48	ADT22	5,436	1.0500	0.102	584	29		613	46.8%	OK		1,310

Source: St. Johns County Transportation Analysis Spreadsheet, Dated 06012023

Table 03
Project Traffic Distribution and Assignment
Bella Terra - Single-family LDTA, St. Johns County, FL

MRN Link ID	FDOT Count STN.	Roadway	From/To	Project Traffic Distribution	Assignment
53	0	CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	2.70%	4
54.1	0	CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	1.51%	2
54.2	0	CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	0.38%	1
54.3	0	CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	0.00%	-
56	0	A1A Beach Blvd.	SR A1A (S) to 11th Street	0.00%	-
59.1	0	Kings Estate Rd.	CR 5A to Dobbs Rd	0.69%	1
59.2	0	Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	0.00%	-
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	2.64%	4
102	22	SR 206	SR 5 (US 1) to SR A1A	1.50%	2
107.1	108	SR 207	CR 305 to Vermont Blvd.	0.12%	-
107.2	0	SR 207	Vermont Blvd. to Cypress Links Blvd.	0.12%	-
107.3	0	SR 207	Cypress Links Blvd. to SR 9 (I-95)	0.19%	-
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	6.64%	10
109	0	SR 207	Wildwood Dr. to Holmes Blvd.	0.06%	-
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	0.28%	-
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	9.41%	14
117.2	0	SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	96.02%	144
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	67.12%	101
119	0	SR 5 (US 1)	CR 5A to Lewis Point Rd.	56.30%	84
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	45.96%	69
120.2	0	SR 5 (US 1)	Shore Dr. to SR 312	37.36%	56
129	261	SR 9 (I-95)	SR 206 to SR 207	0.00%	-
130	257	SR 9 (I-95)	SR 207 to SR 16	6.45%	10
136	275	SR A1A	SR 206 to Owens Ave.	0.84%	1
137	110	SR A1A	Owens Ave. to A1A Beach Blvd.(S)	0.50%	1
138	329	SR A1A	A1A Beach Blvd.(S) to Pope Rd.	0.34%	1
150.1	0	Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	9.46%	14
150.2	0	Wildwood Dr.	Deerchase Drive to SR 207	8.27%	12
165	0	Rolling Hills Dr.	Dobbs Rd to SR 207	0.55%	1
172	0	Brinkhoff Road	Wildwood Dr to SR 207	7.20%	11

Source: Attachment E

Table 04
Roadway Segment Analysis
Bella Terra - Single-family LDTA, St. Johns County, FL

MRN Link ID	FDOT Count STN.	Roadway	From/To	2023 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	APPRVD. PK. HR. SERVICE VOLUME	Project Traffic Assignment	Project Traffic % of Adopted MSV	Roadway Segment Impacted	Build-Out Traffic Volumes	Build-Out Traffic Volumes % of Adopted MSV	Roadway Segment Adversely Impacted	Project Traffic for Prop Share
53	0	CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	784	22	175	981	1,440	4	0.28%	No	985	68.40%	No	-
54.1	0	CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	1,528	36	137	1,701	1,440	2	0.14%	No	1,703	118.26%	No	-
54.2	0	CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	1,342	27	166	1,535	1,440	1	0.07%	No	1,536	106.67%	No	-
54.3	0	CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	1,650	33	290	1,973	1,440	-	0.00%	No	1,973	137.01%	No	-
56	0	A1A Beach Blvd.	SR A1A (S) to 11th Street	621	12	-	633	1,440	-	0.00%	No	633	43.96%	No	-
59.1	0	Kings Estate Rd.	CR 5A to Dobbs Rd	1,418	61	96	1,575	1,440	1	0.07%	No	1,576	109.44%	No	-
59.2	0	Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	616	12	106	734	1,150	-	0.00%	No	734	63.83%	No	-
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	877	52	-	929	1,330	4	0.30%	No	933	70.15%	No	-
102	22	SR 206	SR 5 (US 1) to SR A1A	1,309	78	9	1,396	1,330	2	0.15%	No	1,398	105.11%	No	-
107.1	108	SR 207	CR 305 to Vermont Blvd.	1,812	46	172	2,030	4,350	-	0.00%	No	2,030	46.67%	No	-
107.2	0	SR 207	Vermont Blvd. to Cypress Links Blvd.	2,519	773	233	3,525	4,350	-	0.00%	No	3,525	81.03%	No	-
107.3	0	SR 207	Cypress Links Blvd. to SR 9 (I-95)	2,447	65	1,039	3,551	4,350	-	0.00%	No	3,551	81.63%	No	-
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	3,461	142	992	4,595	4,350	10	0.23%	No	4,605	105.86%	No	-
109	0	SR 207	Wildwood Dr. to Holmes Blvd.	3,052	137	1,257	4,446	3,360	-	0.00%	No	4,446	132.32%	No	-
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	1,463	29	1,193	2,685	4,350	-	0.00%	No	2,685	61.72%	No	-
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	2,543	69	40	2,652	3,360	14	0.42%	No	2,666	79.35%	No	-
117.2	0	SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	3,251	72	72	3,395	3,290	144	4.38%	Yes	3,539	107.57%	Yes	144
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	3,259	65	119	3,443	3,290	101	3.07%	Yes	3,544	107.72%	Yes	101
119	0	SR 5 (US 1)	CR 5A to Lewis Point Rd.	3,534	71	126	3,731	3,290	84	2.55%	Yes	3,815	115.96%	Yes	84
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	3,523	71	136	3,730	4,870	69	1.42%	Yes	3,799	78.01%	No	-
120.2	0	SR 5 (US 1)	Shore Dr. to SR 312	3,576	72	242	3,890	4,870	56	1.15%	Yes	3,946	81.03%	No	-
129	261	SR 9 (I-95)	SR 206 to SR 207	7,979	160	201	8,340	8,490	-	0.00%	No	8,340	98.23%	No	-
130	257	SR 9 (I-95)	SR 207 to SR 16	9,639	193	487	10,319	8,490	10	0.12%	No	10,329	121.66%	No	-
136	275	SR A1A	SR 206 to Owens Ave.	1,533	38	23	1,594	2,020	1	0.05%	No	1,595	78.96%	No	-
137	110	SR A1A	Owens Ave. to A1A Beach Blvd.(S)	2,574	53	-	2,627	3,290	1	0.03%	No	2,628	79.88%	No	-
138	329	SR A1A	A1A Beach Blvd.(S) to Pope Rd.	2,459	51	14	2,524	3,360	1	0.03%	No	2,525	75.15%	No	-
150.1	0	Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	1,214	35	167	1,416	1,650	14	0.85%	No	1,430	86.67%	No	-
150.2	0	Wildwood Dr.	Deerchase Drive to SR 207	869	17	143	1,029	1,440	12	0.83%	No	1,041	72.29%	No	-
165	0	Rolling Hills Dr.	Dobbs Rd to SR 207	555	19	43	617	1,440	1	0.07%	No	618	42.92%	No	-
172	0	Brinkhoff Road	Wildwood Dr to SR 207	584	29	-	613	1,310	11	0.84%	No	624	47.63%	No	-

Source: St. Johns County Transportation Analysis Spreadsheet, Dated 06012023

Table 05
Proportionate Share Calculations
Bella Terra - Single-family LDTA, St. Johns County, FL

MRN Link ID	FDOT Count STN.	Roadway	From/To	APPRVD. ROAD TYPE	SEGMENT LENGTH (Mi.)	Project Traffic for Prop Share	**Adopted LOS Standard Table Service Volume**	**Improvement Required**	**Improved LOS MSV**	**Increase Increase MSV**	**Project Traffic % of Increase in MSV**	**Cost of Improvement Per Mile**	**Cost of Construction This Segment**	**Cost of ROW (19% of Const.)**	**Number of Signals for Modification**	**Cost of Signal ** Modification**	**Cost of Design and CEI (46% of ROW + Const)**	**Total Cost of Improvement This Segment**	**Project Proportionate Share**
									D	E = D - C	F = B/E	G	H = G * A	I = 19% * H	J	K = J * $600,000	L = 46% * (H + I + K)	M = H + I + K + L	N = F * M
117.2	0	SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	4PA	1.70	144	3,290	Widen from 4 to 6 Lanes	4,870	1,580	9.11%	$ 6,551,618.80	$ 11,137,752.00	$ 2,116,173.00	2.00	$ 1,200,000.00	$ 9,662,550.00	$ 24,116,475.00	$ 2,197,957.00
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	4PA	1.02	101	3,290	Widen from 4 to 6 Lanes	4,870	1,580	6.39%	$ 6,551,618.80	$ 6,682,651.00	$ 1,269,704.00	2.00	$ 1,200,000.00	$ 7,223,828.00	$ 16,376,183.00	$ 1,046,832.00
119	0	SR 5 (US 1)	CR 5A to Lewis Point Rd.	4PA	1.49	84	3,290	Widen from 4 to 6 Lanes	4,870	1,580	5.32%	$ 6,551,618.80	$ 9,761,912.00	$ 1,854,763.00	3.00	$ 1,800,000.00	$ 9,185,415.00	$ 22,602,090.00	$ 1,201,630.00
																			$ 4,446,419.0

Source: Attachment F

Attachment A

Conceptual Site Plan

(Source: Dunn and Associates, Inc.)

LEGAL DESCRIPTION

"EXHIBIT C"

ORCHARD PARK II PUD

PROPOSED P.U.D. DESCRIPTION

A PARCEL OF LAND IN GOVERNMENT LOT 9 AND GOVERNMENT LOT 10, SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, ST. JOHNS COUNTY, FLORIDA AND BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

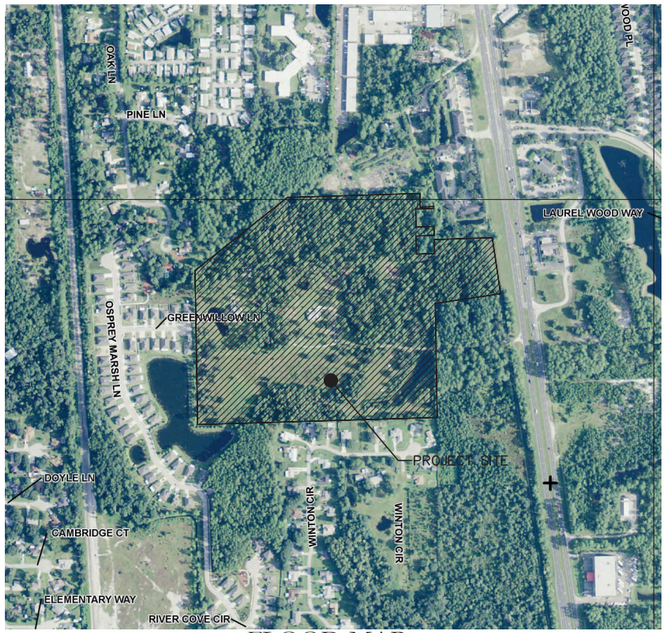
BEGIN AT THE SOUTHEAST CORNER OF SAID GOVERNMENT LOT 10; THENCE SOUTH 88°21'22 " WEST ALONG THE SOUTH LINE OF SAID GOVERNMENT LOT 10 A DISTANCE OF 1329.92 FEET TO THE WEST LINE OF GOVERNMENT LOT 10; THENCE NORTH 00°55'56" WEST ALONG SAID WEST LINE OF GOVERNMENT LOT 10, A DISTANCE OF 854.61 FEET; THENCE DEPARTING SAID WEST LINE OF GOVERNMENT LOT 10 NORTH 51°41'28" EAST, ALONG THE NORTHERLY LINE OF SECTION 18, TOWNSHIP 8 SOUTH, RANGE 30 EAST, A DISTANCE OF 654.03 FEET TO THE SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; THENCE NORTH 88°20'11" EAST, ALONG SAID NORTHERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 716, PAGE 313, A DISTANCE OF 734.94 FEET TO THE WEST LINE OF PARCEL 6 OF THOSE LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, OF SAID PUBLIC RECORDS; THENCE SOUTH 0°56'32" EAST, ALONG SAID WEST LINE OF PARCEL 6 OF THOSE LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, A DISTANCE OF 75.00 FEET TO THE SOUTHWEST CORNER OF SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517; THENCE NORTH 88°20'11" EAST, ALONG THE SOUTH LINE OF SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517, A DISTANCE OF 75.00 FEET TO THE SOUTHEAST CORNER SAID LANDS AS RECORDED IN OFFICIAL RECORDS BOOK 915, PAGE 1517; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 10.18 FEET TO THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, OF SAID PUBLIC RECORDS; THENCE SOUTH 88°22'40" WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864; THENCE SOUTH 0°56'32" EAST, ALONG THOSE WEST LINE OF LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET TO THE SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864; THENCE NORTH 88°22'40" EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 4714, PAGE 1864, A DISTANCE OF 100.00 FEET; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 50.00 FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, OF SAID PUBLIC RECORDS; THENCE SOUTH 88°22'40" WEST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE SOUTH 0°56'32" EAST, ALONG SAID WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE SOUTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE NORTH 88°22'40' EAST, ALONG SAID SOUTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426, A DISTANCE OF 100.00 FEET TO THE SOUTHEAST CORNER OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3169, PAGE 426; THENCE SOUTH 0°56'32" EAST, A DISTANCE OF 41.17 FEET TO THE NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2365, PAGE 1994, OF SAID PUBLIC RECORDS; THENCE NORTH 88°21'22" EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2365, PAGE 1994, A DISTANCE OF 0.72 FEET TO THE WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, OF SAID PUBLIC RECORDS; THENCE NORTH 0°53'40" WEST, ALONG SAID WEST LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 119.22 FEET TO THE NORTH LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92; THENCE NORTH 88°21'48" EAST, ALONG SAID NORTH LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, A DISTANCE OF 322.22 FEET TO THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY); THENCE SOUTH 08°14'12" EAST ALONG SAID WESTERLY RIGHT OF WAY OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY), A DISTANCE OF 314.44 FEET; THENCE DEPARTING SAID WESTERLY RIGHT OF U.S. HIGHWAY NO. 1 (200.00' RIGHT OF WAY) SOUTH 81°46'38" WEST, A DISTANCE OF 365.36 FEET; THENCE SOUTH 00°53'40" EAST ALONG THE WEST LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 1406, PAGE 92, SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 5111, PAGE 209, AND THE EXTENDED EAST LINE OF THE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 3798 PAGE 482 ALL OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY , A DISTANCE OF 634.04 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 1,643,555.13 SQUARE FEET OR 37.731 ACRES MORE OR LESS.

SITE DATA

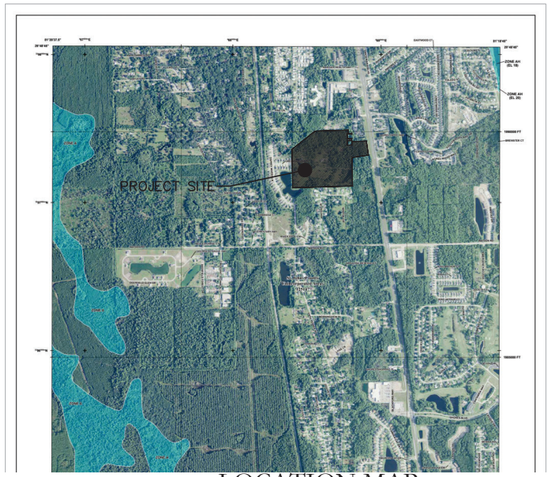
PROJECT SIZE	= 37.73	Ac.
WETLANDS	= 11.12	Ac.
UPLAND AREA	= 26.61	Ac.
PERCENTAGE OF UPLANDS	= 70	%
WETLAND IMPACT	= 9.77	Ac.
DEVELOPMENT AREA (INCLUDING IMPACTS)	= 36.38	Ac.
WETLAND PRESERVED	= 1.35*	Ac.
POND	= 4.19*	Ac.
PERIMETER BUFFER (PRESERVED UPLAND NATURAL VEGETATION)	= 1.85*	Ac.
OTHER OPEN SPACE	= 0.74*	Ac.
RECREATION REQUIRED (> 10Ac)	= 1.89	Ac.
RECREATION PROVIDED	= 1.90*	Ac.
TOTAL OPEN SPACE	= 10.03	Ac.
PERCENTAGE OF OPEN SPACE	= 27	%
MIN. LOT AREA	= 5,160	Sf
MIN. LOT WIDTH	= 43	Ft.
MIN. LOT DEPTH	= 120	Ft.
(SINGLE FAMILY LOTS ON CUL-DE-SAC OR CURVE SHALL HAVE MIN. LOT WIDTH OF 25' AT R/W)		
MAX NUMBER OF UNITS	= 472	LOTS
NUMBER OF UNITS PROVIDED	= 155	LOTS
MAX LOT COVERAGE BY BLDGS		
PROPERTY AS A WHOLE	= 25	%
INDIVIDUAL RESIDENTIAL LOTS	= 65	%
MAX. HEIGHT OF STRUCTURES	= 35	Ft.
IMPERVIOUS SURFACE RATIO (ISR)	= 75	%
SETBACKS FRONT (GARAGE)	= 20	Ft.
FRONT (NON-GARAGE)	= 15	Ft.
SECOND FRONT (CORNER)	= 15	Ft.
REAR	= 10	Ft.
SIDE	= 5	Ft.

* INCLUDED IN OPEN SPACE TOTAL



FLOOD MAP

1" = 500'



LOCATION MAP

1" = 2000'

The Master Development Plan Map is a general representation of the approved plan of development. Final construction and engineering plans must demonstrate compliance with all requirements of the PUD/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NO.: _____

FILE NUMBER: _____

P:\POTENTIAL PROJECTS\KBH\0023-9 US 1 SOUTH(BELLA TERRA)\MDP\BELLA TERRA MDP.DWG9/6/2023 8:39 AMMike Reilly

REVISIONS			
NO.	DATE	DESCRIPTION	BY:
-	-	-	-

DESIGNED BY:	MR
DRAWN BY:	MR
CHECKED BY:	DMT
SCALE:	AS NOTED
DATE:	September 6, 2023
PROJ. NO.:	0023-9

Dunn & Associates, Inc.
CIVIL ENGINEERS / LAND PLANNERS
8647 Baypine Road Building 1, Suite 200
Jacksonville, Florida 32256
Phone: (904)363-8916 Fax: (904)363-8917

BELLA TERRA PUD

FOR:

KB HOME JACKSONVILLE LLC

ST. JOHNS COUNTY, FLORIDA

MASTER DEVELOPMENT PLAN

VINCENT J. DUNN ENGINEER NO. 39452
DAVID M. TAYLOR ENGINEER NO. 64164
GLEN R. WIEGER ENGINEER NO. 81419
CERTIFICATE OF AUTHORIZATION NO. 27168

"EXHIBIT C"

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

WETLANDS NOTE:

ALL ONSITE WETLANDS ARE ISOLATED

LEGEND

= WETLAND (CONSERVATION AREA)

= WETLAND IMPACTS

= UPLAND BUFFER

* = GENERAL LOCATION OF PROJECT SIGNAGE (PROJECT SIGNAGE WILL MEET SJC LDC REQUIREMENTS)

ORCHARD PARK II PUD

US HIGHWAY 1

Md/RMH SINGLE FAMILY

Md/RS-2 SINGLE FAMILY

Md/PUD SINGLE FAMILY

Md/RS-2 SINGLE FAMILY

Md/CG COMM NURSERY

Md/PSD COMM CONDO

Md/OR VACANT

Md/OR VACANT

Md/OR VACANT

Md/CG VACANT

Md/CG STORAGE LOT (PERMIT PENDING)

Md/CI VACANT

LAKE

LAKE

LAKE

6'SECURITY FENCE

20'B PERIMETER BUFFER(TYP)

20'PERIMETER BUFFER(TYP)

20'PERIMETER BUFFER(TYP)

20'PERIMETER BUFFER(TYP)

20'B PERIMETER BUFFER

20'B PERIMETER BUFFER

3.50 Ac IMPACT

0.08 Ac IMPACT

1.29 Ac IMPACT

PERIMETER BUFFER VARIES

4'SIDEWALK (TYP)

0.03 Ac IMPACT

0.14 Ac IMPACT

0.13 Ac IMPACT

0.13 Ac IMPACT

4'SIDEWALK (TYP)

4'SIDEWALK (TYP)

4'SIDEWALK (TYP)

0.40 Ac IMPACT

1.81 Ac IMPACT

0.16 Ac IMPACT

1.35 Ac IMPACT

0.78 Ac IMPACT

PUMP STATION

MAIL KIOSK

MAIL KIOSK

OPEN SPACE 0.31Ac.

6'SECURITY FENCE

6'SECURITY FENCE

6'SECURITY FENCE

5'SIDEWALK (TYP)

6'SECURITY FENCE

TURN LANE AS REQUIRED THROUGH ENGINEERING APPROVAL

1.49Ac RECREATION (TOT LOT, WALKING PATH, GAZEBO, PICNIC TABLES)

SPECIMIN TREE

0.46Ac. RECREATION (ACTIVE)

STATE JURISDICTIONAL WETLAND LINE (TYP)

POTENTIAL PEDESTRIAN INTERCONNECTIVITY

The Master Development Plan Map is a general representation of the approved plan of development. Final construction and engineering plans must demonstrate compliance with all requirements of the PUD/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NO.: _____

FILE NUMBER: _____

P:\POTENTIAL PROJECTS\KBH\0023-9 US 1 SOUTH(BELLA TERRA)\MDP\BELLA TERRA MDP.DWG9/6/2023 8:39 AMMike Reilly

REVISIONS			
NO.	DATE	DESCRIPTION	BY:
-	-	-	-

DESIGNED BY:	MR
DRAWN BY:	MR
CHECKED BY:	DMT
SCALE:	1" = 100'
DATE:	September 6, 2023
PROJ. NO.:	0023-9

Dunn & Associates, Inc.
CIVIL ENGINEERS / LAND PLANNERS
8647 Baypine Road Building 1, Suite 200
Jacksonville, Florida 32256
Phone: (904)363-8916 Fax: (904)363-8917

BELLA TERRA PUD

FOR:

KB HOME JACKSONVILLE LLC

ST. JOHNS COUNTY, FLORIDA

MASTER DEVELOPMENT PLAN

VINCENT J. DUNN ENGINEER NO. 39452
DAVID M. TAYLOR ENGINEER NO. 44164
GLEN R. WIEGER ENGINEER NO. 81419
CERTIFICATE OF AUTHORIZATION NO. 27169

Attachment B

Study Methodology Document

St. Johns County Board of County Commissioners
Dick D'Souza
Assistant Director- Transportation
ddsouza@sjcfl.us

St. Johns County Board of County Commissioners
Ms. Jan Trantham
Senior Transportation Planner
jtrantham@sjcfl.us

Introduction

A single-family residential development that is anticipated to include 155 dwelling units is proposed for development on the west side of US 01 just north of Watson Road in St. Johns County, FL.

Access to the proposed development will be provided via a right-in-right-out driveway on US 01. A site location map is included as **Figure 01**. Existing conditions on US 01 at the proposed project access location are included in **Figure 02**. Following is a summary of the study scope and methodology.

Trip Generation

Table 01 summarizes the trip generation from the proposed residential development. Trip generation for the proposed development was estimated using the rates and equations included in the Trip Generation Manual, 11th Edition published by the Institute of Transportation Engineers (ITE). The proposed development is anticipated to generate 1,510 daily trips that include 111 AM peak and 150 PM peak trips.

Study Area

Since the proposed development is anticipated to generate a total of 150 PM peak trips (greater than the 50 PM peak trips threshold), the study area will include all the roadway segments within a four-mile radius of the proposed development. The details of the study area roadway segments were obtained from most recent St. Johns County's Transportation Analysis Spreadsheet (dated 06/01/2023). **Table 01** summarizes the details of the study area roadway segments. **Figure 03** also shows the study area roadway segments within a four-mile radius of the proposed development.

Planned and Programmed Improvements

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

- SR 312 Extension – SR 207/SR 312 Intersection to Holmes Blvd. (Out side of the study area)

Project Traffic Distribution & Assignment:

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

Roadway Segment Analysis

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

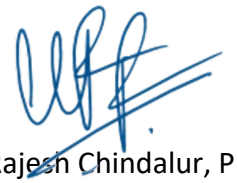
and the total traffic (Existing trips + Reserved Trips + New Project Traffic) exceed 100% of the roadway segments adopted LOS MSV.

Intersection Capacity Analysis:
The intersections with in the study area that meet the LDTA guidelines and criteria will be submitted as a Part 02 study/addendum.

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

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

Sincerely,
Chindalur Traffic Solutions, Inc.



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

Attachment C

SJC “Transportation Analysis Spreadsheet” Dated 06/01/2023

St. Johns County Transportation Analysis Spreadsheet

Updated with 2022 FDOT and

St. Johns County Traffic Counts

Published: 06/01/2023

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

St. Johns County Transportation Analysis Spreadsheet

Updated with 2022 FDOT and

St. Johns County Traffic Counts

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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	**2023** PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
36.2		CR 210	Beachwalk Blvd to Alternate CR 210	TR	6MaC	D	1.13	ADT22	22,757	1.0543	0.093	2231	121	2,245	4,597	95.4%	CRITICAL		4,820
36.3		Alternate CR 210	CR 210 W. to SR 5 (US 1) N	TR	2MaC	D	0.95	ADT22	7,822	1.0200	0.096	767	15	1,410	2,192	167.3%	DEFICIENT		1,310
36.4		CR 210	Alternate CR 210 to Valley Ridge Blvd	TR	2MaC	D	0.93	ADT22	13,726	1.0532	0.092	1335	71	1,175	2,581	176.8%	DEFICIENT		1,460
37		Palm Valley Rd (Old CR 210)	Valley Ridge Blvd. to Preservation Trail	TR	2MaC	D	1.86	ADT22	6,264	1.0567	0.103	685	39	286	1,010	77.1%	OK		1,310
38		CR 210 (Palm Valley Rd) E/W	CR 210A (Roscoe Blvd) to Mickler Rd.	UZ	2UC	D	1.36	ADT22	22,920	1.0386	0.097	2306	89	502	2,897	150.9%	DEFICIENT	1,920	1,920
39		CR 210 (Palm Valley Rd) N/S	Mickler Rd. to Canal Blvd.	UZ	2UC	D	1.98	ADT22	14,728	1.0202	0.095	1420	29	124	1,573	94.8%	CRITICAL	1,660	1,660
40		CR 210 (Palm Valley Rd) N/S	Canal Blvd. to SR A1A	UZ	2UC	D	1.43	ADT22	15,333	1.0200	0.090	1408	28	105	1,541	107.0%	DEFICIENT		1,440
41		CR 210 (Corona Rd) E/W	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.59	ADT22	6,341	1.0200	0.102	661	13	49	723	62.9%	OK		1,150
42		CR 210A (Roscoe Blvd)	Palm Valley Rd to Canal Blvd.	UZ	2UC	D	3.26	ADT22	5,671	1.0233	0.111	647	15	86	748	65.0%	OK		1,150
43.1		CR 210A (Roscoe Blvd)	Canal Blvd. to PGA Tour Blvd.	UZ	2UC	D	3.09	ADT22	6,115	1.0226	0.115	720	16	29	765	66.5%	OK		1,150
43.2		CR 210A (Solana Rd)	PGA Tour Blvd. to SR A1A	UZ	2UC	D	1.41	ADT22	11,784	1.0200	0.095	1138	23		1,161	68.7%	OK	1,690	1,690
43.3		CR 210A (Solana Rd)	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.65	ADT22	5,053	1.0200	0.137	706	14		720	75.0%	OK		960
44		CR 214	CR 13 to CR 13A	RU	2MaC	C	3.68	ADT22	981	1.0200	0.114	114	2		116	14.1%	OK		820
45		CR 214	CR 13A to Allen Nease Rd.	TR	2MaC	D	5.21	ADT22	2,347	1.0200	0.118	282	6	76	364	17.3%	OK		2,110
46		CR 214	Allen Nease Rd. to Holmes Blvd.	TR	2MaC	D	4.28	ADT22	5,978	1.0200	0.100	608	12	149	769	58.7%	OK		1,310
47		CR 214 (W. King St)	Holmes Blvd. to Volusia St.	UZ	2UC	E	0.64	ADT22	4,187	1.0200	0.100	428	9	82	519	36.0%	OK		1,440
48		CR 214 (W. King St)	Volusia St. to Palmer St.	UZ	2UC	E	0.94	ADT22	11,033	1.0200	0.090	1013	20	97	1,130	78.5%	OK		1,440
49		CR 214 (W. King St)	Palmer St. to SR 5 (US 1)	UZ	2UC	E	0.26	ADT22	12,457	1.0200	0.090	1144	23		1,167	91.9%	CRITICAL		1,270
51		CR 305	SR 206 to SR 207	TR	2MaC	D	3.96	ADT22	656	1.0200	0.116	78	2		80	3.8%	OK		2,110
52		CR 305	CR 13 to SR 207	RU	2MaC	C	4.98	ADT22	596	1.0200	0.101	61	1	13	75	9.1%	OK		820
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	UZ	2UC	D	1.31	ADT22	8,469	1.0283	0.090	784	22	175	981	68.1%	OK		1,440
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	UZ	2UC	D	0.37	ADT22	14,897	1.0238	0.100	1528	36	137	1,701	118.1%	DEFICIENT		1,440
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	UZ	2UC	D	0.77	ADT22	14,562	1.0200	0.090	1342	27	166	1,535	106.6%	DEFICIENT		1,440
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	UZ	2UC	D	0.37	ADT22	17,974	1.0200	0.090	1650	33	290	1,973	137.0%	DEFICIENT		1,440
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	UZ	2UC	D	0.95	ADT22	10,430	1.0200	0.100	1069	21	79	1,169	81.2%	OK		1,440
56		A1A Beach Blvd.	SR A1A (S) to 11th Street	UZ	2UC	D	1.87	ADT22	6,764	1.0200	0.090	621	12		633	44.0%	OK		1,440
57		A1A Beach Blvd.	11th Street to SR 312	UZ	2UC	D	1.26	ADT22	9,958	1.0200	0.090	914	18		932	64.7%	OK		1,440
58		Cracker Swamp Rd.	Putnam Co. Line to CR 13	RU	2MiC	C	4.19	ADT22	896	1.0357	0.090	83	3		86	10.5%	OK		820
59.1		Kings Estate Rd.	CR 5A to Dobbs Rd	UZ	2UC	D	0.42	ADT22	13,801	1.0427	0.099	1418	61	96	1,575	109.4%	DEFICIENT		1,440
59.2		Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	UZ	2UC	D	1.68	ADT22	5,841	1.0200	0.103	616	12	106	734	63.8%	OK		1,150
60		Faver Dykes Rd.	SR 5 (US 1) to State Park Entr.	RU	2MiC	C	1.57	ADT22	319	1.0200	0.113	37	1	375	413	50.4%	OK		820
61		Federal Point Rd.	Putnam Co. Line to Hastings City Limits (W)	RU	2MiC	C	1.13	ADT22	482	1.0200	0.116	57	1		58	7.1%	OK		820
62.1		Four Mile Rd./Volusia St.	CR 214 to Holmes Blvd.	UZ	2UC	D	0.95	ADT22	8,434	1.0287	0.090	781	22	22	825	57.3%	OK		1,440
62.2		Four Mile Rd.	Holmes Blvd. to SR 16	UZ	2UC	D	0.85	ADT22	16,174	1.0444	0.090	1520	68	235	1,823	158.5%	DEFICIENT		1,150
63		George Miller Rd.	CR 13 to CR 13	RU	2MiC	C	2.73	ADT22	2,416	1.0317	0.121	301	10		311	37.9%	OK		820
64		Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	3.09	ADT22	5,293	1.0399	0.125	690	28	431	1,149	79.8%	OK		1,440
65		Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	UZ	2UC	D	2.25	ADT22	10,873	1.0470	0.091	1039	49	775	1,863	129.4%	DEFICIENT		1,440
66		Hastings Blvd.	Cracker Swamp Rd. to CR 13	RU	2MiC	C	2.53	ADT22	703	1.0200	0.120	86	2		88	10.7%	OK		820
67.1		Holmes Blvd.	SR 207 to CR 214	UZ	2UC	D	1.75	ADT22	19,921	1.0389	0.090	1863	72	426	2,361	104.9%	DEFICIENT	2,250	2,250
67.2		Holmes Blvd.	CR 214 to Four Mile Rd.	UZ	2UC	D	1.61	ADT22	16,930	1.0408	0.090	1586	65	429	2,080	98.6%	CRITICAL	2,110	2,110
67.3		Kenton Morrison Rd.	Four Mile Rd. to SR 16	UZ	2UC	D	0.47	ADT22	9,117	1.0460	0.097	920	42	139	1,101	76.5%	OK		1,440

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

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

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

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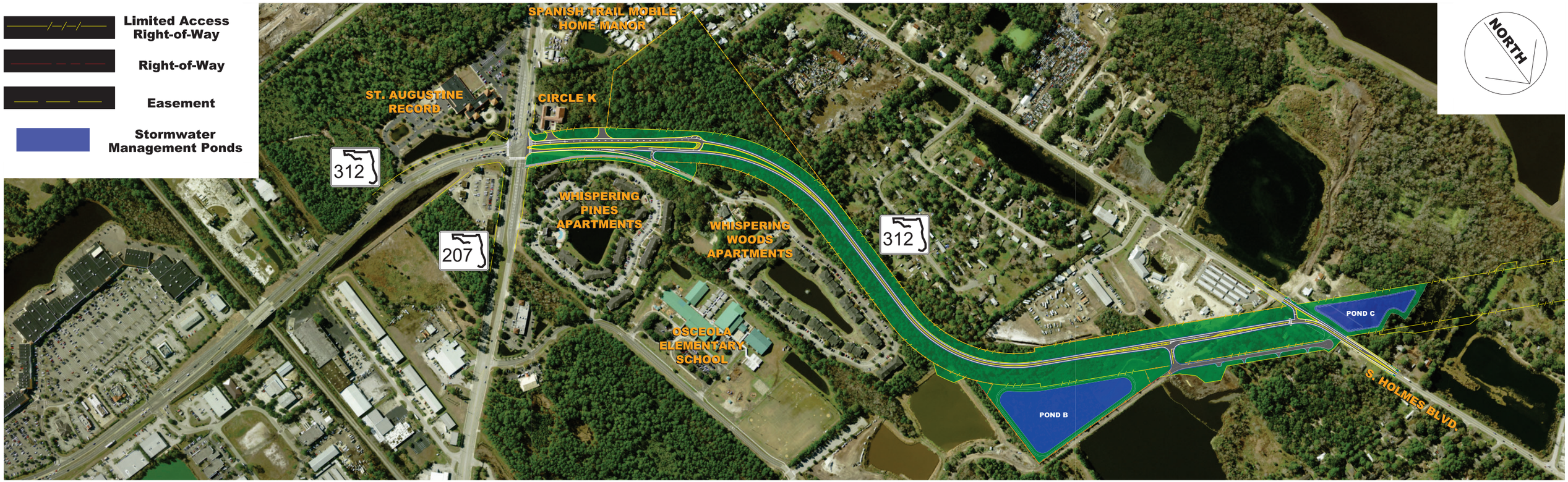
166		SR 9B	St. Johns Pkwy to W. Peyton Pkwy	UZ	4IF	D	1.13	ADT22	31,041	1.0500	0.134	4372	219	830	5,421	73.3%	OK		7,400
167		SR 9B	W. Peyton Pkwy to Duval County Line	UZ	4IF	D	0.94	ADT22	58,757	1.0500	0.025	1562	78	881	2,521	34.1%	OK		7,400
168		West Peyton Pkwy	SR 9B to Race Track Rd	UZ	4MA	D	0.62	ADT22	28,601	1.0500	0.101	3045	152	33	3,230	90.2%	CRITICAL		3,580
170		Silverleaf Pkwy	SR 16/CR 16A to St. Johns Pkwy (CR 2209)	TR	4MA	D	2.03	ADT22	11,172	1.0500	0.091	1067	53	2,859	3,979	124.3%	DEFICIENT		3,200
171.2		St. Johns Pkwy (CR 2209)	Silverleaf Pkwy to First Coast Expressway	TR	4MA	D	1.60	ADT22	21,678	1.0500	0.094	2150	108	2,542	4,800	150.0%	DEFICIENT		3,200
171.3		St. Johns Pkwy (CR 2209)	First Coast Expressway to CR 210	UZ	4MA	D	2.52	ADT22	21,678	1.0500	0.094	2140	107	3,378	5,625	157.1%	DEFICIENT		3,580
172		Brinkhoff Road	Wildwood Dr to SR 207	TR	2MaC	D	0.48	ADT22	5,436	1.0500	0.102	584	29		613	46.8%	OK		1,310

Attachment D

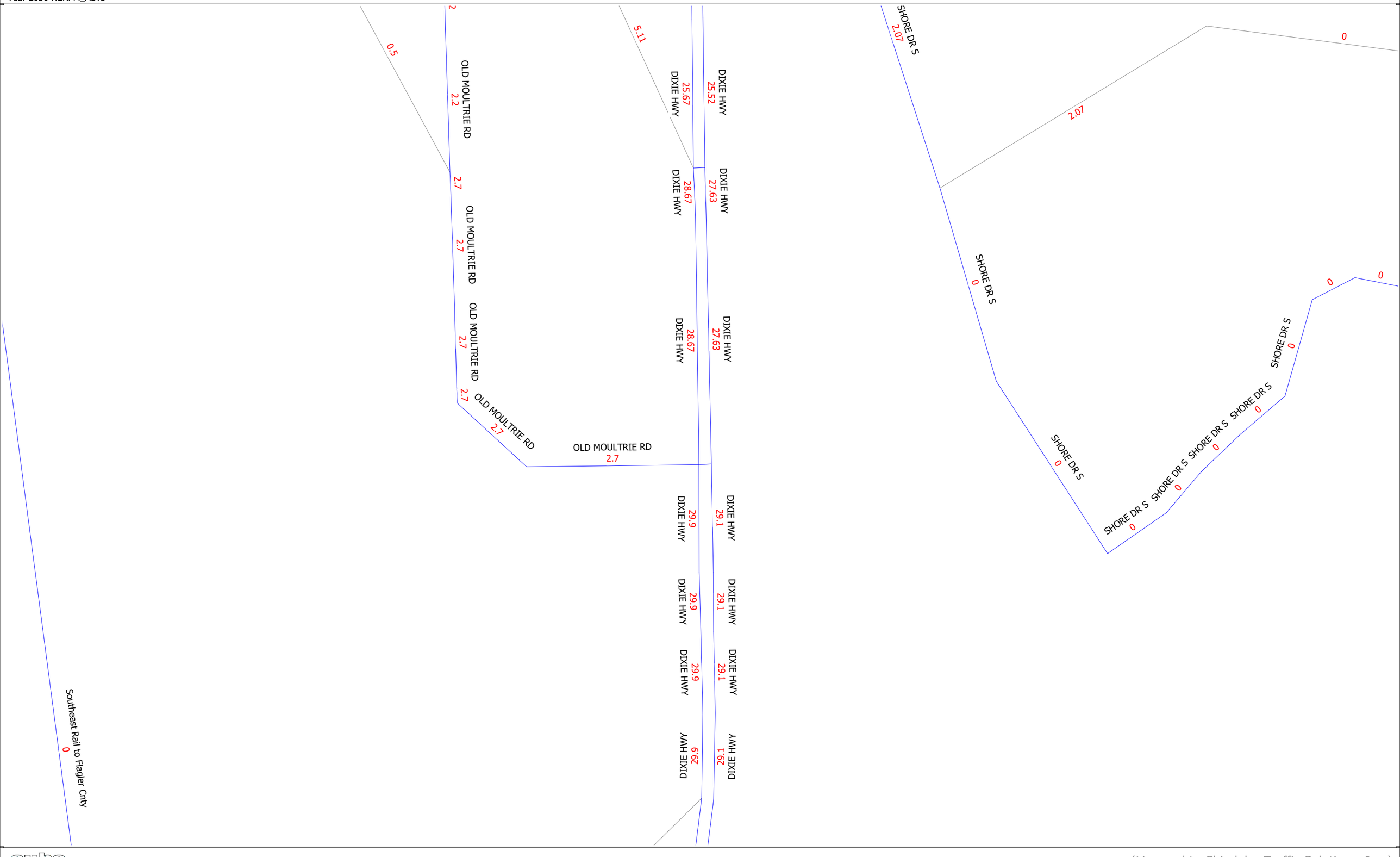
Planned and Programmed Projects Details



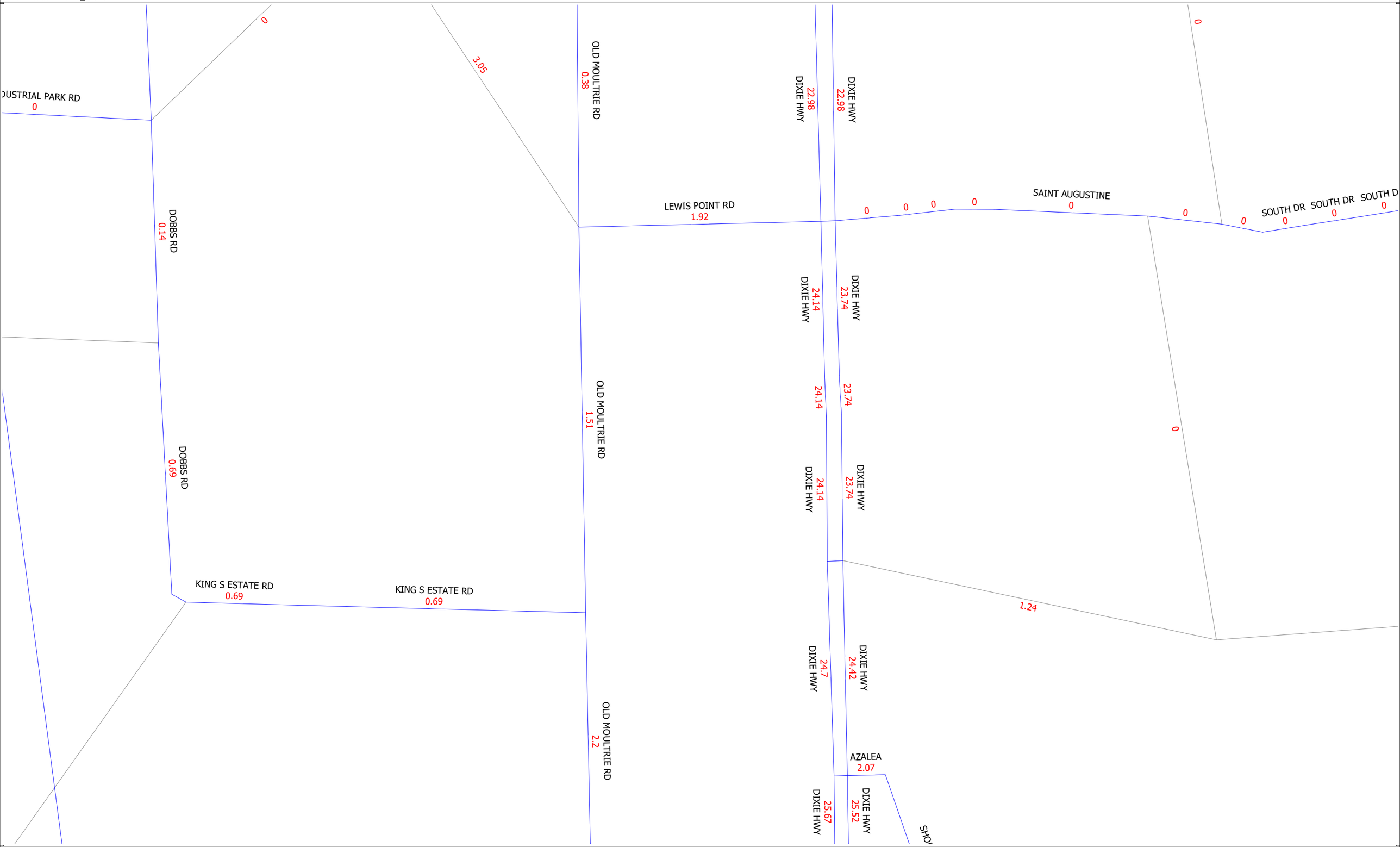
SR 312 (FROM SR 207 TO S. HOLMES BLVD.)

Attachment E

Travel Demand Model Plots
(NERPM_ABv3)



Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3



Project Traffic Distribution
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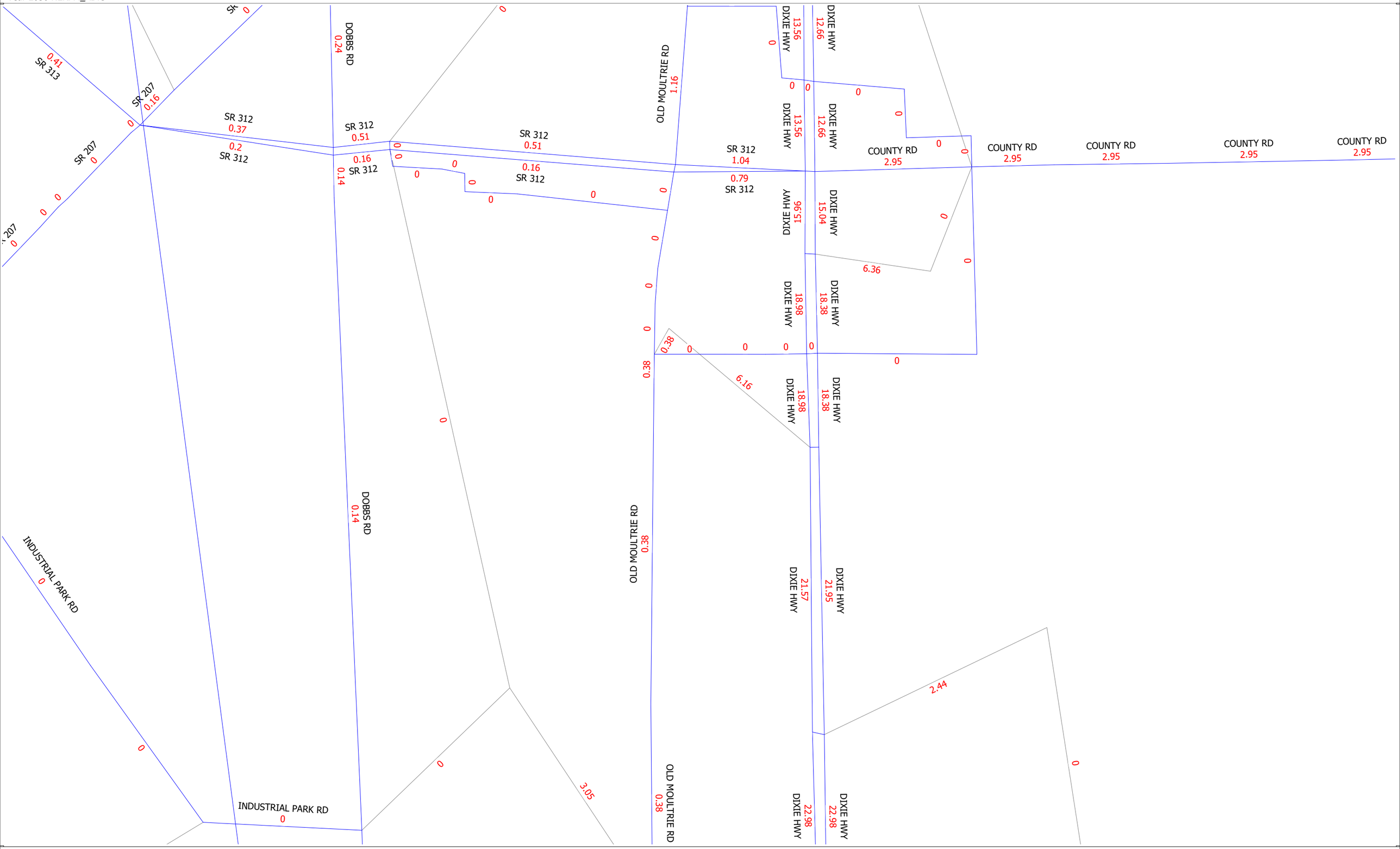
Year 2030 NERPM_ABv3



Project Traffic Distribution
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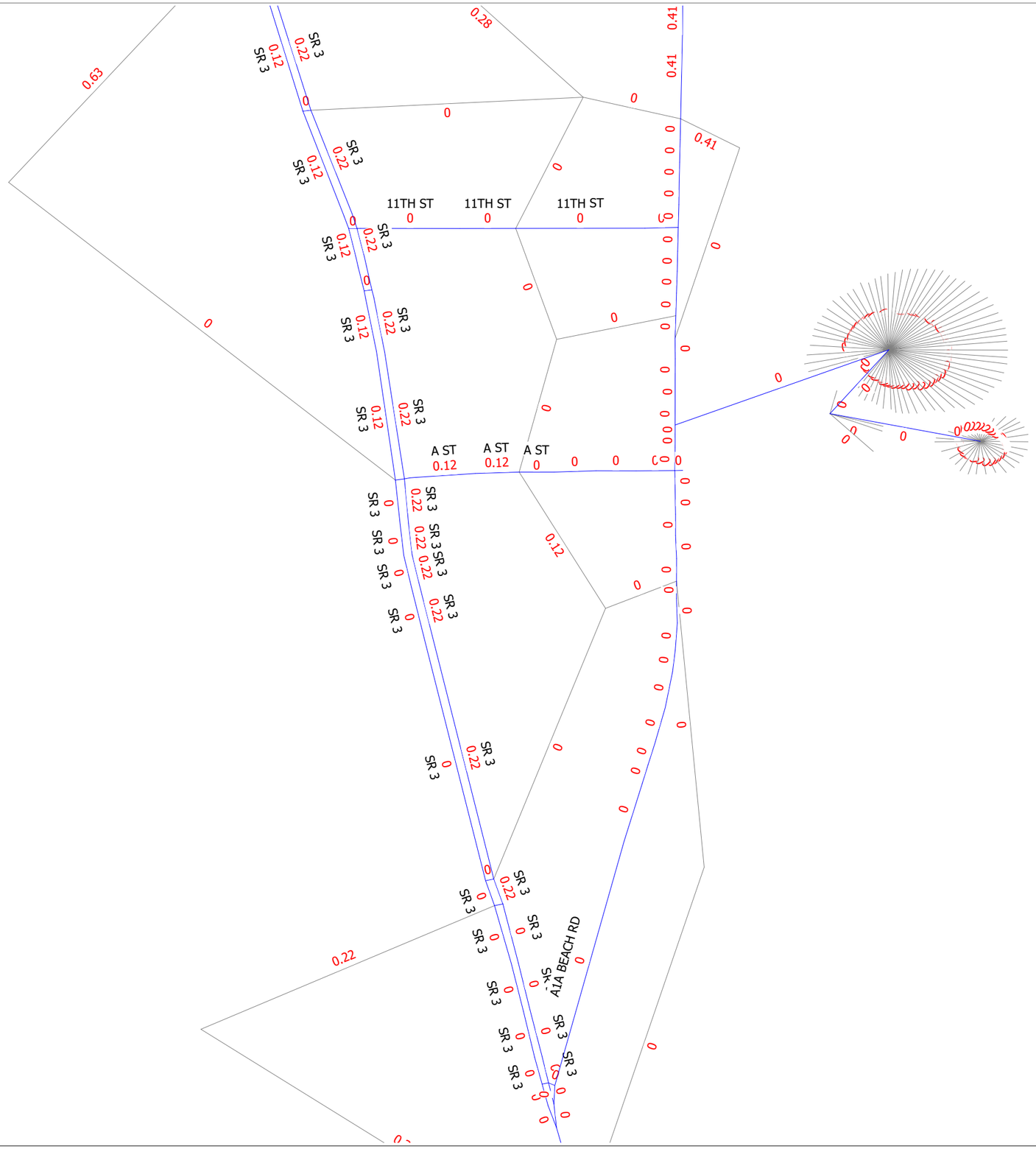
Year 2030 NERPM_ABv3



Project Traffic Distribution
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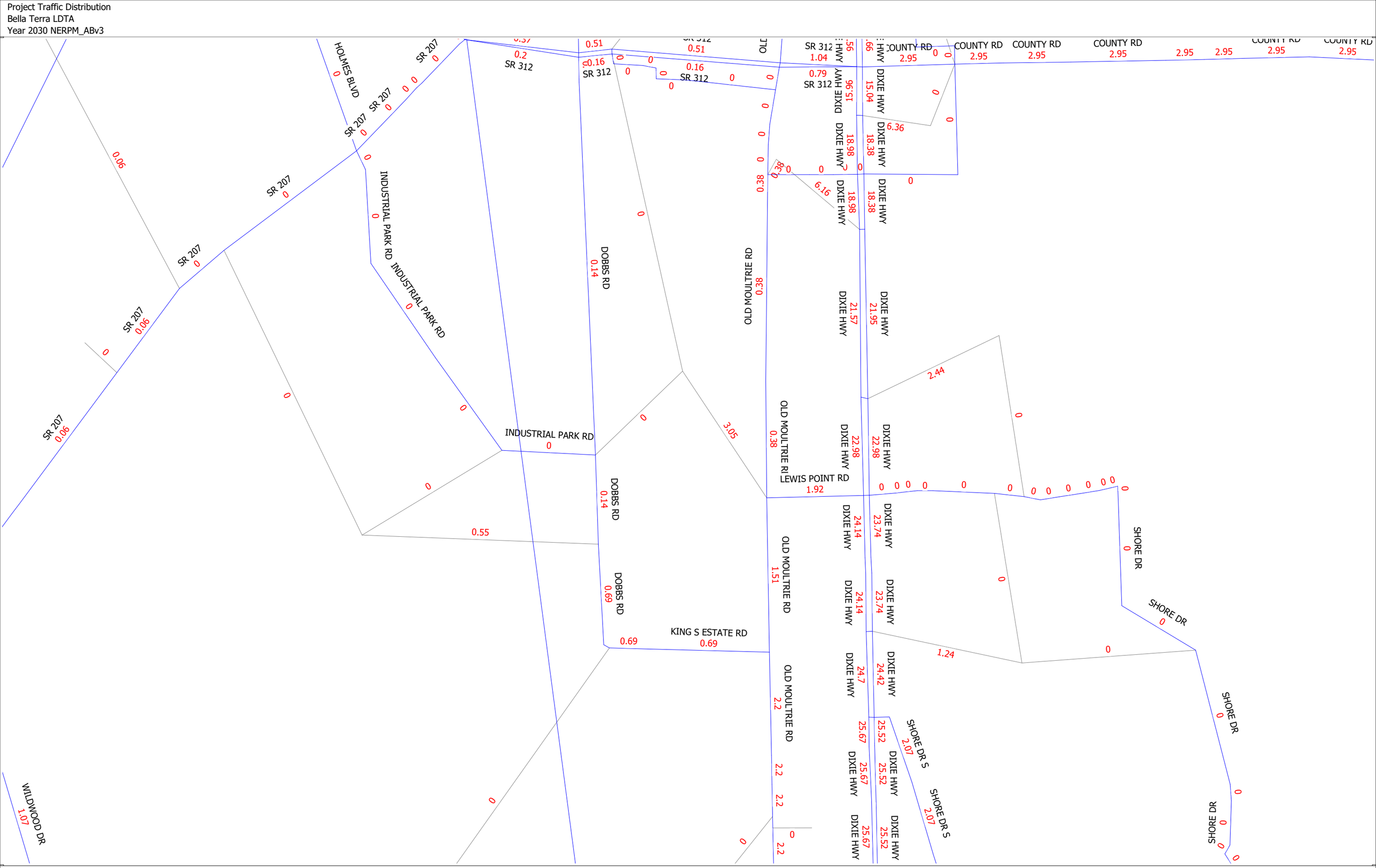
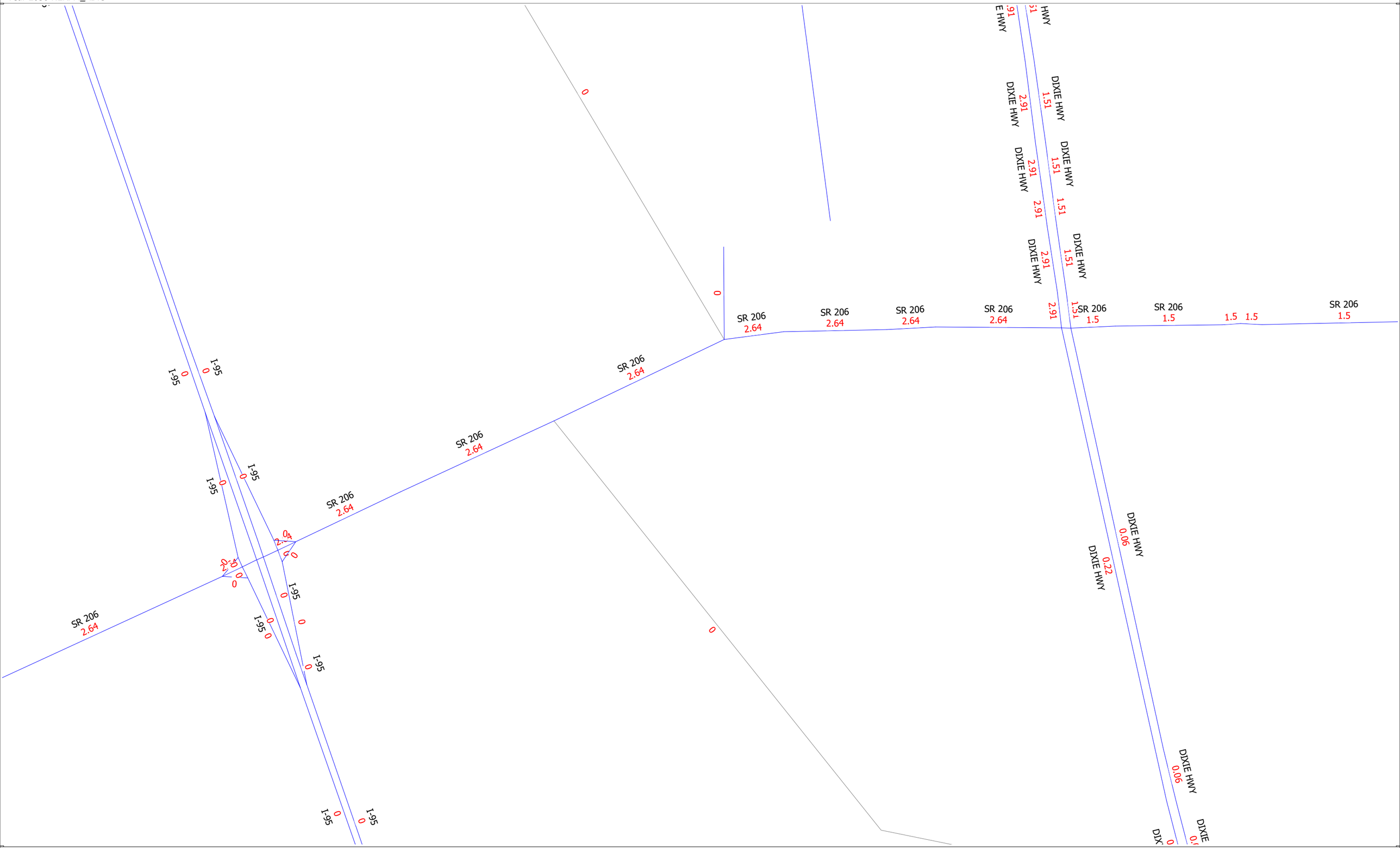
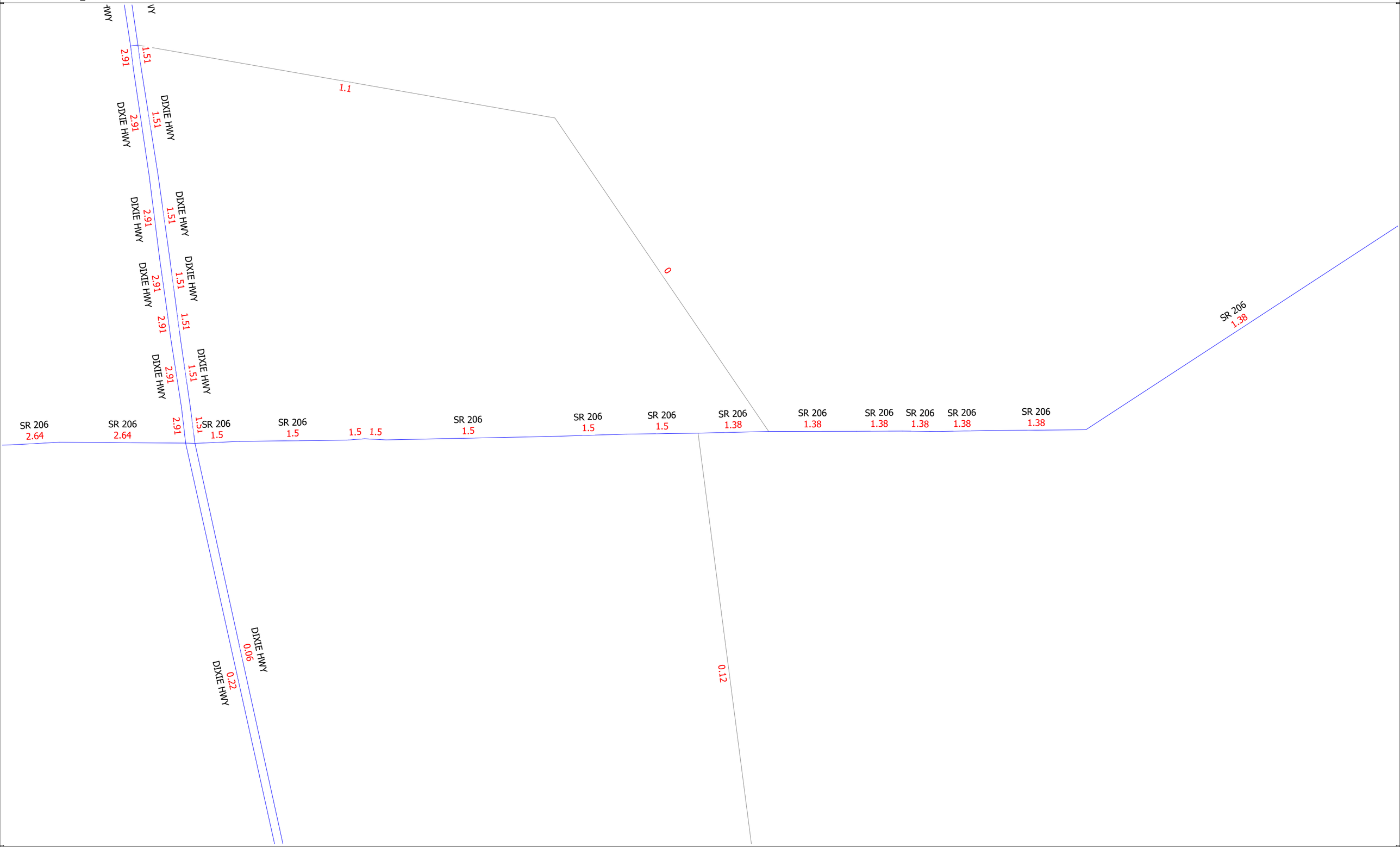
Year 2030 NERPM_ABv3

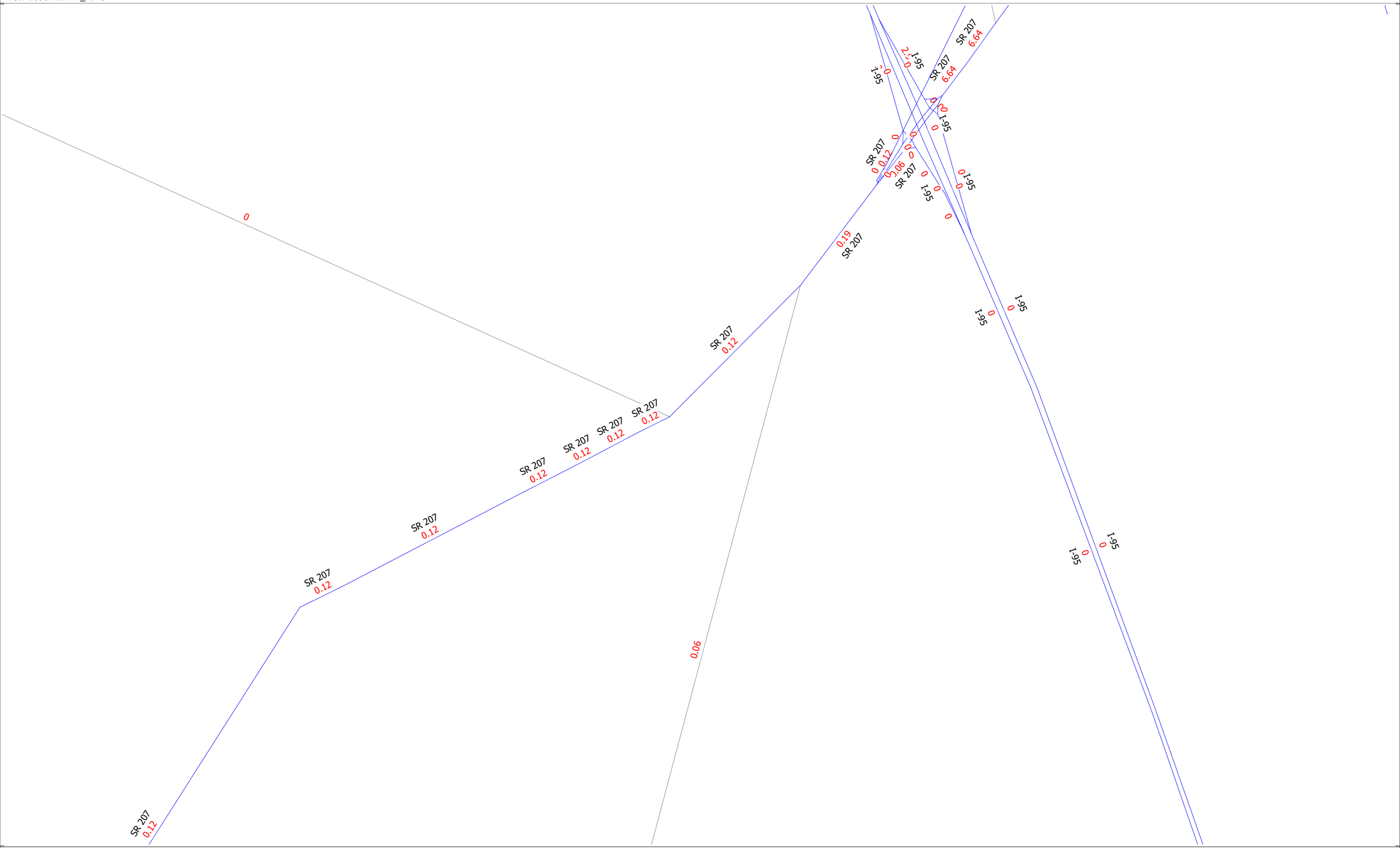


Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3

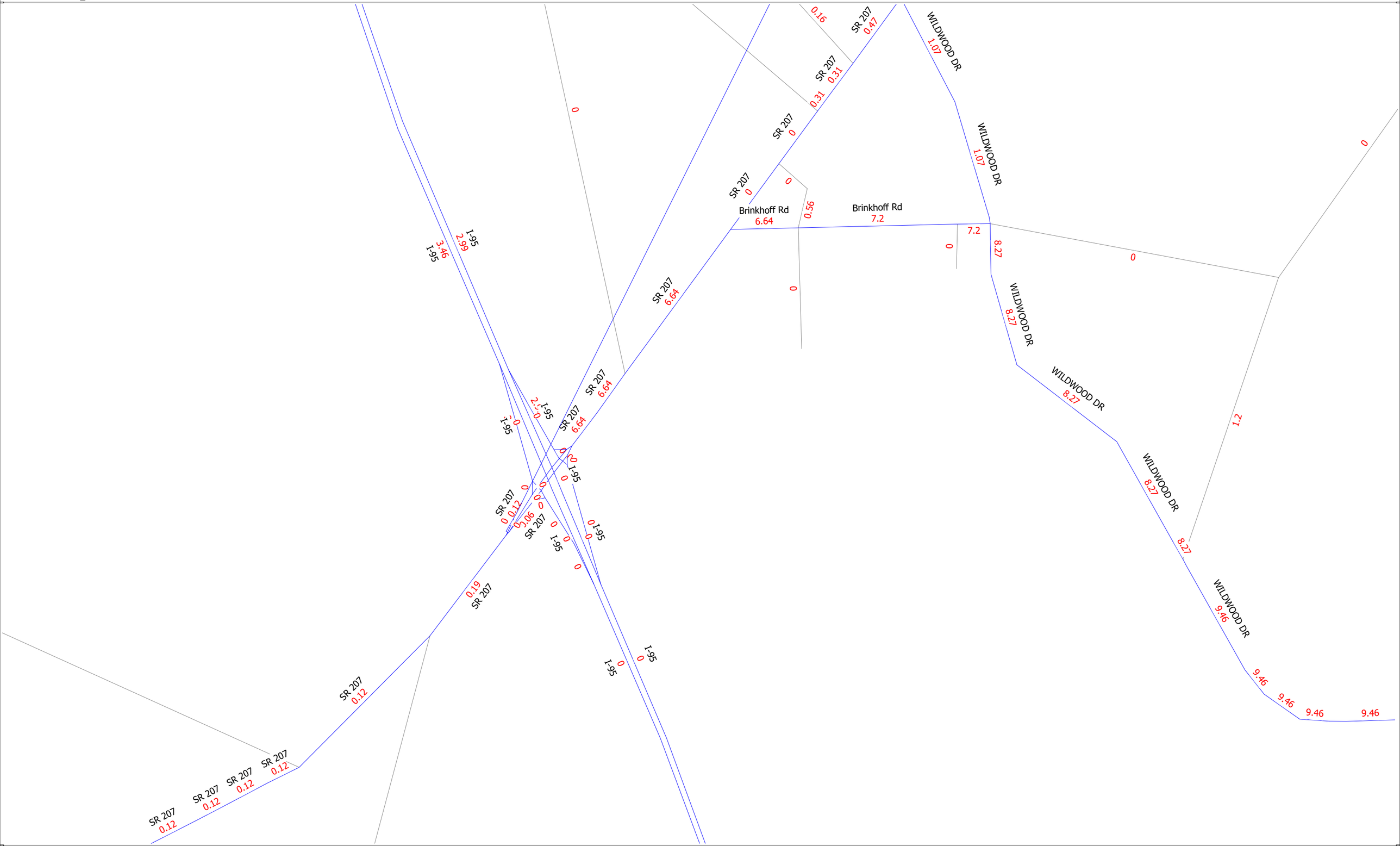




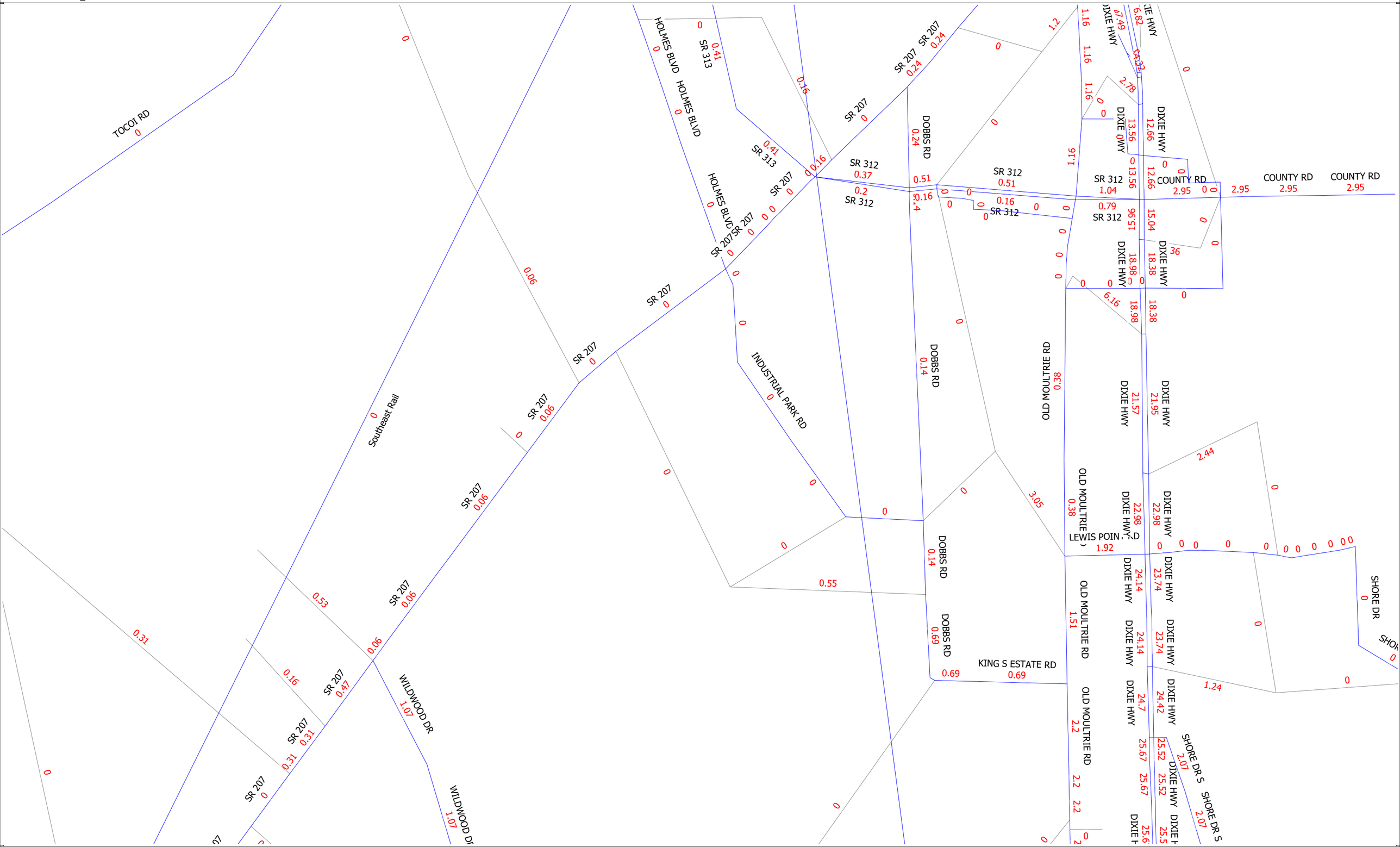
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3



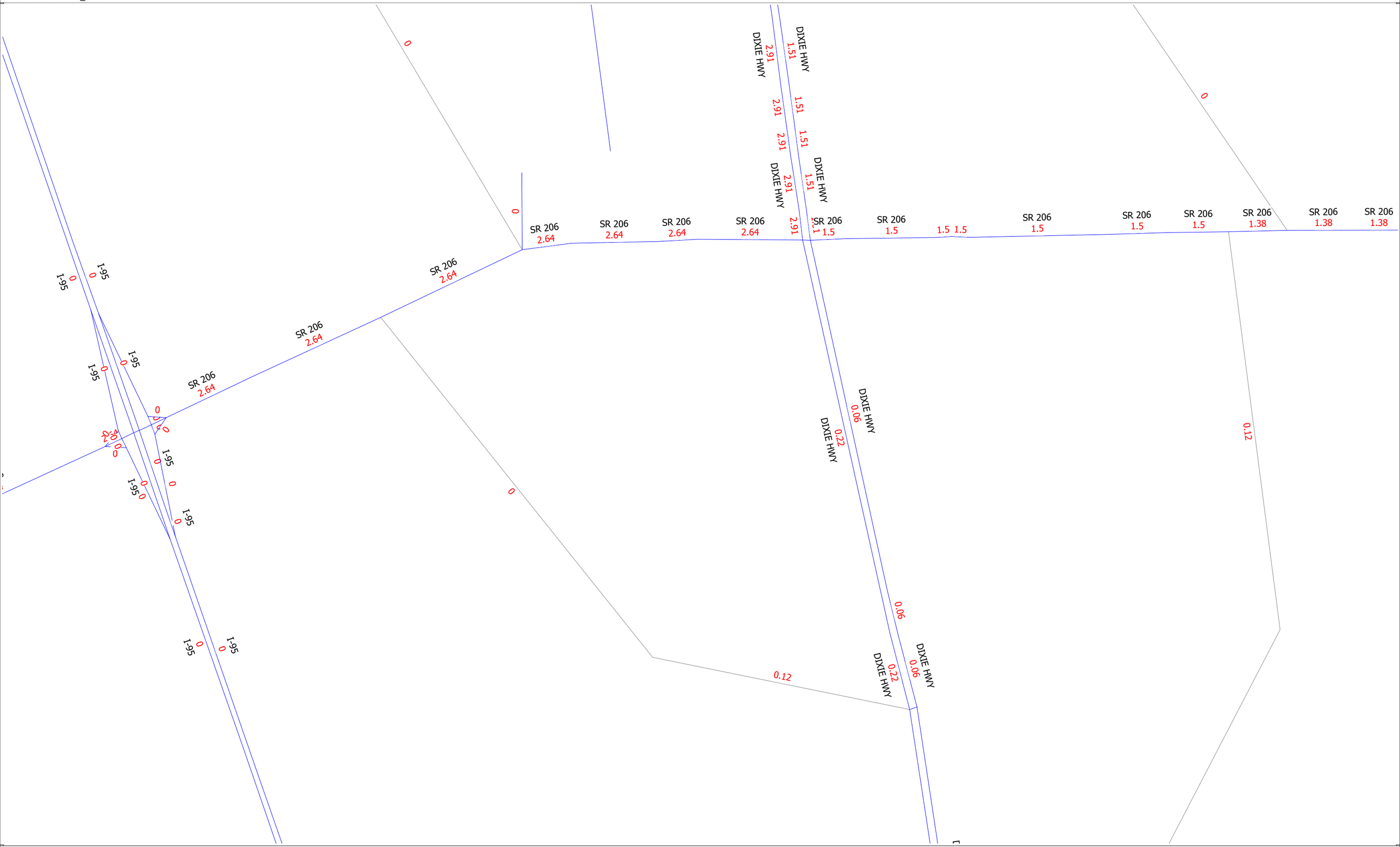
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3



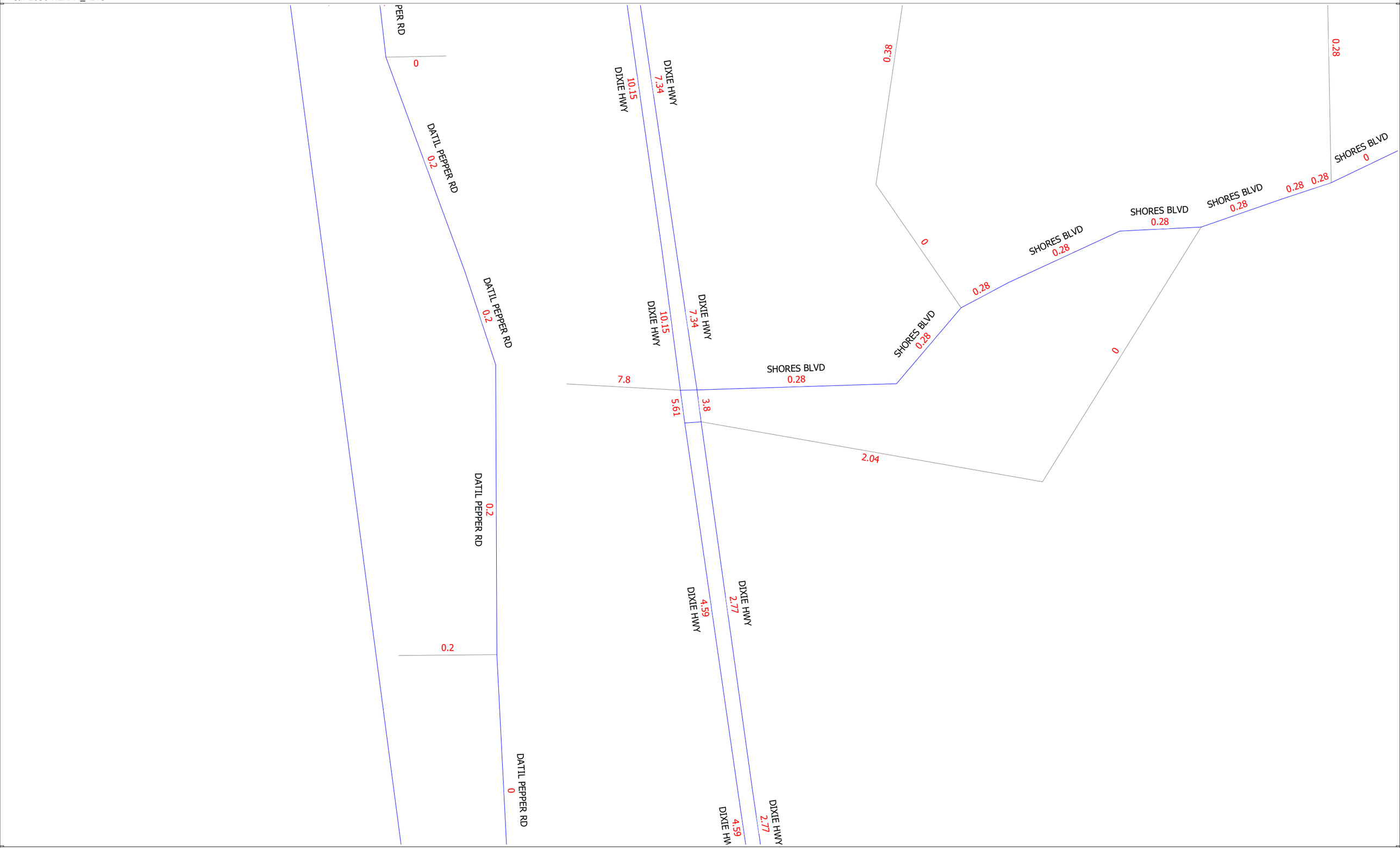
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3

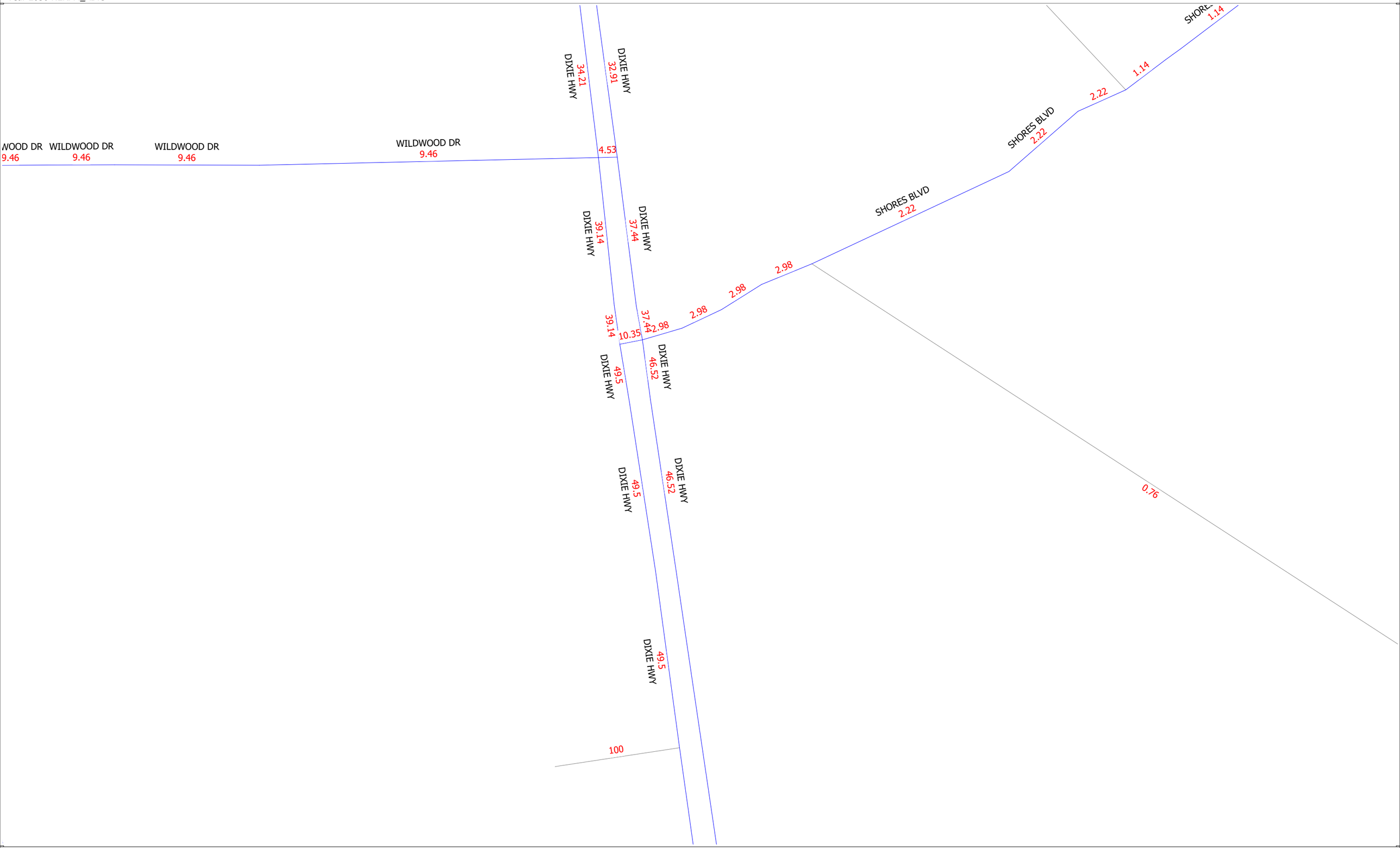


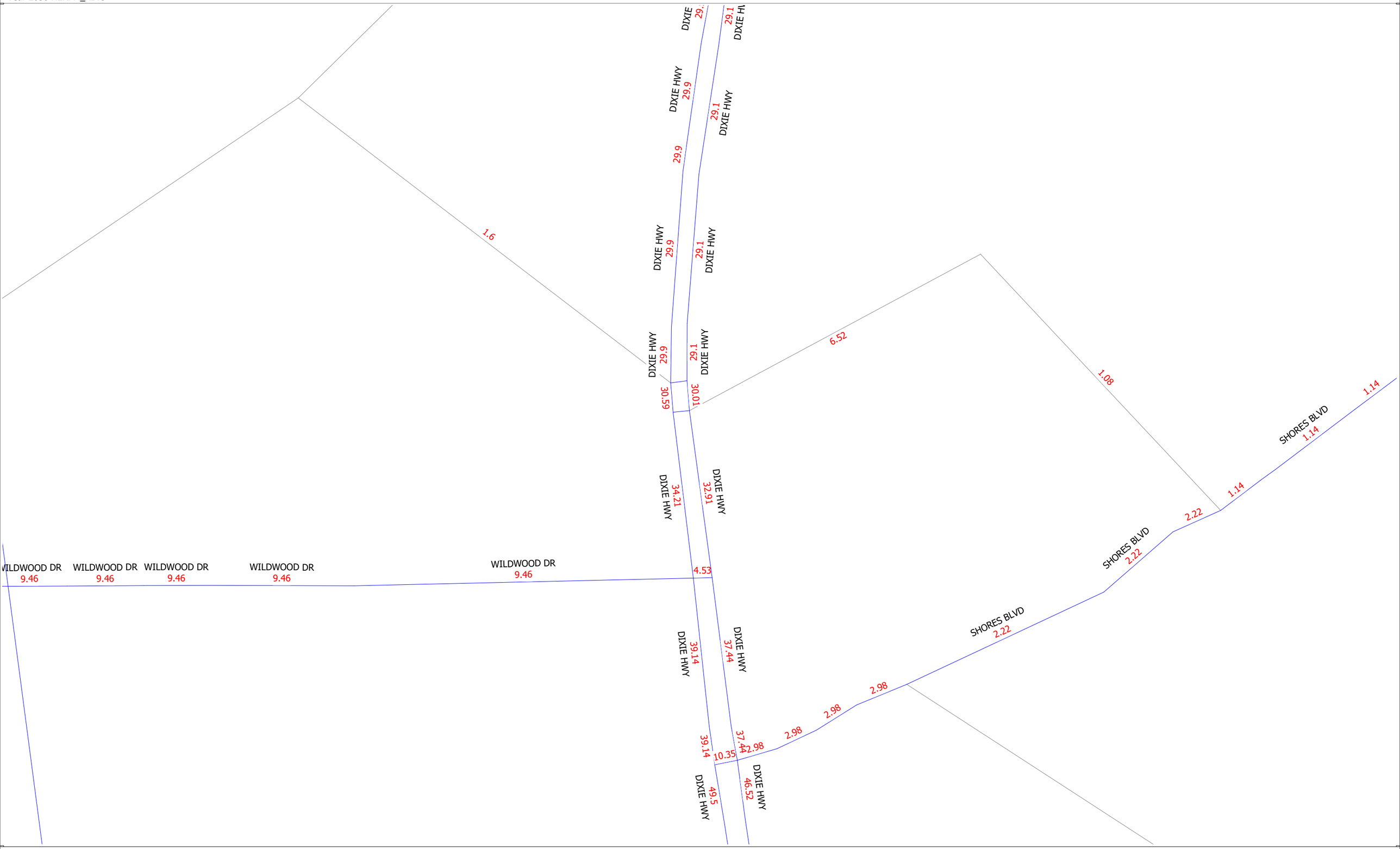
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3

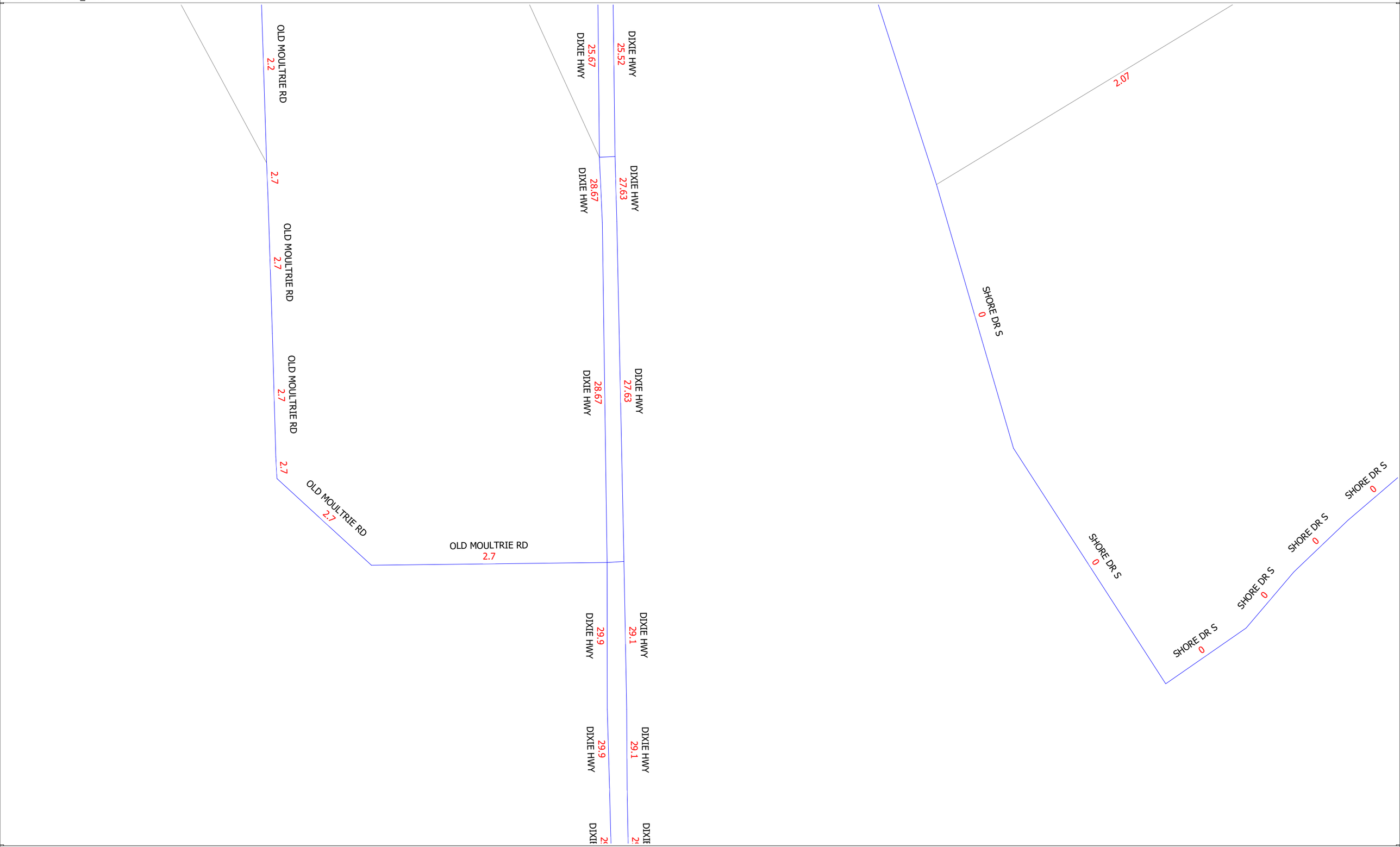


Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3

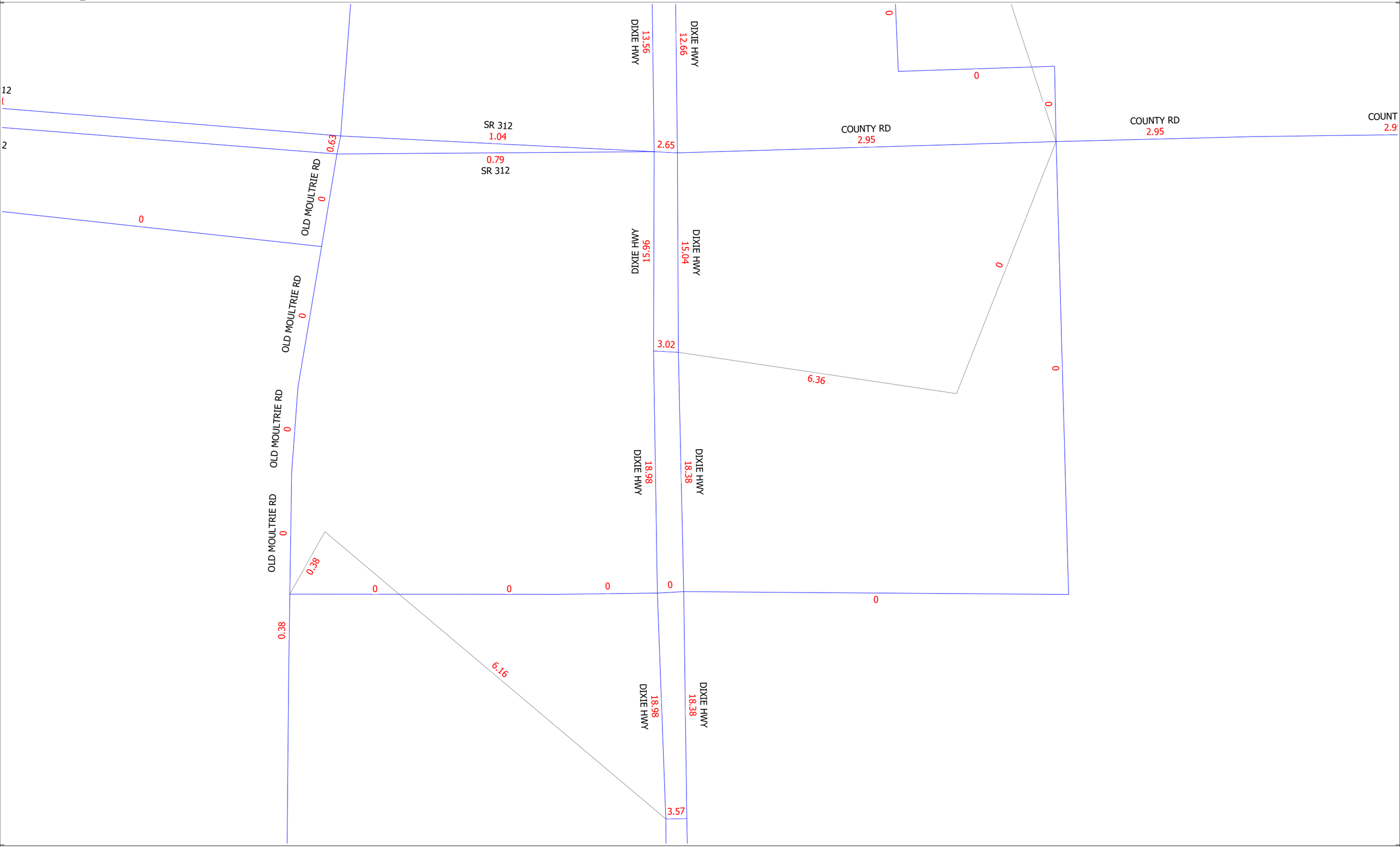




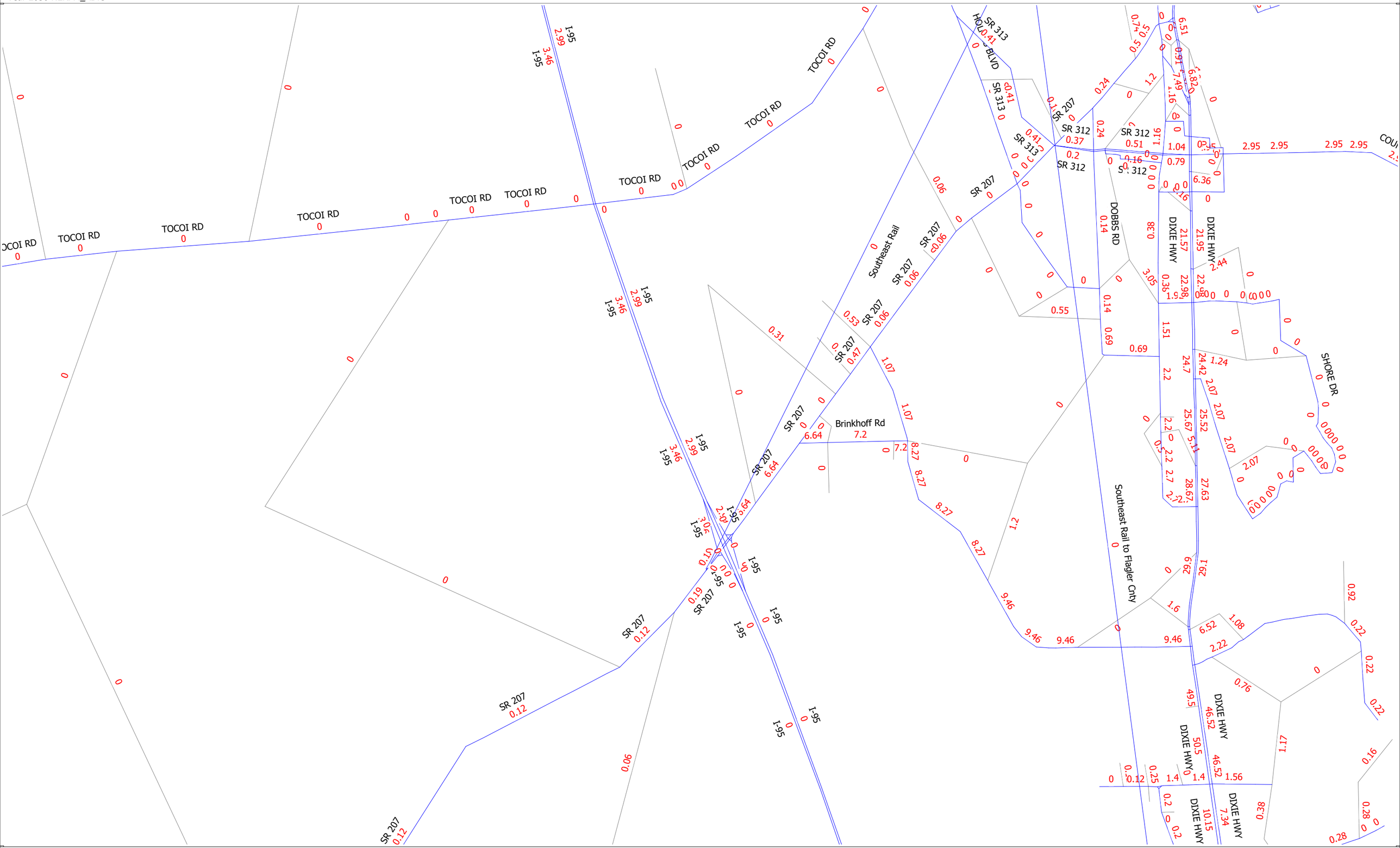




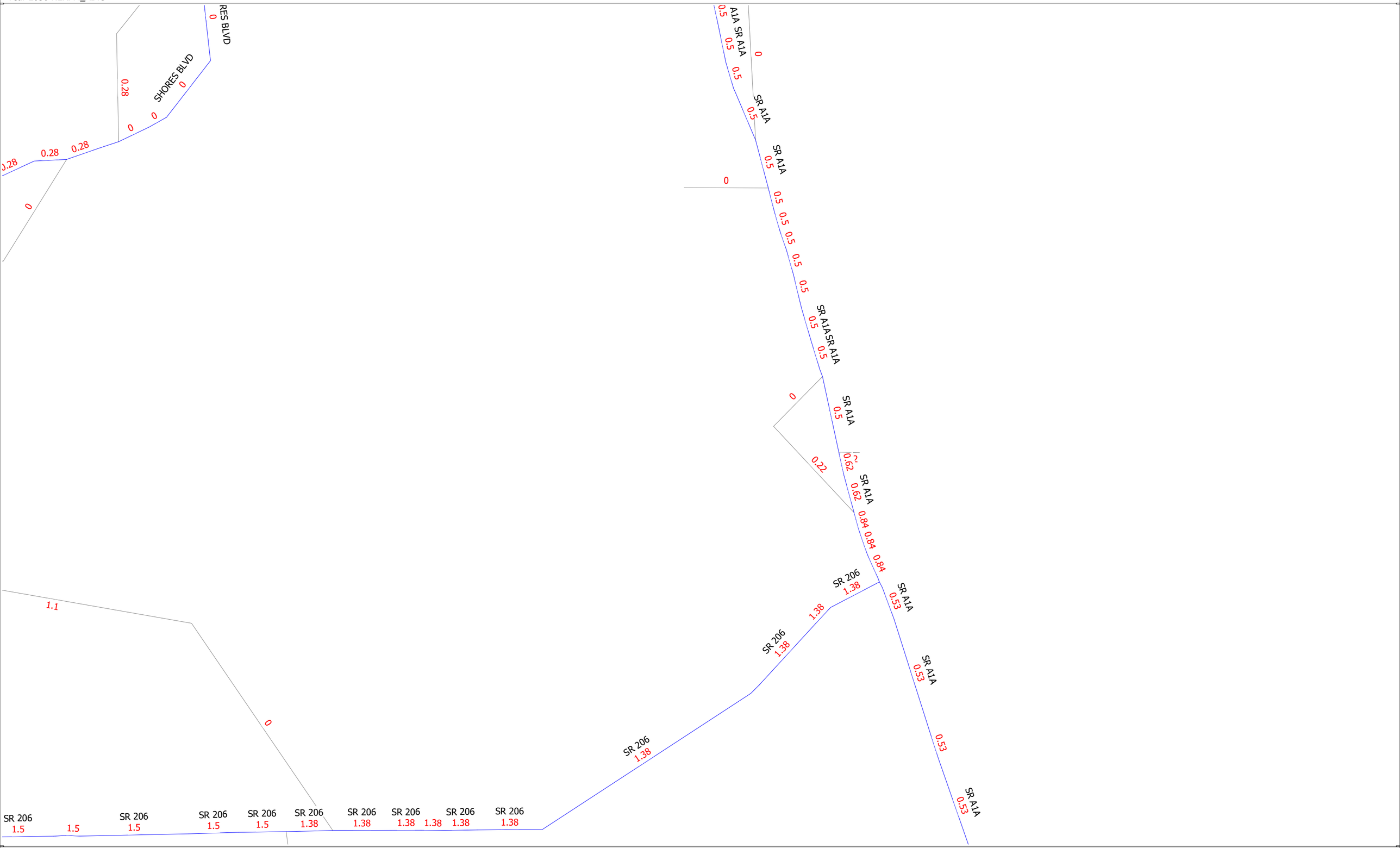
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3



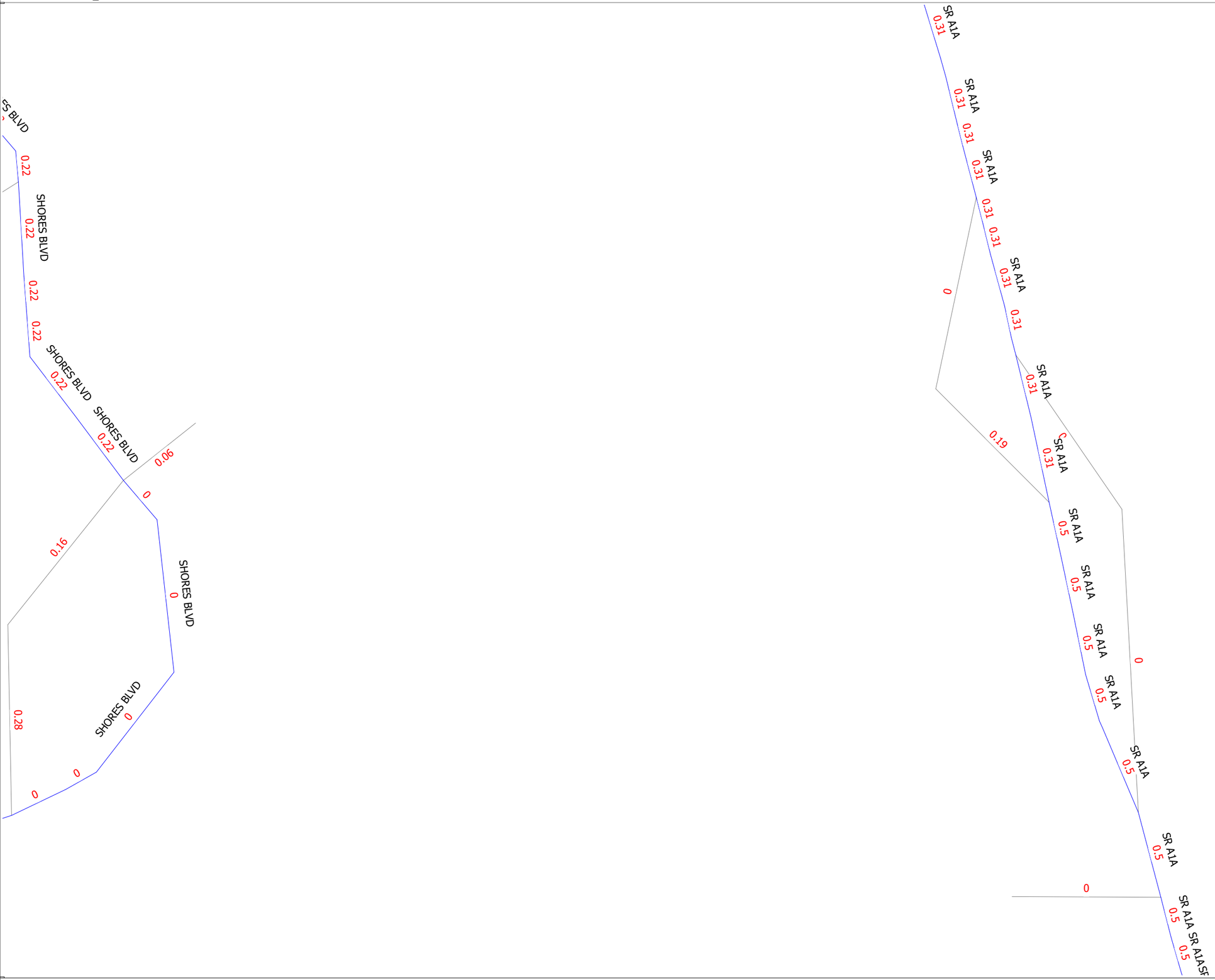
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3



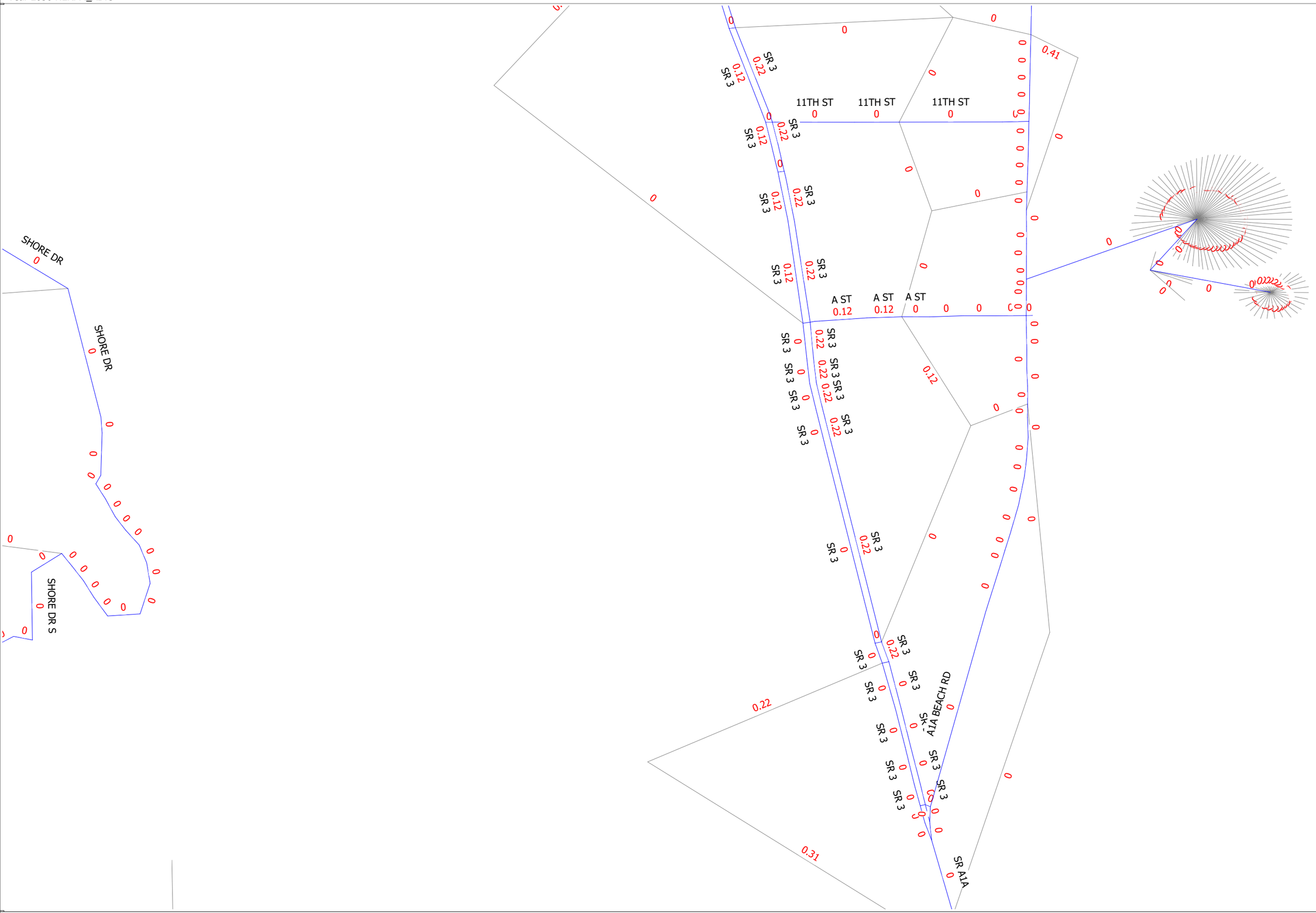
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3



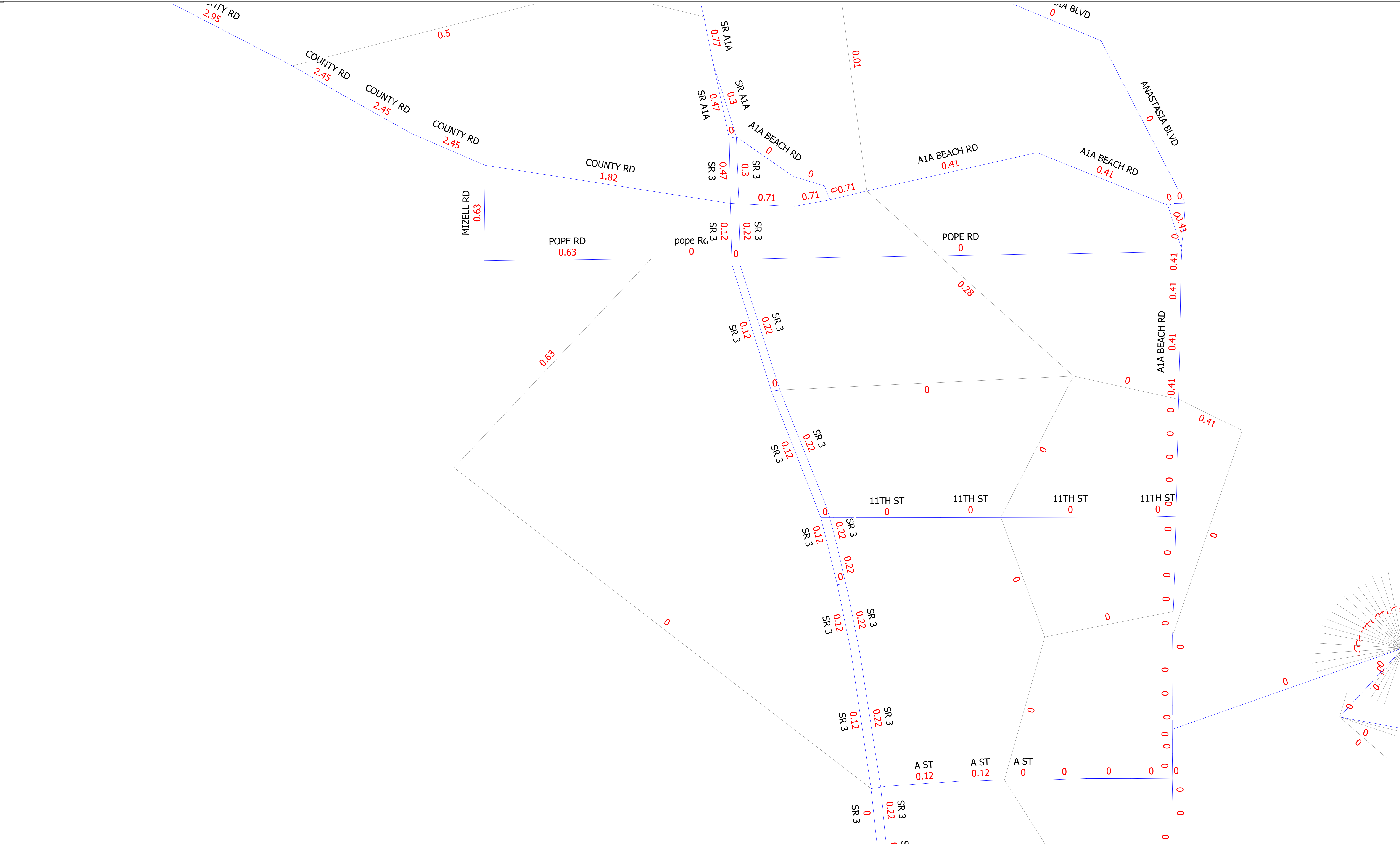
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3



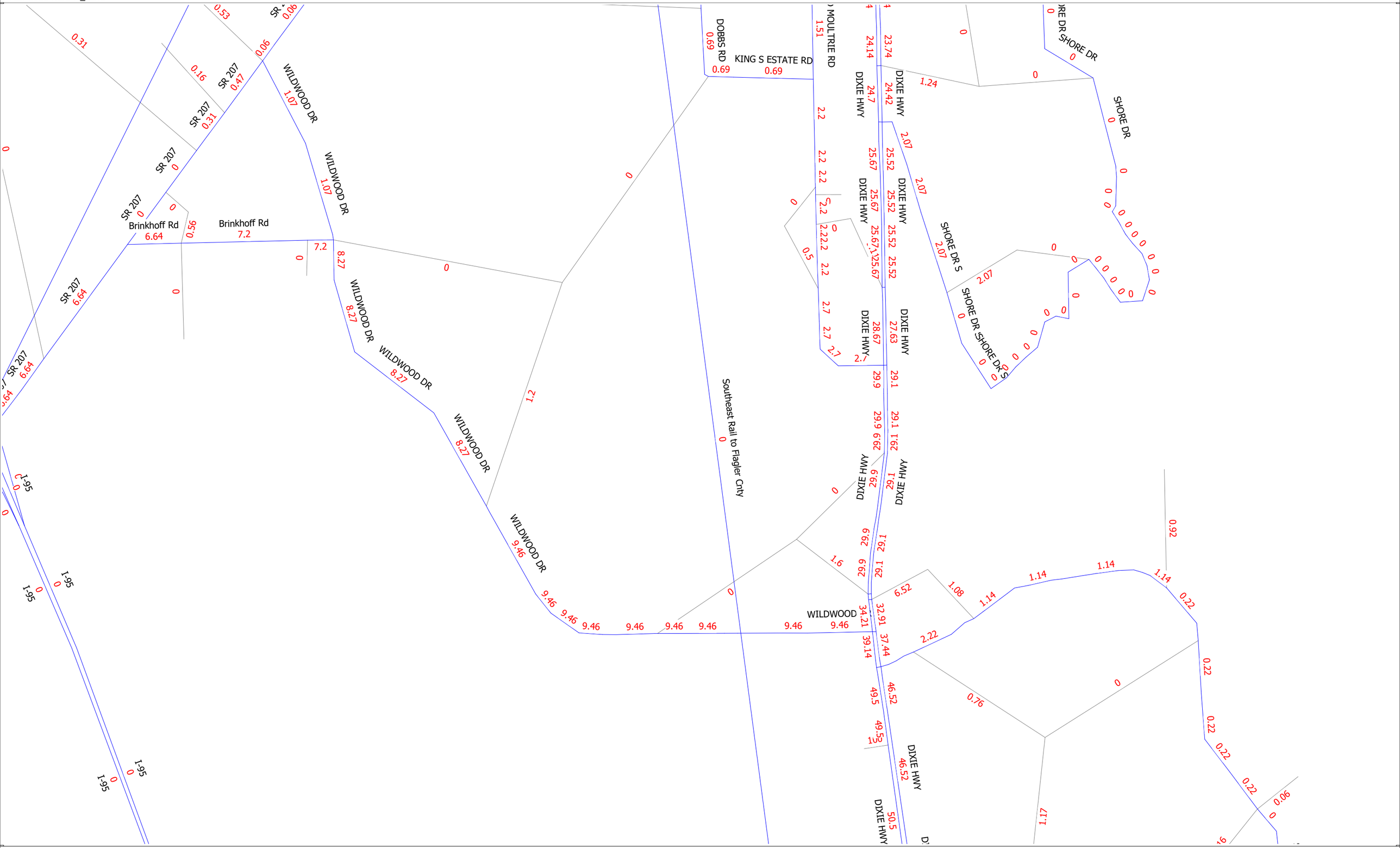
Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3

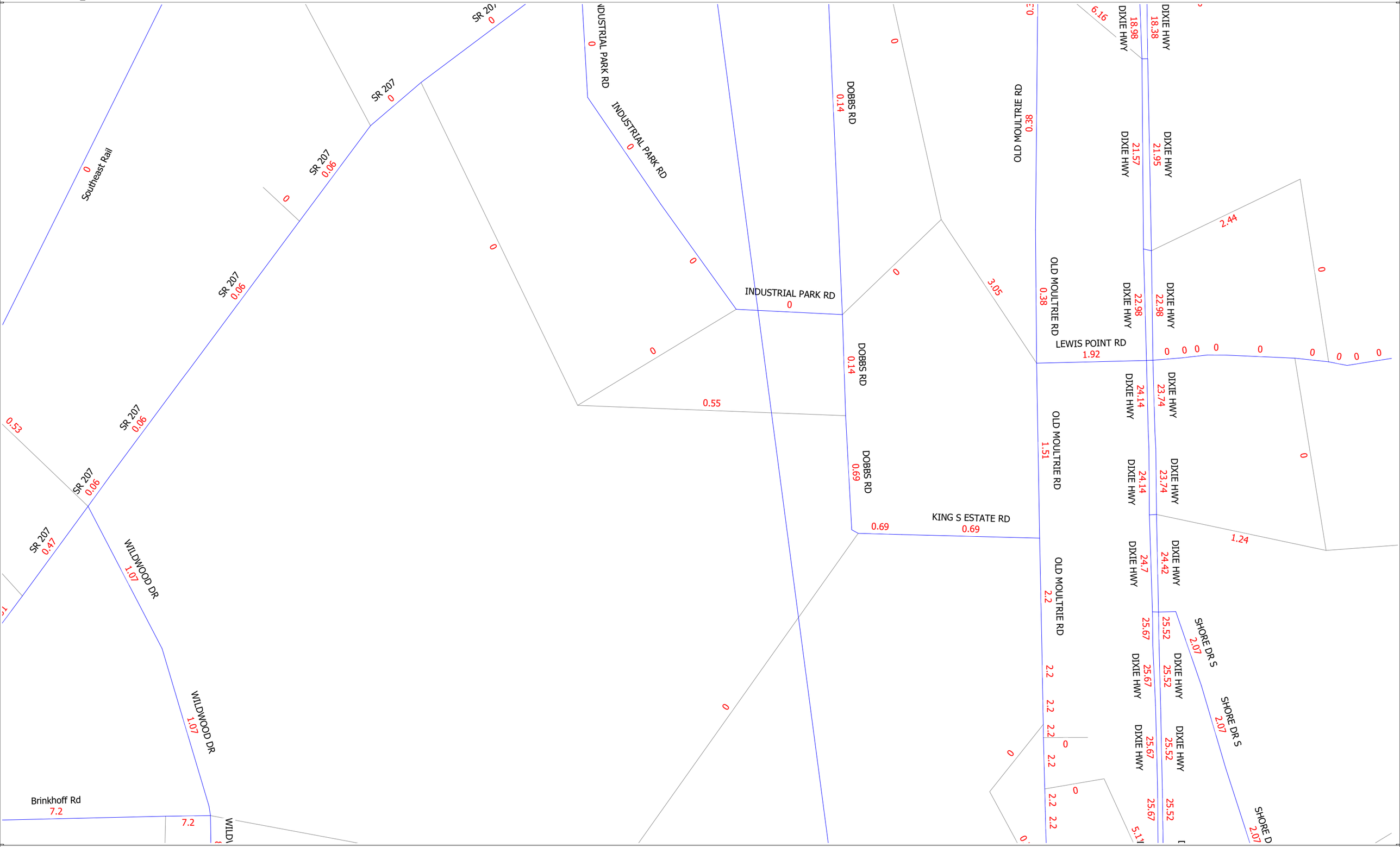


Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3



Project Traffic Distribution
Bella Terra LDTA
Year 2030 NERPM_ABv3





Attachment F

FDOT Construction Cost Per Mile
Models and QLOS Standard Tables

Cost Per Mile Models Reports

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

Information: For guidance on estimating bridge costs, see Vol. 1 Chapter 9 of the Structures Manual.

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

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

For assistance, please contact Estimates Systems Support.

USEFUL LINKS

- Florida Initiatives
- Web Policies & Notices
- FDOT Americans with Disabilities/Accessibility (ADA)
- Statement of Agency
- Performance
- MyFlorida.com
- Contact Us
- RSS

CONTACT US

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

OUR NEWSROOM

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

Appendix B: Florida's Generalized Service Volume Tables

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C3R-Suburban Residential)

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

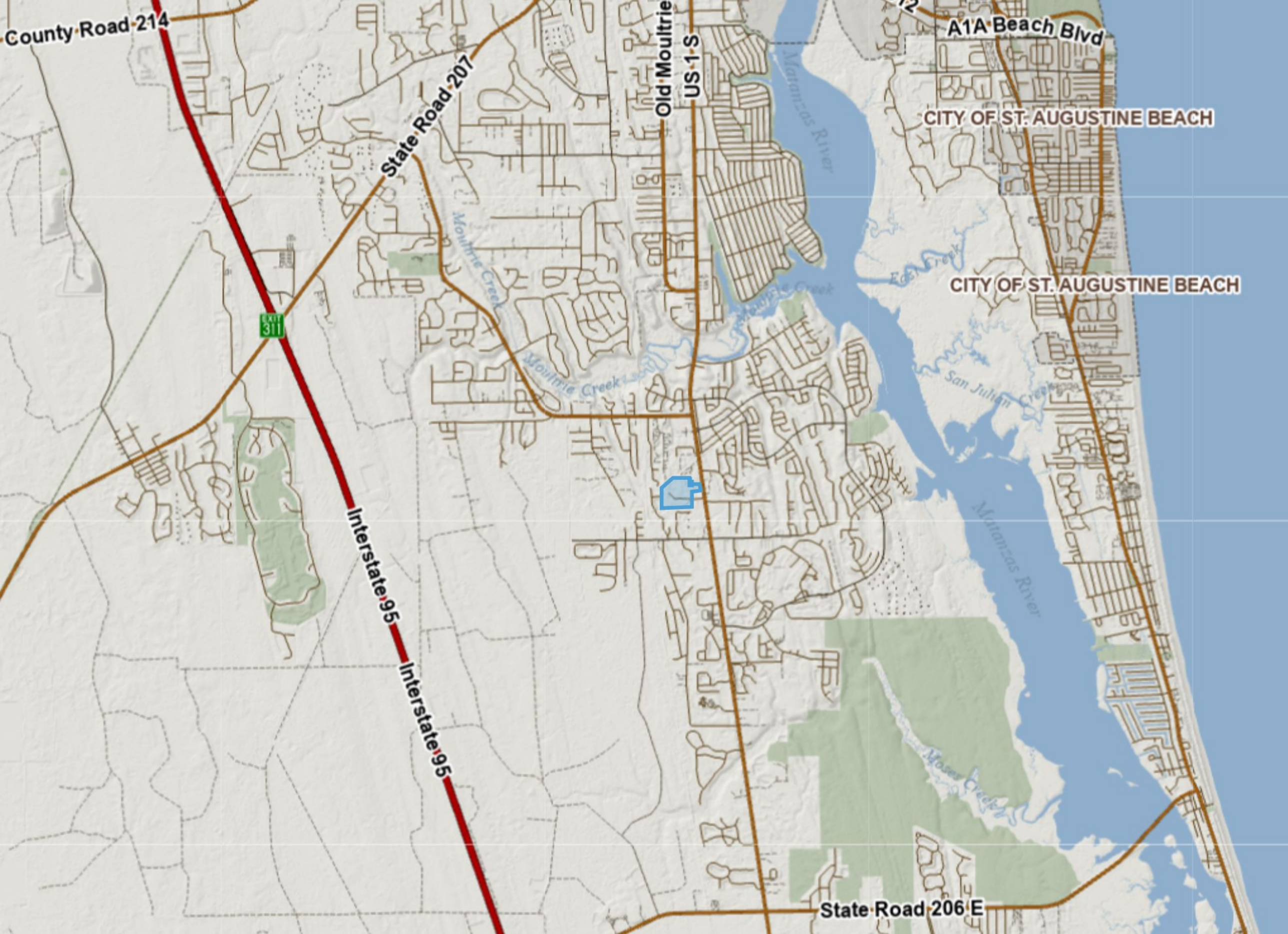
	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

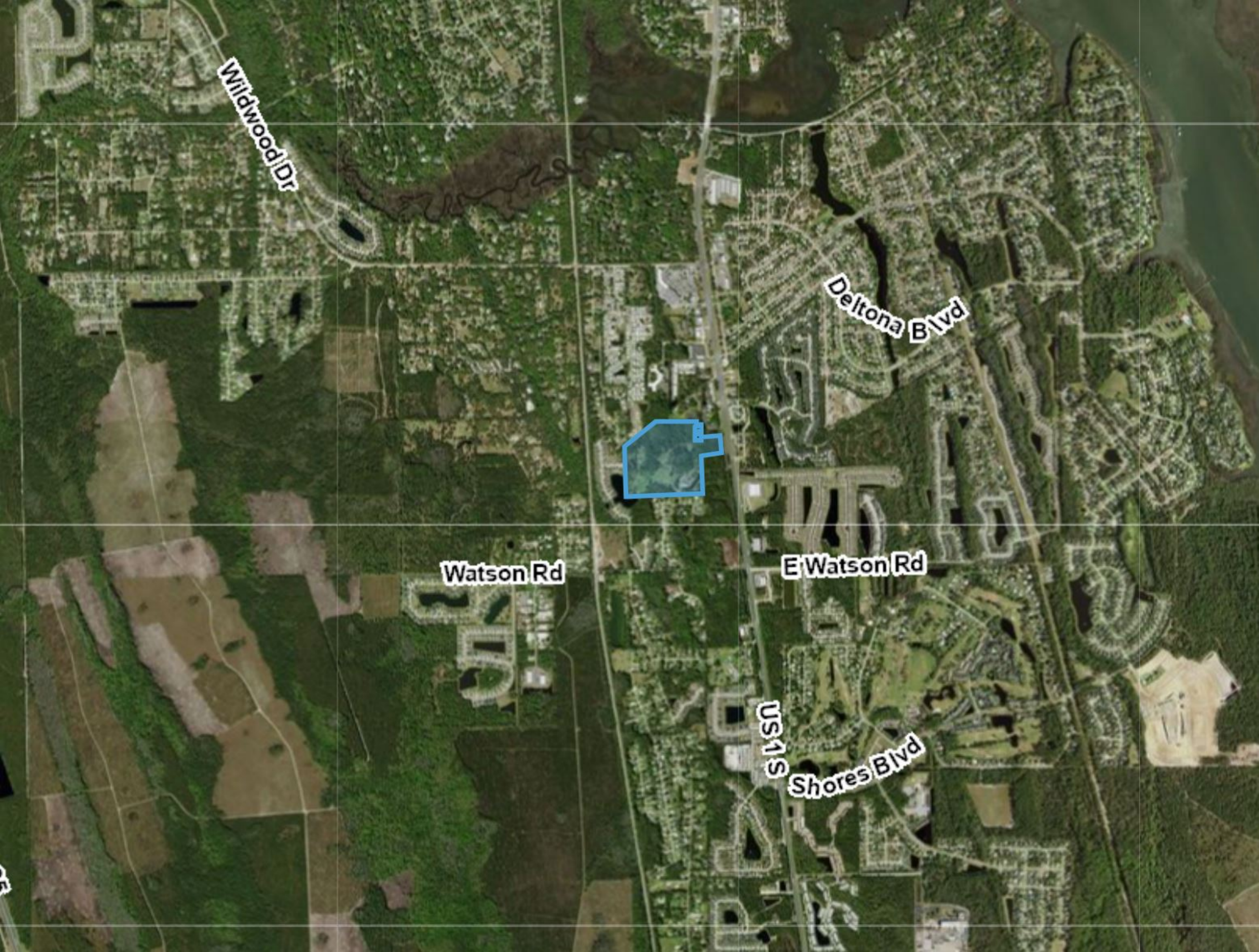
	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

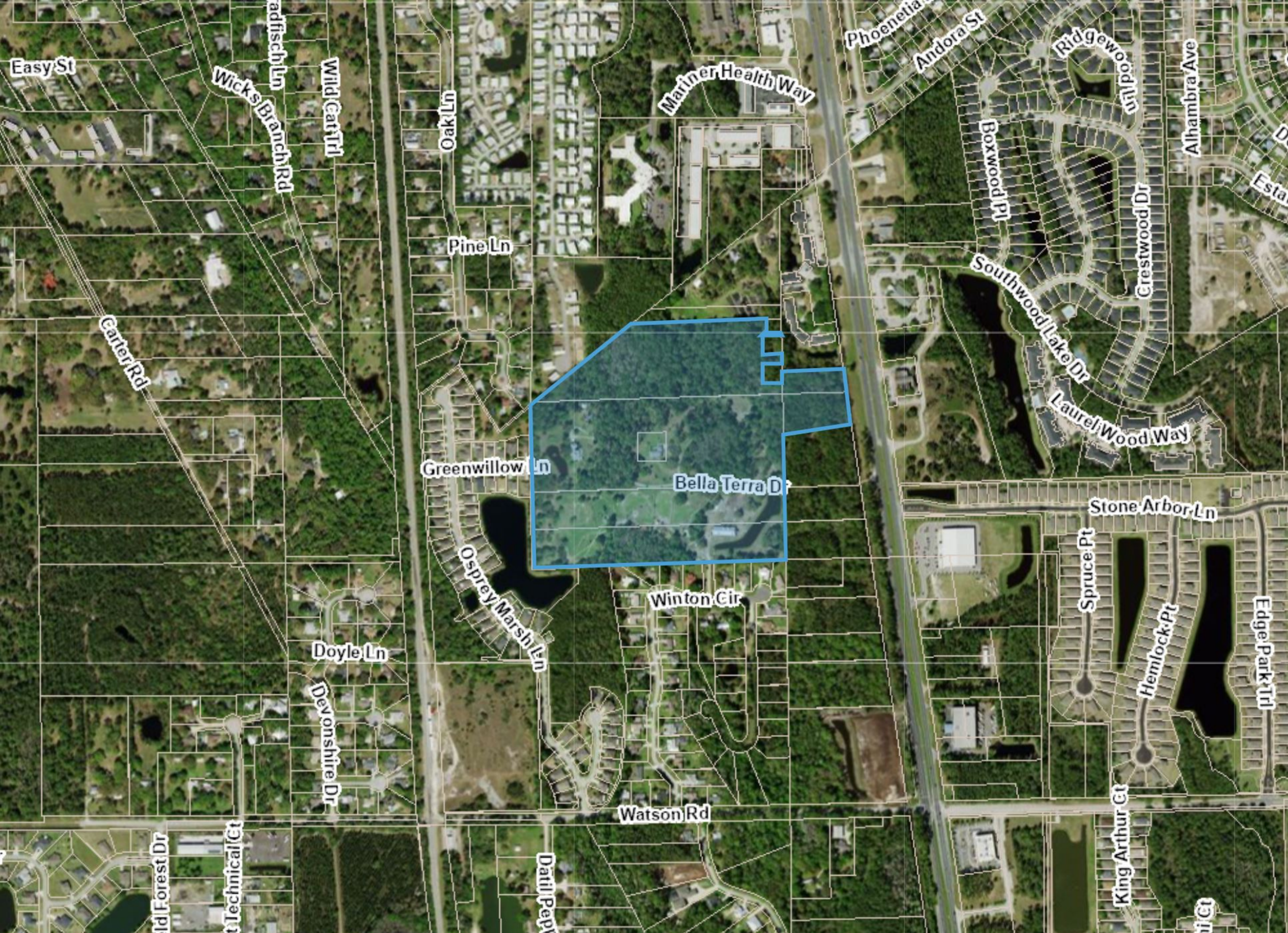
Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

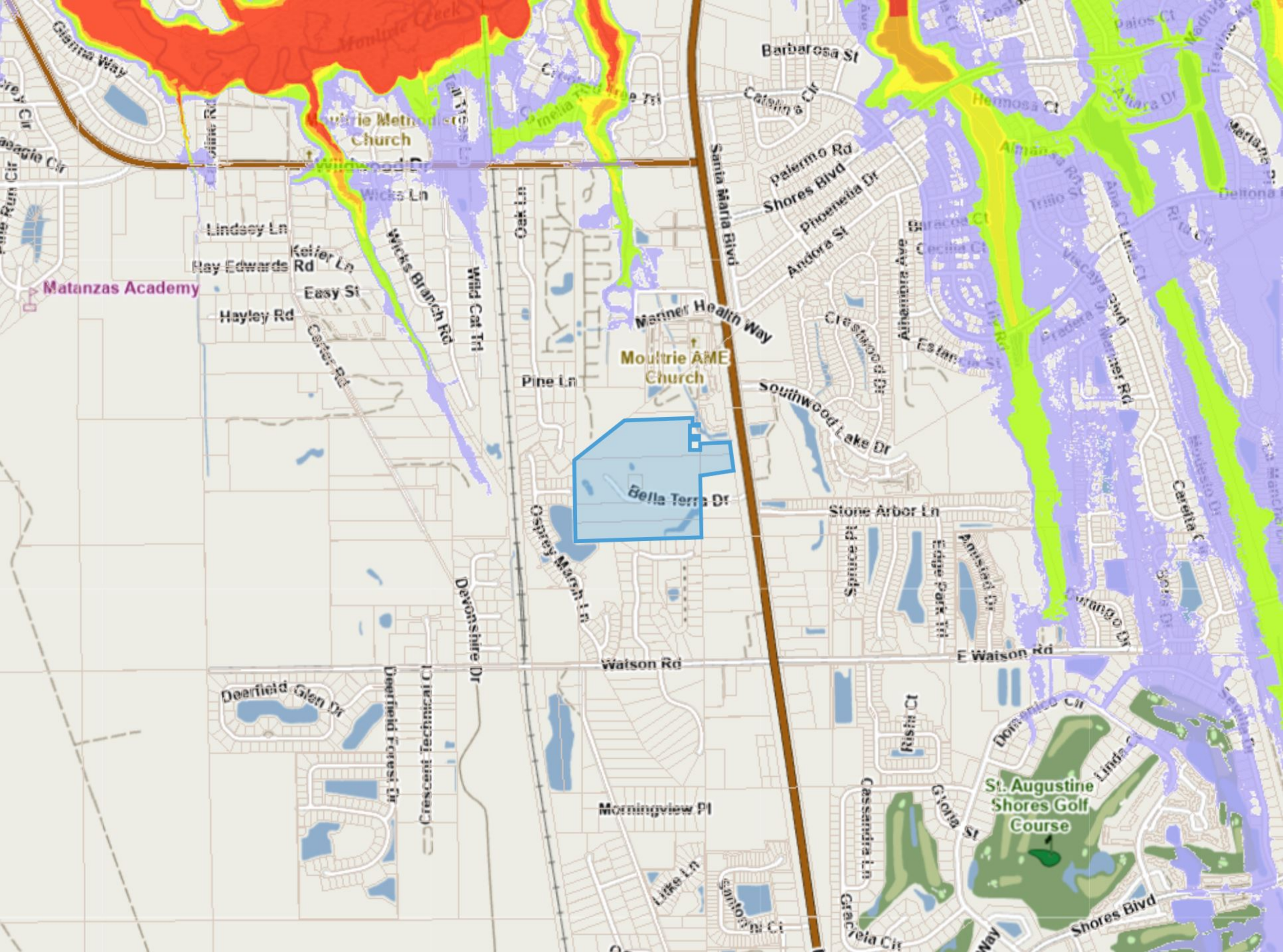

County Road 214
State Road 207
Old Moultrie
US-1-S
A1A Beach Blvd
CITY OF ST. AUGUSTINE BEACH
CITY OF ST. AUGUSTINE BEACH
EXIT 311
Interstate 95
Interstate 95
State Road 206 E
Matanzas River
Moultrie Creek
Moultrie Creek
Matanzas River
San Julian Creek
Moses Creek


Wildwood Dr
Deltona Blvd
Watson Rd
E Watson Rd
US 1 S
Shores Blvd


Easy St
Wicks Branch Rd
Wild Cat Trl
Oak Ln
Pine Ln
Mariner Health Way
Phoenetia
Andora St
Ridgewood Ln
Boxwood Pl
Crestwood Dr
Alhambra Ave
Southwood Lake Dr
Laurel Wood Way
Carter Rd
Greenwillow Ln
Bella Terra Dr
Stone Arbor Ln
Spruce Pt
Hemlock Pt
Edge Park Trl
Osprey Marsh Ln
Winton Cir
Doyle Ln
Devonshire Dr
Watson Rd
King Arthur Ct

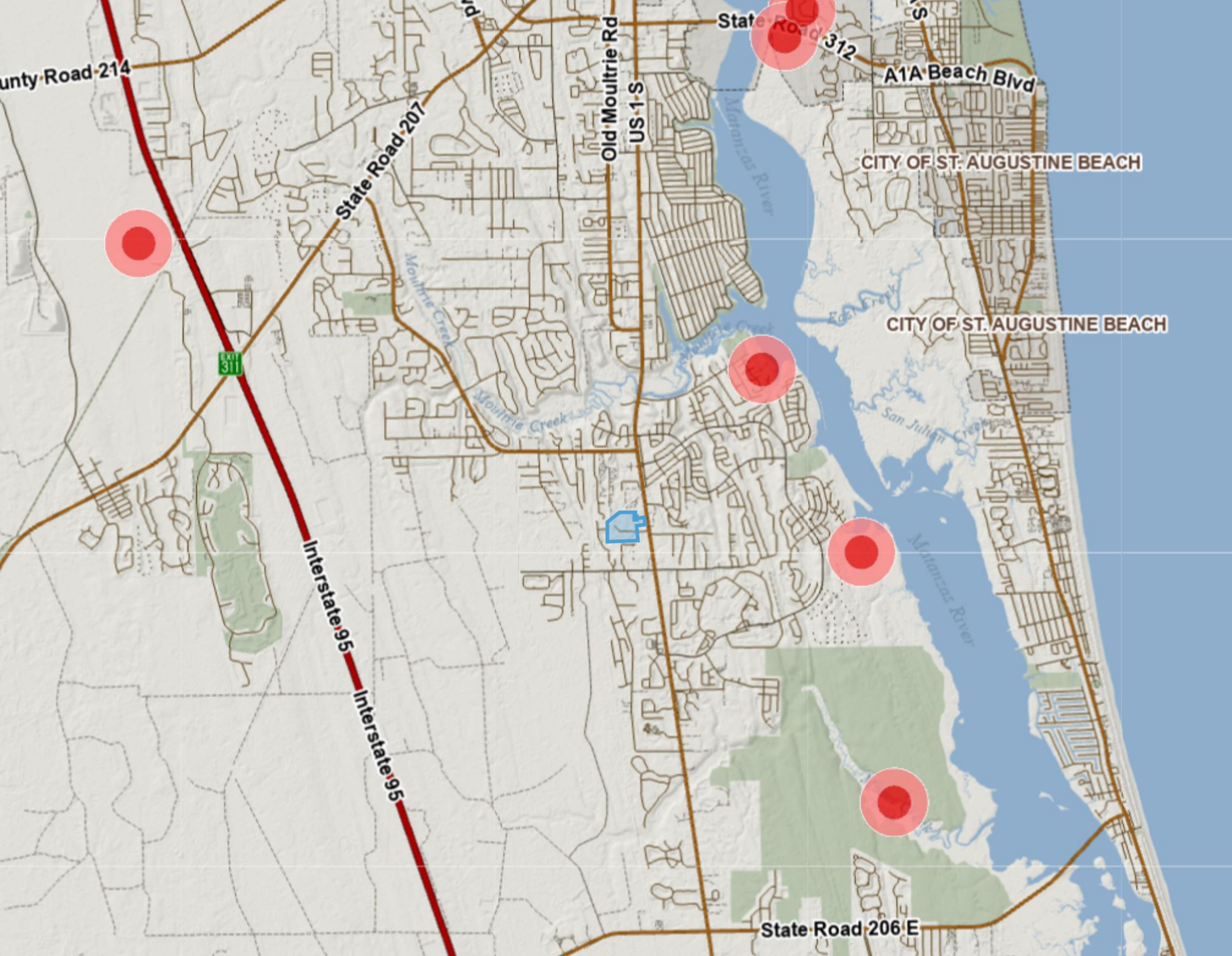
Ranch Rd
Cat Trl
RMH
Oak Ln
OR
PUD
OR
RS-3
Boxwood Pl
Crestwood Dr
RS-2
Pine Ln
Oak Ln
CG
PSD
Southwood Lake Dr
Laurel Wood Wa
OR
Greenwillow Ln
Bella Terra Dr
CG
Stone Arbo
CI
CI
Spruce Pt
Hemlock Pt
Osprey Marsh Ln
Winton Cir
OP
US 1S
Doyle Ln
RS-2
CG
Devonshire Dr
IW
OR
OR
PUD
OR
Watson Rd

Wildwood Dr
Wicks Ln
Wicks Branch Rd
Wild Cat Trl
Oak Ln
Santa Maria Blvd
Palermo Rd
Phoenetia Dr
Andora St
Shores Blvd
Almansa Rd
Trillo St
Baracoa Ct
Cecilia Ct
Alhambra Ave
Viscaya Pkwy
Pradera St
Mariner Health Way
Moultrie AME Church
Crestwood Dr
Lily Rd
Estancia St
Pine Ln
Southwood Lake Dr
Carter Rd
Bella Terra Dr
Stone Arbor Ln
Spruce Pt
Edge Park Trl
Amistad Dr
MIXED USE DISTRICT
Osprey Marsh Ln
Devonshire Dr
Watson Rd
E Watson Rd
Durango Dr


Gianna Way
Moultrie Creek
Moultrie Methodist Church
Wildwood Dr
Wicks Ln
Lindsey Ln
Keller Ln
Ray Edwards Rd
Matanzas Academy
Easy St
Hayley Rd
Center Rd
Wicks Branch Rd
Wild Cat Trl
Oak Ln
Pine Ln
Moultrie AME Church
Mariner Health Way
Bella Terra Dr
Osprey Marsh Ln
Devonshire Dr
Crescent Technical Ct
Deerfield Forest Dr
Deerfield Glen Dr
Watson Rd
Morningview Pl
Lake Ln
Barbarosa St
Caesena Cir
Santa Maria Blvd
Palermo Rd
Shores Blvd
Phoenetia Dr
Andora St
Cresthood Dr
Almanza Ave
Southwood Lake Dr
Stone Arbor Ln
Spindle Rd
Eagle Park Trl
Amistad Dr
E Watson Rd
Rishi Ct
Cassandra Ln
Gracela Cir
Gloria St
St. Augustine Shores Golf Course
Shores Blvd
Hermosa Ct
Almanza Dr
Trillo St
Vizcaya Blvd
Pradera St
Mariner Rd
Paios Ct
Durango Dr
Sevilla Ct

Moultrie AME Church

Wicks Branch Rd
Bradfisch Ln
Wild Cat Trl
00716
05875
00669
Andora St
05311
Cecilia
09860
04801
00616
05503
05502
09675
09862
05310
05312
Alhambra Ave
Mariner Health Way
08117
05309
00702
Deltona
00635
Moultrie AME Church
07814
05313
00617
05501
08116
03538
08056
Estanc
05315
00636
05308
04555
05314
05307
Southwood Knollwood Ln
03537
10204
09897
03535
03536
Oak Ln
05306
09868
09896
09869
09671
06226
06225
06274
Stone Arbor Ln
Spruce Pl
Edge Park Trl
09672
00642
06272
06998
Winton Cir
US 1 S
00631
06275
00641
09673
06273
Osprey Marsh Ln
Devonshire Dr
00630
03539
Belle Chase Ct
00640
09674
09461
00629
00639
00637
08912
09051
Watson Rd
07666
03713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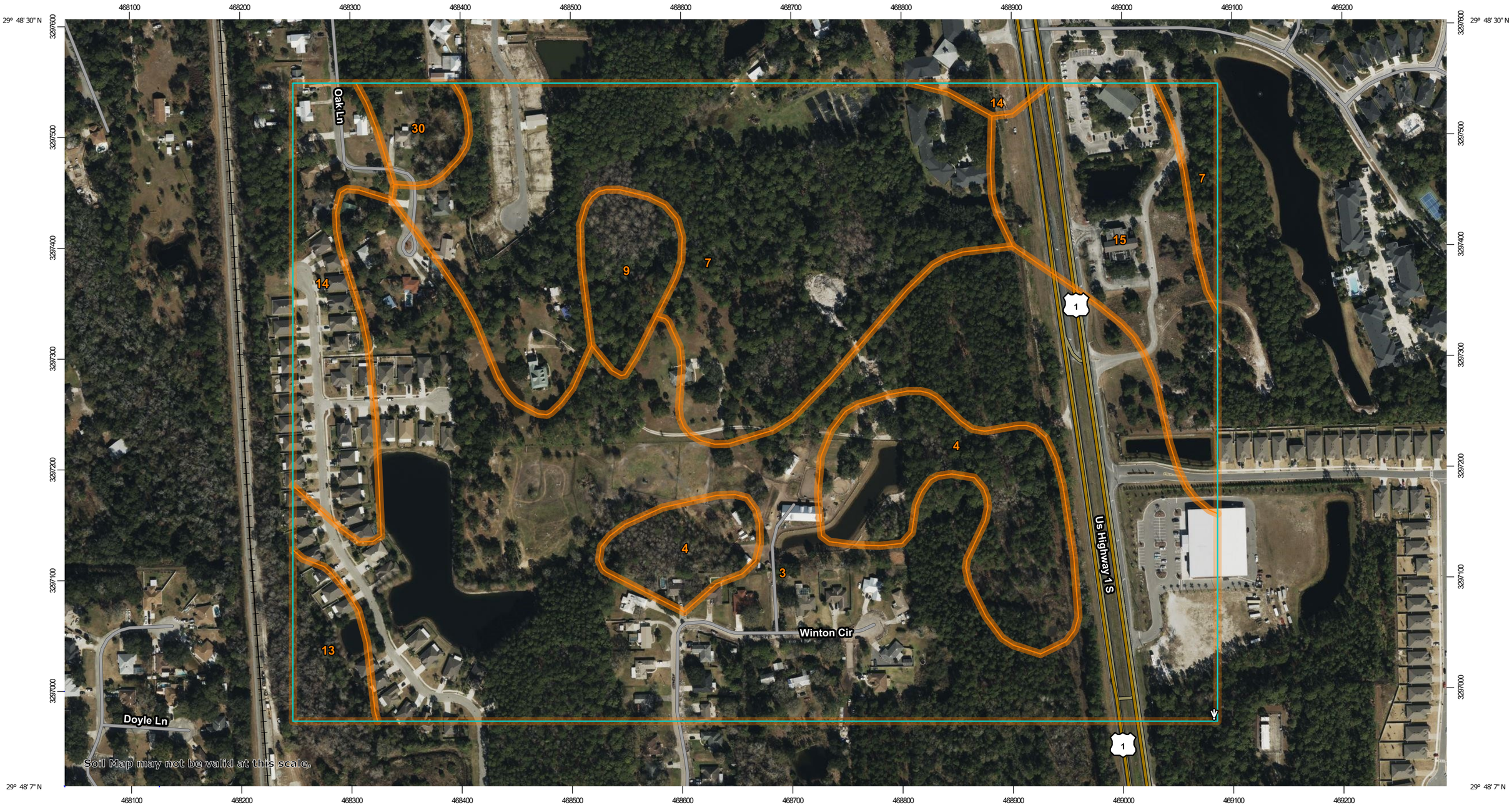
State Road 207
Old Moultrie Rd
US-1-S
State Road 312
A1A Beach Blvd
CITY OF ST. AUGUSTINE BEACH
CITY OF ST. AUGUSTINE BEACH
EXIT 311
Interstate 95
Interstate 95
State Road 206 E
Matanzas River
Moultrie Creek
Moultrie Creek
Eden Creek
San Juliun Creek
Matanzas River

Soil Map—St. Johns County, Florida
(Bella Terra)



Map Scale: 1:3,380 if printed on B landscape (17" x 11") sheet.

N

Meters: 0 50 100 200 300

Feet: 0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

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

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

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

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

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

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

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

Soil Survey Area: St. Johns County, Florida
Survey Area Data: Version 21, Sep 2, 2022

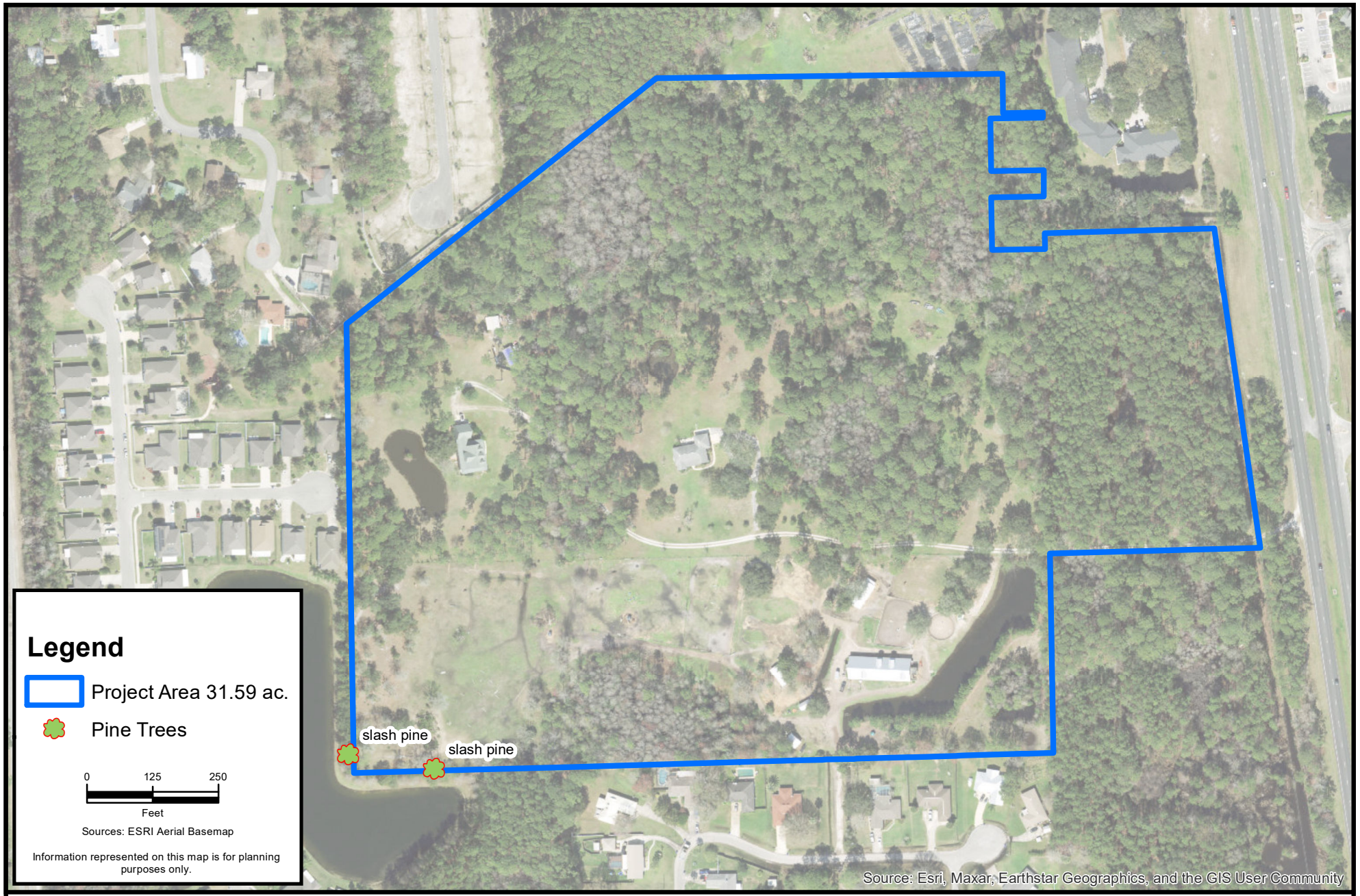
Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jan 6, 2022—Feb 10, 2022

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

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
3	Myakka-Myakka, wet, fine sands, 0 to 2 percent slopes	56.6	47.3%
4	Myakka fine sand, frequently ponded, 0 to 1 percent slopes	9.9	8.3%
7	Immokalee fine sand	29.4	24.6%
9	Pomona fine sand	2.8	2.3%
13	St. Johns fine sand	2.2	1.8%
14	Cassia fine sand, 0 to 2 percent slopes	7.1	5.9%
15	Pomello fine sand, 0 to 5 percent slopes	10.1	8.4%
30	Wesconnett fine sand, frequently flooded	1.7	1.4%
Totals for Area of Interest		**119.8**	**100.0%**



Legend

Project Area 31.59 ac.

Pine Trees

0 125 250

Feet

Sources: ESRI Aerial Basemap

Information represented on this map is for planning purposes only.

CARTER ENVIRONMENTAL SERVICES, INC.

CES

42 Masters Drive
St. Augustine, FL 32084
904-540-1786

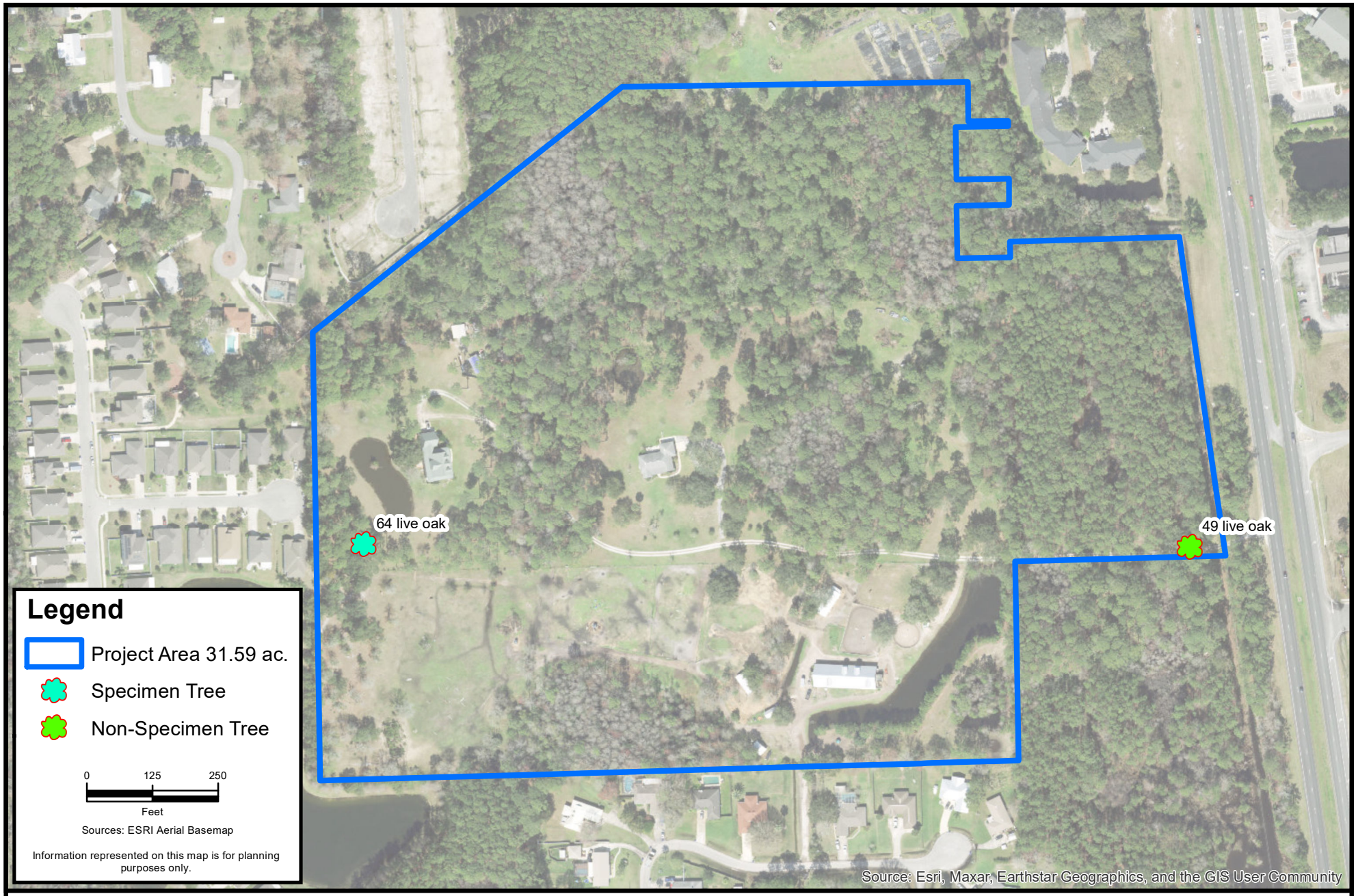
www.carterenv.com

Pine Tree Health Assessment

KB Home - Bella Terra

Project:	5.23245	St Johns County, FL	Date: Oct 11 2023

Figure: 1



Legend

- Project Area 31.59 ac.
- Specimen Tree
- Non-Specimen Tree

0 125 250

Feet

Sources: ESRI Aerial Basemap

Information represented on this map is for planning purposes only.

CARTER ENVIRONMENTAL SERVICES, INC.
CES
42 Masters Drive
St. Augustine, FL 32084
904-540-1786
www.carterenv.com

Specimen Tree Assessment Map

KB Home - Bella Terra

Project: 5.23245	St Johns County, FL	Date: May 24 2023

Figure: 1

CARTER ENVIRONMENTAL SERVICES

42 Masters Drive, St. Augustine, FL 32084
Tel: 904.540.1786
www.carterenv.com

May 24, 2023

BY EMAIL:
dcitino@kbhome.com
Derek Citino
10475 Fortune Pkwy, Suite 100
Jacksonville, FL 32256

RE: **Bella Terra: Potential Specimen Tree Evaluation**
St. Johns County, FL 32086 (PID No. 1817670040)

Dear Derek,

Thank you for contacting Carter Environmental Services (CES). We appreciate the opportunity to be of service to you. At your request, we visited the referenced property on May 24, 2023, to evaluate potential specimen trees which were previously identified during a field survey. The findings of our assessment are summarized in the below table.

ID	SURVEY DESCRIPTION	DBH	SPECIES	CROWN SPREAD NORTH	CROWN SPREAD EAST	CROWN SPREAD SOUTH	CROWN SPREAD WEST	MEAN CROWN SPREAD	CROWN SCORE	CIRCUM	HT	TREE SCORE
1	63" Oak	64	Live Oak	36	37	55	63	49.5	12.38	201.06	63	276.44
2	54" Oak	49	Live Oak	40	45	36	36	40.5	10.13	153.94	54	218.06

Conclusion:

Based on our evaluation findings, one of the identified trees (ID no. 1) qualify as specimen trees as defined in the St. Johns County land development code, Article IV. Live Oak tree scores must equal **261** (50% of the score of the state champion tree) or greater, to qualify for specimen tree protections.

Please feel free to give me a call if you have any questions or need additional information.

Sincerely,

Chris Walls
Environmental Technician

Barbarosa St
Catalina Cir
Hermosa Ct
Almansa Rd
Trillo St
Palermo Rd
Shores Blvd
Phoenecia Dr
Andora St
Santa Maria Blvd
Baracoa Ct
Cecilia Ct
Alhambra Ave
Viscaya Blvd
Lily Rd
Estancia St
Pradera St
Ana Ct
Lima Ct
Merner Health Way
Moultrie Methodist Church
Willdwood Dr
Tall Trees Ln
Cornelia Tree Trl
Wicks Ln
Keller Ln
Easy St
Wicks Branch Rd
Red Cat Trl
Oak Ln
Carter Rd
Moultrie AME Church
Pine Ln
Bella Terra Dr
Osprey March Ln
Devonshire Dr
Watson Rd
Technical Ct
Deerfield Glen Dr
SJCUD - Mainland and Anastasia Island
Stone Arbor Ln
Spruce St
Eagle Park Trl
Amistad Dr
Durango Dr
E Watson Rd
Domenico Cir
Rush Ct

October 18, 2023

VIA Email: mmcevoy@sjlawgroup.com

Douglas Burnett
St. Johns Law Group
104 Sea Grove Main St
St. Augustine, FL 32080

RE: Water & Sewer Availability
Bella Terra PUD - Rev3 **PIN(s): 181830 0000, 181830 0010, 181767 0000, 181767 0040**

Mr. Burnett:

Based on the conditions listed below, St. Johns County Utility Department (SJCUD) will be able to serve 155 single family homes with a total anticipated water demand of 54,250 gallons per day (gpd) and wastewater flow of 43,400 gpd. **This letter cannot be used to obtain a building permit. A receipt of paid Unit Connections Fees (UCF) is required to obtain a building permit.**

Point of Connection - Water:
Potable water service can be provided by the CR 214 Water Treatment Plant (WTP) with connection to the existing 10-inch water main along US 1. The St. Johns County Fire Department should be contacted regarding fire flow requirements for the site, and Developer must make provisions if the required flow is not available.

Point of Connection - Wastewater:
The project is located in the AI Water Reclamation Facility (WRF) mainland service area. Future service can be provided by connection to the existing 12-inch force main along US 1. See specific conditions section below.

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

General Conditions:

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

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

3. The availability of capacity will expire 180 days from the date of this letter on **April 15, 2024**. All necessary fees must be paid to guarantee a specific number of Equivalent Residential Connections pursuant to County Ordinance 2022-37.

4. Prior to submitting construction plans, please have the Engineer of Record contact SJCUD Engineering for copies of as-built information regarding the connection point and relevant Utility information related to FDEP permitting. Your Engineer and Contractor must field verify the size and location of all utilities prior to design and construction.

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

Specific Conditions (including offsite improvements):

1. Wastewater capacity will not be available for this project until fall 2025 when a new water reclamation facility is constructed to serve this area. SJCUD cannot sign FDEP permits for projects with a connection date prior to this time; however, design of this project can be finalized and approved. If your schedule requires service earlier, please contact me to discuss potential options.

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

Sincerely,

Teri Shoemaker

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

ATTACHMENT 3

CORRESPONDENCE

Saleena Randolph

From: Scott Jones <barb.scottjones@gmail.com>
Sent: Monday, November 20, 2023 3:42 PM
To: Saleena Randolph
Subject: Belle Terra

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,
Would you please pass this onto our representatives? Thank you!!!

I'm hoping you all could shed some light on this new proposal for Bella Terra pud. Along with the same issue of driving out on US1, amount of housing, children for schools etc etc etc, as well as being surrounded by water on Watson Road , see this as more danger and problems for the current residents. The traffic issue on Watson Rd and the accidents we see at the light are horrible enough already. Speeders on Watson, Datil Pepper and Timucua make it very dangerous now to be walking dogs or for exercise. Increasing the amount of traffic will only make this worse. Our property on Timucua Circle floods with 5 inches of steady rain whereas in the past it took 8-10 inches to cause this. As residents of this address for 22 1/2 years we oppose the Belle Terra development. Thank you for your time and consideration to stop this projects.

Saleena Randolph

From: CHRISTINE ARSENAULT <arsenault.christine@yahoo.com>
Sent: Monday, November 20, 2023 11:24 AM
To: Saleena Randolph; John Burnham; Commissioner Henry Dean; Commissioner Krista Joseph
Subject: Bella Terra pud
Attachments: B552CE1A-D3C6-47E6-BC66-1A960E31F77A.jpeg

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,
I'm hoping you all could shed some light on this new proposal for Bella Terra pud and Heath farm.

This attached doc was shared to me by my neighbor.
After examining it, it seems the same issues are here as the last developers plus more,, as it looks like they want to move the waterways within the farm.

Along with the same issue of driving out on US1, amount of housing, children for schools etc etc etc, as well as being surrounded by water on Winton circle.
Hopefully if they try to use Winton circle in this plan as an exit to a development, would not be prudent as we have seen much difficulty and accidents over the years with people coming and going to the Heath farm as well as it would be an issue on Watson Rd and the lights and traffic we endure.

Since the lot was cleared on the corner of Watson and US1, the developer there created a water retention pond that backs up to and floods into Winton circle.

We have to contend with Watson Rd water swamp run off, the farms two retention ponds, Osprey retention pond and this new one on the corner.
As we've seen great results from the new culvert project, after our last heavy days rain, we are seeing the sides of the roads flood again and the road taking days to subside making the road slim to drive, this wasn't even a hurricane, so you can imagine how that would affect us.

Please send any updates, links or your thoughts of this project to me as we'd all like to hear what is happening with the Heath farm and Bella Terra as it will be of concern to all of us home owners.
I do see that the Heath property is now in the hands of Rich O'Brien, hopefully the right thing will be done here again by you all.
Thank you for your time and diligence.
Christine

Sent from Yahoo Mail on Android

"EXHIBIT C"

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

LEGEND

= WETLAND (CONSERVATION AREA)

= WETLAND IMPACTS

= UPLAND BUFFER

* = GENERAL LOCATION OF PROJECT SIGNAGE (PROJECT SIGNAGE WILL MEET SJC LDC REQUIREMENTS)

WETLANDS NOTE:
ALL ONSITE WETLANDS ARE ISOLATED

ORCHARD PARK II PUD

US HIGHWAY 1

Md/RMH SINGLE FAMILY

Md/RS-2 SINGLE FAMILY

Md/PUD SINGLE FAMILY

Md/CG COMM NURSERY

Md/PSD COMM CONDO

Md/OR VACANT

Md/OR VACANT

Md/OR VACANT

Md/CG VACANT

Md/CG STORAGE LOT (PERMIT PENDING)

Md/CI VACANT

Md/RS-2 SINGLE FAMILY

6'SECURITY FENCE

20'B PERIMETER BUFFER(TYP)

3.50 Ac IMPACT

0.08 Ac IMPACT

1.29 Ac IMPACT

PERIMETER BUFFER VARIES

LAKE

6'SECURITY FENCE

PUMP STATION

TURN LANE AS REQUIRED THROUGH ENGINEERING APPROVAL

OPEN SPACE 0.31Ac.

MAIL KIOSK

6'SECURITY FENCE

20'PERIMETER BUFFER(TYP)

4'SIDEWALK (TYP)

0.03 Ac IMPACT

LAKE

0.14 Ac IMPACT

0.13 Ac IMPACT

0.13 Ac IMPACT

20'B PERIMETER BUFFER

0.78 Ac IMPACT

4'SIDEWALK (TYP)

5'SIDEWALK (TYP)

6'SECURITY FENCE

1.49Ac RECREATION (TOT LOT, WALKING PATH, GAZEBO, PICNIC TABLES)

20'PERIMETER BUFFER(TYP)

MAIL KIOSK

SPECIMIN TREE

0.46Ac. RECREATION (ACTIVE)

4'SIDEWALK (TYP)

0.40 Ac IMPACT

LAKE

1.81 Ac IMPACT

20'B PERIMETER BUFFER

0.16 Ac IMPACT

6'SECURITY FENCE

1.35 Ac IMPACT

4'SIDEWALK (TYP)

20'PERIMETER BUFFER(TYP)

POTENTIAL PEDESTRIAN INTERCONNECTIVITY

STATE JURISDICTIONAL WETLAND LINE (TYP)

The Master Development Plan Map is a general representation of the approved plan of development. Final construction and engineering plans must demonstrate compliance with all requirements of the PUD/PSD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NO.: _____

FILE NUMBER: _____

P:\POTENTIAL PROJECTS\KBH\0023-9 US 1 SOUTH(BELLA TERRA)\MDP\BELLA TERRA MDP.DWG9/6/2023 8:39 AMMike Reilly

REVISIONS			
NO.	DATE	DESCRIPTION	BY:
-	-	-	-

DESIGNED BY:	MR
DRAWN BY:	MR
CHECKED BY:	DMT
SCALE:	1" = 100'
DATE:	September 6, 2023
PROJ. NO.:	0023-9

Dunn & Associates, Inc.
CIVIL ENGINEERS / LAND PLANNERS
8647 Baypine Road Building 1, Suite 200
Jacksonville, Florida 32256
Phone: (904)363-8916 Fax: (904)363-8917

BELLA TERRA PUD
FOR:
KB HOME JACKSONVILLE LLC
ST. JOHNS COUNTY, FLORIDA
MASTER DEVELOPMENT PLAN

VINCENT J. DUNN ENGINEER NO. 39404
DAVID M. TAYLOR ENGINEER NO. 64204
GLEN B. WEBER ENGINEER NO. 68419
CERTIFICATE OF AUTHORIZATION NO. 27164

Sheet No. 2 of 2

MDP-2
DWG. NO