



**FOR OFFICE USE ONLY**

P Z File # \_\_\_\_\_

Application Fee: \_\_\_\_\_

Filing Date: \_\_\_\_\_ Acceptance Date: \_\_\_\_\_

Review Date: SRDT \_\_\_\_\_ P & Z \_\_\_\_\_ CC \_\_\_\_\_

# Comprehensive Plan Amendment Application

**A. PROJECT**

- 1. Project Name: Ayrshire
- 2. Address of Subject Property: County Road 15A
- 3. Parcel ID Number(s): 38-06-26-016515-000-0 (portion)
- 4. Existing Use of Property: Agriculture
- 5. Future Land Use Map Designation: Rural Fringe/Industrial (Clay County)
- 6. Existing Zoning Designation: Agriculture/Industrial (Clay County)
- 7. Proposed Future Land Use Map Designation: Residential Medium Density (RMD)
- 8. Acreage: 561

**B. APPLICANT**

- 1. Applicant's Status  Owner (title holder)  Agent
- 2. Name of Applicant(s) or Contact Person(s): Bob Porter, John Gislason Title: \_\_\_\_\_  
 Company (if applicable): D.R. Horton, Inc. - Jacksonville  
 Mailing address: 4220 Race Track Road  
 City: St. Johns State: Florida ZIP: 32259  
 Telephone: 904-421-4612 FAX: ( ) \_\_\_\_\_ e-mail: jrgislason@drhorton.com
- 3. If the applicant is agent for the property owner\*  
 Name of Owner (title holder): Gustafson's Cattle, Inc.  
 Mailing address: PO Box 600337  
 City: Jacksonville State: Florida ZIP: 32260  
 Telephone: ( ) \_\_\_\_\_ FAX: ( ) \_\_\_\_\_ e-mail: \_\_\_\_\_

\* Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

**C. ADDITIONAL INFORMATION**

- 1. Is there any additional contract for sale of, or options to purchase, the subject property?  
 Yes  No If yes, list names of all parties involved:  
 If yes, is the contract/option contingent or absolute?  
 Contingent  Absolute

**D. ATTACHMENTS (One copy reduced to no greater than 11 x 17, plus one copy in PDF format.)**

1. Statement of proposed change, including a map showing the proposed Future Land Use Map change and Future Land Use Map designations on surrounding properties
2. Concurrency Impact Analysis which considers the impact on public facilities, including potable water, sanitary sewer, transportation, solid waste, recreation, stormwater, and public schools.
3. Needs Analysis which demonstrates the necessity of the proposed change. This analysis may consist, in whole or part, of a market impact study or real estate needs analysis.
4. Analysis of Consistency with the City of Green Cove Springs Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies and describe in detail how the application complies with the noted Goal, Objective, or Policy.)
5. A current aerial map (Maybe obtained from the Clay County Property Appraiser.)
6. Legal description with tax parcel number.
7. Boundary survey
8. Vicinity Map
9. Warranty Deed or the other proof of ownership
10. Fee.
  - a. Future Land Use Map Amendments - \$1,500 plus \$20 per acre
  - b. Text Amendment to Comprehensive Plan - \$1,500 per element
  - c. All applications are subject 10% administrative fee and must pay the cost of postage, signs, advertisements, and the fee for any outside consultants.

No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any fees necessary for technical review or additional reviews of the application by a consultant will be billed to the applicant at the rate of the reviewing entity. The invoice shall be paid in full prior to any action of any kind on the development application.

**All 10 attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.**

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge:

*Ellen Avery-Smith*  
Signature of Applicant

\_\_\_\_\_  
Signature of Co-applicant

Ellen Avery-Smith  
Typed or printed name and title of applicant

\_\_\_\_\_  
Typed or printed name of co-applicant

3/23/2021  
Date

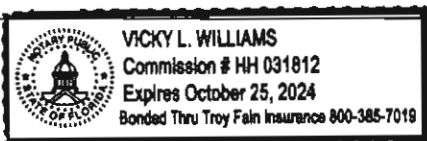
\_\_\_\_\_  
Date

State of Florida County of St. Johns

The foregoing application is acknowledged before me this 23<sup>rd</sup> day of March, 2021 by Ellen

Avery-Smith, who is/are personally known to me, or who has/have produced \_\_\_\_\_ as identification.

NOTARY SEAL



Vicky L Williams  
Signature of Notary Public, State of Florida

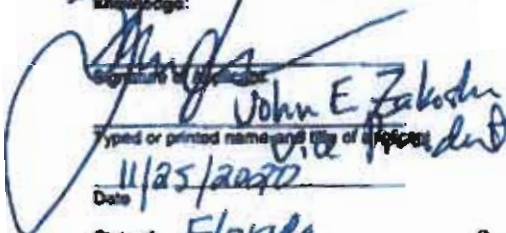
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I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge:

  
Signature of Applicant  
John E. Zakoske  
Vice President  
Date 11/25/2020

Signature of Co-applicant  
Elton Avery-Smith, Esq. of Rogers Towers, P.A.  
Typed or printed name of co-applicant  
Date

State of Florida County of St. Johns

The foregoing application is acknowledged before me this 25<sup>th</sup> day of November, 2020 by John E. Zakoske

who is/are personally known to me, or who has/have produced N/A  
as identification.

NOTARY SEAL   
Signature of Notary Public, State of FL



ABBI MARIE FORNEL  
Commission # GG 943302  
Expires April 28, 2024  
Notarized This Budget History for Release

Signature of Notary Public, State of FL

**City of Green Cove Springs, Florida**

**Comprehensive Plan Amendment Application 2020**

**Supplemental Information**

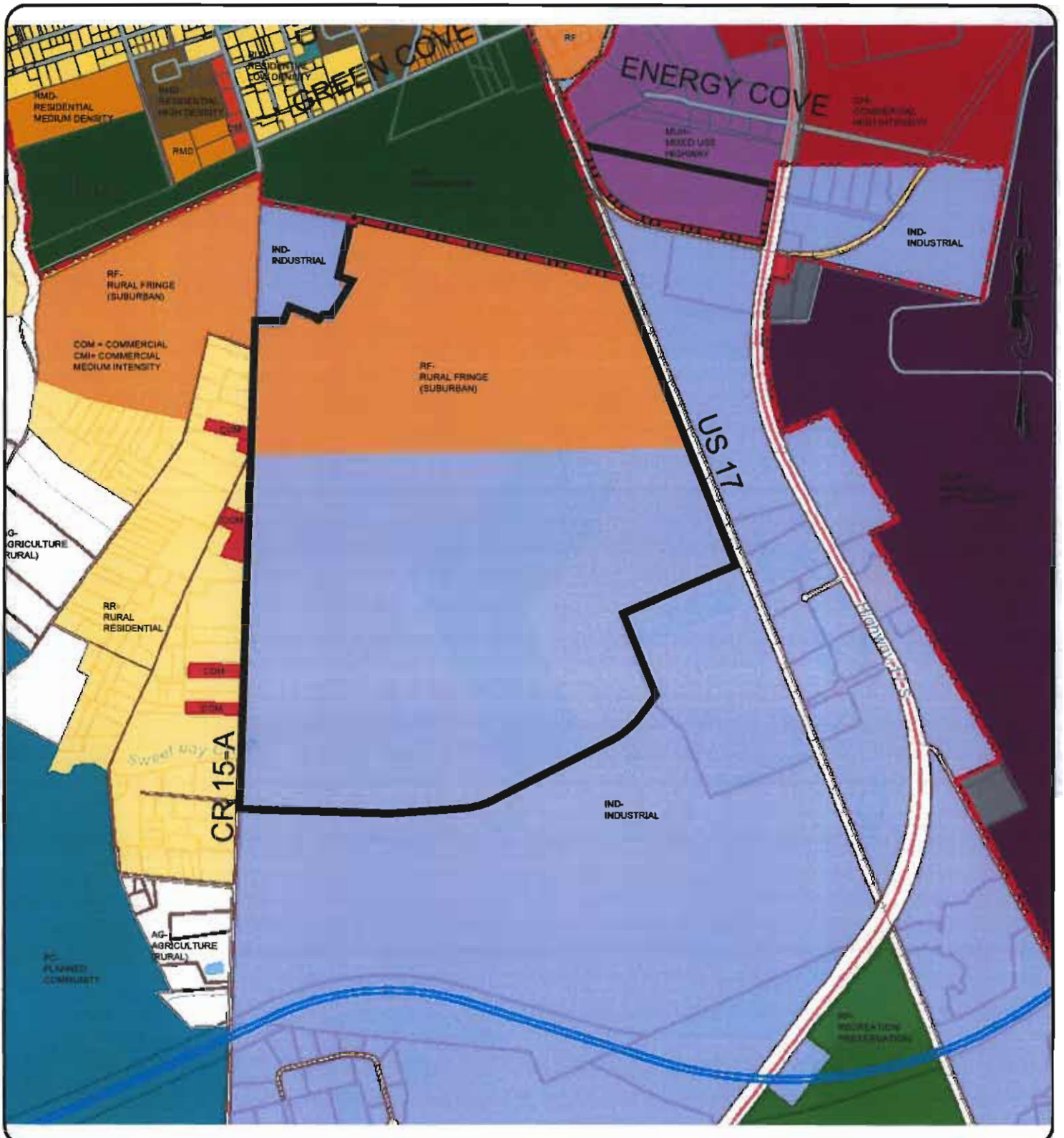
**Co-Applicant:**

Ellen Avery-Smith, Esq. of Rogers Towers, P.A.  
100 Whetstone Place, Suite 200  
St. Augustine, Florida 32086  
Phone: 904.825.1615  
Email: EAverySmith@rtlaw.com



### PROPERTY OWNER AFFIDAVIT

Owner Name: <b>Gustafson's Cattle, Inc.</b>	
Address: <b>PO Box 600337, Jacksonville, FL 32260</b>	Phone:
Agent Name: <b>Ellen Avery-Smith, Esq. of Rogers Towers, P.A. &amp; D.R. Horton, Inc. - Jacksonville</b>	
Address: <b>c/o 100 Whetstone Place, Suite 200, St. Augustine, FL 32086</b>	Phone: <b>904-825-1615</b>
Parcel No.: <b>38-06-26-016515-000-0</b>	
Requested Action: <b>Application for Comprehensive Plan Amendment</b>	
<p><b>I hereby certify that:</b></p> <p>I am the property owner of record. I authorize the above listed agent to act on my behalf for the purposes of this application.</p> <p>Property owner signature: <u><i>Edwin S. Gustafson III</i></u></p> <p>Printed name: <u>Edwin S. Gustafson III</u></p> <p>Date: <u>10/8/2020</u></p> <p>The foregoing affidavit is acknowledged before me this <u>8<sup>th</sup></u> day of <u>OCT</u>, 2020, by <u>EDWIN S. GUSTAFSON III</u>, who is/are personally known to me, or who has/have produced <u>A FLORIDA DRIVER'S LIC. G231-217-68-338-D</u> as identification.</p>	
<p>Larry A. Hunt State of Florida Commission Expires 11/22/2021 Commission No. GG 155171</p>	<p><u><i>[Signature]</i></u> Signature of Notary Public, State of <u>FL</u></p>



**Dunn & Associates, Inc.**

CIVIL ENGINEERS / LAND PLANNERS

8647 Boylne Road, Suite 200

Jacksonville, Florida 32256

Phone: (904)363-8916 Fax: (904)363-8917

**EXISTING FUTURE LAND  
USE MAP**

Project Name : Ayrshire PUD

Project No : 2008-499

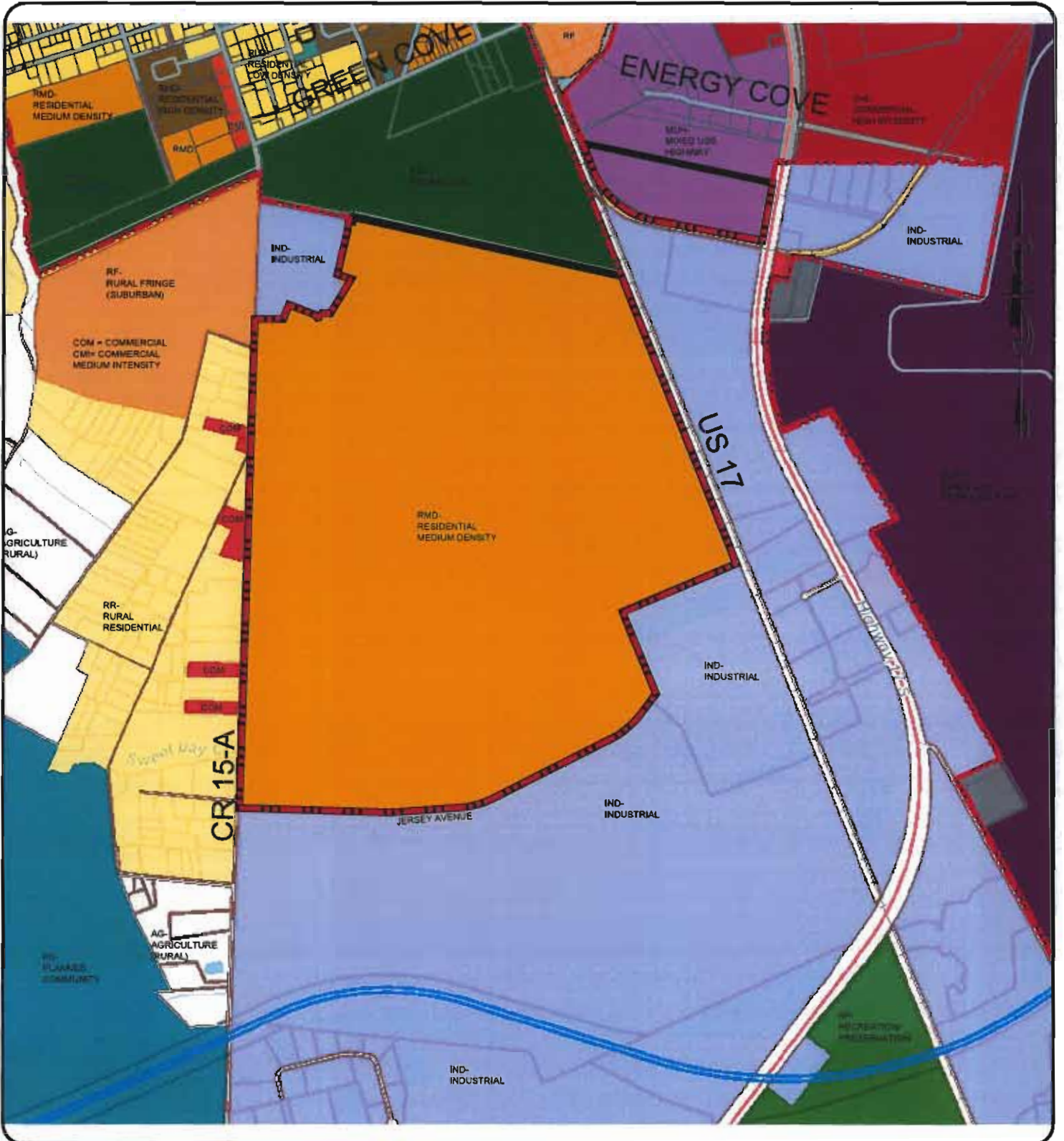
Drawn By : MR


Checked By : VJD

Date : January 7, 2021

Site Location : EAST SIDE OF CR15-A

Scale : 1" = 1400'




**Dunn & Associates, Inc.**  
 CIVIL ENGINEERS / LAND PLANNERS  
 8647 Boysho Road, Suite 200  
 Jacksonville, Florida 32256  
 Phone: (904)383-8810 Fax: (904)383-8817

**PROPOSED FUTURE LAND  
 USE MAP**

Project Name : Ayrshire PUD		Site Location : EAST SIDE OF CR15-A
Project No : 2008-499		
Drawn By : MR		
Checked By : VJD		
Date : January 7, 2021		Scale : 1" = 1400'

January 08, 2021

Work Order No. 21-008.00

File No. 127E-39.00A

### **Ayrshire North Re-Zoning**

A portion of Section 38 of the George I.F. Clarke Grant, Township 6 South, Range 26 East, Clay County, Florida, being a portion of those lands described and recorded in Official Records Book 1545, page 513 of the Public Records of said county and being more particularly described as follows:

For a Point of Reference, commence at the intersection of the Easterly right of way line of County Road 15A, (South Oakridge Avenue), a 100 foot right of way as presently established with the Southerly right of way line of Green Cove Avenue, a variable width right of way as presently established; thence Southerly along said Easterly right of way line and along the arc of a curve concave Westerly having a radius of 1959.86 feet, through a central angle of  $14^{\circ}47'09''$ , an arc length of 505.76 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South  $05^{\circ}15'37''$  East, 504.36 feet; thence South  $02^{\circ}07'57''$  West, continuing along last said Easterly right of way line, 1331.79 feet to the Southwest corner of those lands described and recorded in Official Records Book 3863, page 203 of said Public Records and the Point of Beginning.

From said Point of Beginning, thence Easterly and Northeasterly along the Southerly and Southeasterly boundary of last said lands, the following 12 courses: Course 1, thence South  $88^{\circ}31'42''$  East, departing last said Easterly right of way line, 282.59 feet; Course 2, thence North  $21^{\circ}17'17''$  East, 161.55 feet; Course 3, thence South  $68^{\circ}42'43''$  East, 287.10 feet; Course 4, thence South  $58^{\circ}52'43''$  East, 32.90 feet; Course 5, thence South  $37^{\circ}48'54''$  East, 22.40 feet; Course 6, thence North  $70^{\circ}53'31''$  East, 15.20 feet; Course 7, thence North  $34^{\circ}14'49''$  East, 52.23 feet; Course 8, thence South  $88^{\circ}17'22''$  East, 94.17 feet; Course 9, thence North  $31^{\circ}43'31''$  East, 427.82 feet; Course 10, thence North  $73^{\circ}46'32''$  West, 158.11 feet; Course 11, thence North  $13^{\circ}06'51''$  East, 477.10 feet; Course 12, thence North  $10^{\circ}55'57''$  East, 142.00 feet to a point lying on the Southwesterly line of those lands described and recorded as Parcel "A" in Official Records Book 3316, page 1098 of said Public Records; thence South  $77^{\circ}06'26''$  East, along last said line, 2932.48 feet to the Northwest corner of those lands described and recorded in Official Records Book 3855, page 1391 of said Public Records; thence Southerly along the westerly line thereof, the following 3 courses: Course 1, thence South  $21^{\circ}54'49''$  East, 3242.16 feet; Course 2, thence South  $68^{\circ}05'09''$  West, 1307.43 feet; Course 3, thence South  $21^{\circ}54'51''$  East, 1003.87 feet to a point lying on the Northerly line of an Access and Maintenance Easement as described and recorded in Official Records Book 3855, page 1394 of said Public Records; thence Westerly along said Northerly line, the following 26 courses: Course 1, thence South  $37^{\circ}01'31''$  West, 149.07 feet to the point of curvature of a curve concave Northwesterly having a radius of 955.00 feet; Course 2, thence Southwesterly along the arc of said curve, through a central angle of  $16^{\circ}37'06''$ , an arc length of 276.99 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South  $45^{\circ}20'05''$  West, 276.02 feet; Course 3, thence South  $67^{\circ}24'13''$  West, along a non-tangent line, 105.10 feet; Course 4, thence South  $53^{\circ}45'05''$  West, 12.16 feet; Course 5, thence South  $13^{\circ}14'26''$  West, 24.72 feet; Course 6, thence South  $63^{\circ}07'28''$  West, 859.11 feet; Course 7, thence North  $26^{\circ}52'32''$  West, 5.00 feet; Course 8, thence South  $63^{\circ}07'28''$  West, 382.73 feet; Course 9, thence North  $26^{\circ}52'32''$  West, 31.65 feet; Course 10, thence South  $63^{\circ}07'28''$  West, 74.60 feet; Course 11, thence South



26°52'32" East, 36.65 feet; Course 12, thence South 63°07'28" West, 102.14 feet to the point of curvature of a curve concave Northerly having a radius of 955.00 feet; Course 13, thence Westerly along the arc of said curve, through a central angle of 22°47'15", an arc length of 379.82 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 74°31'05" West, 377.32 feet; Course 14, thence South 85°54'43" West, 731.91 feet; Course 15, thence North 04°05'17" West, 5.00 feet to a point on a non-tangent curve concave Northerly having a radius of 250.00 feet; Course 16, thence Westerly along the arc of said curve, through a central angle of 05°44'03", an arc length of 25.02 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 88°46'45" West, 25.01 feet; Course 17, thence North 88°21'14" West, 61.78 feet; Course 18, thence North 19°49'14" West, 8.30 feet; Course 19, thence North 55°44'57" West, 30.16 feet; Course 20, thence South 67°18'10" West, 29.23 feet; Course 21, thence South 07°09'24" West, 17.00 feet; Course 22, thence North 88°21'14" West, 362.37 feet; Course 23, thence South 01°38'46" West, 5.00 feet; Course 24 thence North 88°21'14" West, 800.00 feet; Course 25, thence North 01°38'46" East, 10.00 feet; Course 26, thence North 88°21'14" West, 355.52 feet to a point lying on the aforementioned Easterly right of way line of County Road 15A; thence North 02°07'57" East, along last said Easterly right of way line, 5150.65 feet to the Point of Beginning.

Containing 560.52 acres, more or less.

January 08, 2021

Work Order No. 21-008.00  
File No. 127E-39.00A

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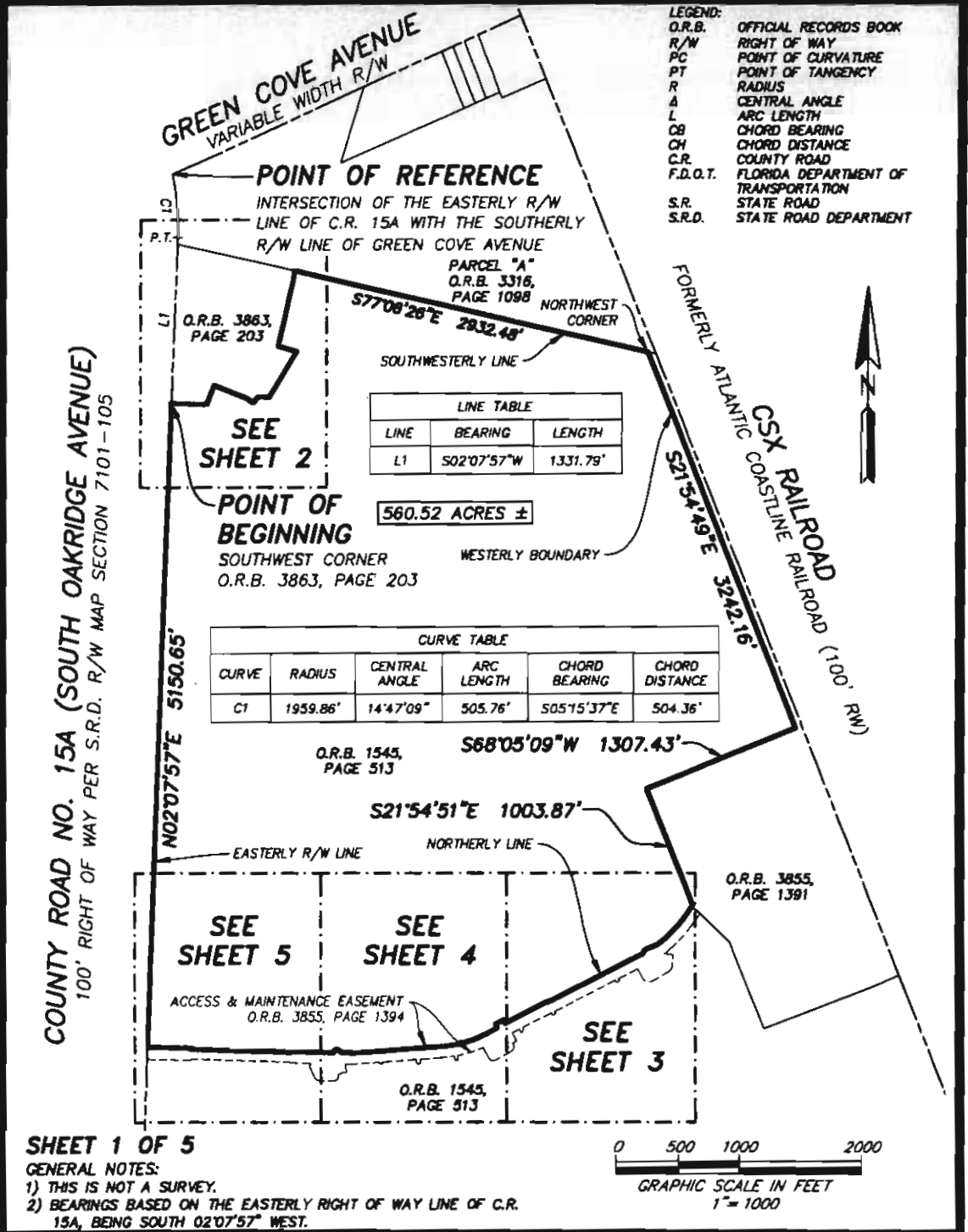
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Containing 560.52 acres, more or less.

# SKETCH TO ACCOMPANY DESCRIPTION OF

A PORTION OF SECTION 38 OF THE GEORGE I.F. CLARKE GRANT, TOWNSHIP 6 SOUTH, RANGE 26 EAST, CLAY COUNTY, FLORIDA, BEING A PORTION OF THOSE LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1545, PAGE 513 OF THE PUBLIC RECORDS OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED IN SEPARATE ATTACHMENT.



**ETM**  
 Surveying & Mapping, Inc.  
 VISION • EXPERIENCE • RESULTS

14775 Old St. Augustine Road, Jacksonville, FL 32258  
 Tel: (904) 642-8550 Fax: (904) 642-4165  
 Certificate of Authorization No.: LB 3624

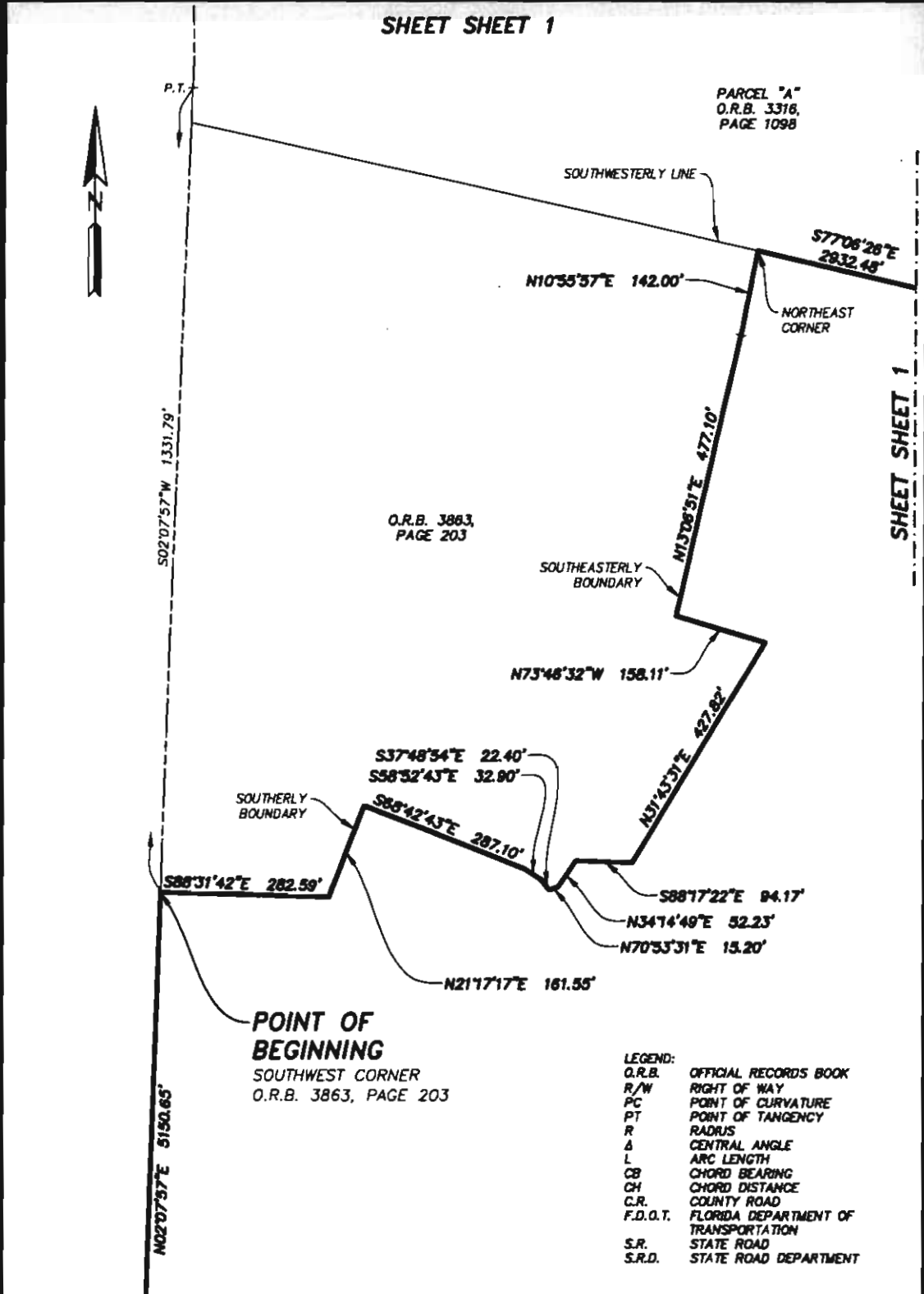
SCALE: 1"=1000'  
 DATE: JANUARY 8, 2021

*Bob L. Pittman*  
 BOB L. PITTMAN  
 PROFESSIONAL SURVEYOR AND MAPPER  
 STATE OF FLORIDA PSM No. 4827

# SKETCH TO ACCOMPANY DESCRIPTION OF

A PORTION OF SECTION 38 OF THE GEORGE I.F. CLARKE GRANT, TOWNSHIP 6 SOUTH, RANGE 26 EAST, CLAY COUNTY, FLORIDA, BEING A PORTION OF THOSE LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1545, PAGE 513 OF THE PUBLIC RECORDS OF SAID COUNTY.

SHEET SHEET 1



SHEET SHEET 5

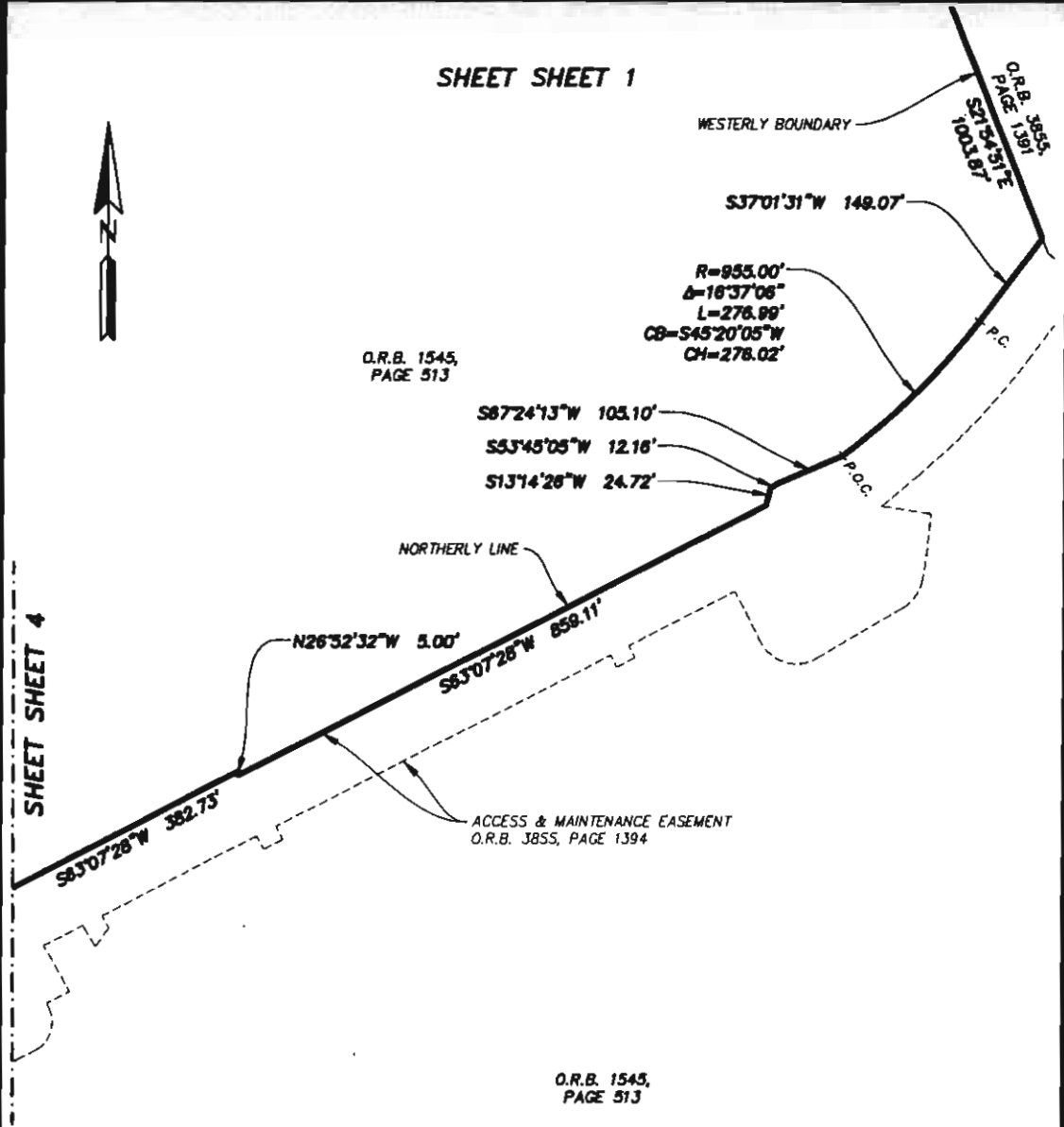
SHEET 2 OF 5

PREPARED BY:  
ETM SURVEYING & MAPPING, INC.  
14775 OLD ST. AUGUSTINE ROAD  
JACKSONVILLE, FL 32258 (904) 842-8550  
CERTIFICATE OF AUTHORIZATION NO. LB 3624

# SKETCH TO ACCOMPANY DESCRIPTION OF

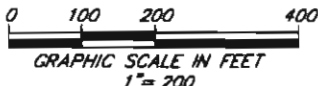
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SHEET SHEET 1



SHEET SHEET 4

- LEGEND:
- O.R.B. OFFICIAL RECORDS BOOK
  - R/W RIGHT OF WAY
  - PC POINT OF CURVATURE
  - PT POINT OF TANGENCY
  - R RADIUS
  - Δ CENTRAL ANGLE
  - L ARC LENGTH
  - CB CHORD BEARING
  - CH CHORD DISTANCE
  - C.R. COUNTY ROAD
  - F.O.D.T. FLORIDA DEPARTMENT OF TRANSPORTATION
  - S.R. STATE ROAD
  - S.R.D. STATE ROAD DEPARTMENT



PREPARED BY:  
ETM SURVEYING & MAPPING, INC.  
14775 OLD ST. AUGUSTINE ROAD  
JACKSONVILLE, FL 32258 (904) 642-8550  
CERTIFICATE OF AUTHORIZATION NO. LB 3824

SHEET 3 OF 5

# SKETCH TO ACCOMPANY DESCRIPTION OF

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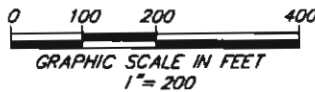
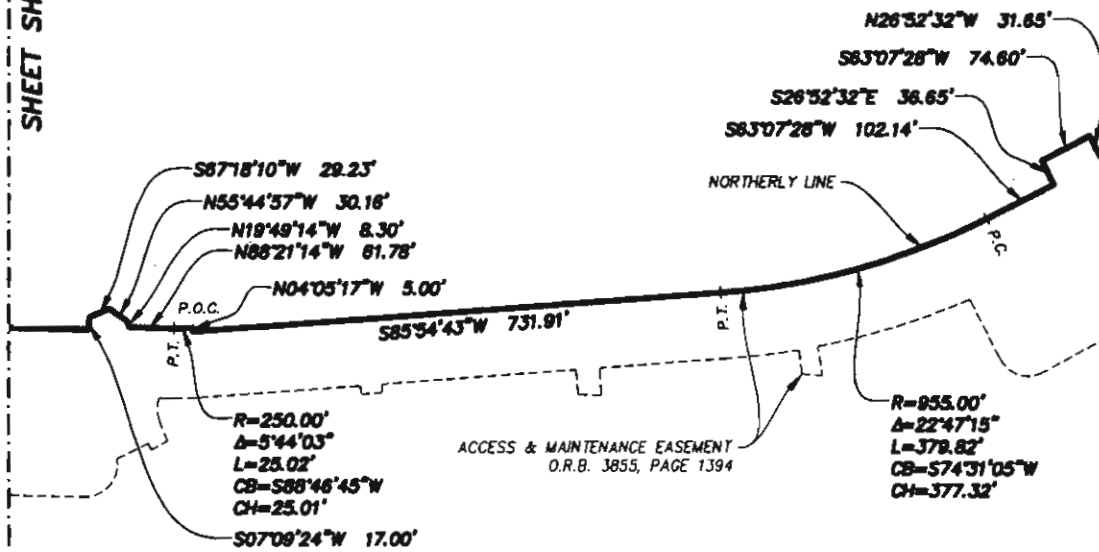


LEGEND:  
 O.R.B. OFFICIAL RECORDS BOOK  
 R/W RIGHT OF WAY  
 PC POINT OF CURVATURE  
 PT POINT OF TANGENCY  
 R RADIUS  
 Δ CENTRAL ANGLE  
 L ARC LENGTH  
 CB CHORD BEARING  
 CH CHORD DISTANCE  
 C.R. COUNTY ROAD  
 F.D.O.T. FLORIDA DEPARTMENT OF TRANSPORTATION  
 S.R. STATE ROAD  
 S.R.D. STATE ROAD DEPARTMENT

SHEET SHEET 5

SHEET SHEET 3

O.R.B. 1545,  
 PAGE 513



SHEET 4 OF 5

PREPARED BY:  
**ETM SURVEYING & MAPPING, INC.**  
 14775 OLD ST. AUGUSTINE ROAD  
 JACKSONVILLE, FL 32258 (904) 642-8530  
 CERTIFICATE OF AUTHORIZATION NO. LB 3824

# SKETCH TO ACCOMPANY DESCRIPTION OF

A PORTION OF SECTION 38 OF THE GEORGE I.F. CLARKE GRANT, TOWNSHIP 6 SOUTH, RANGE 26 EAST, CLAY COUNTY, FLORIDA, BEING A PORTION OF THOSE LANDS AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1545, PAGE 513 OF THE PUBLIC RECORDS OF SAID COUNTY.

SHEET SHEET 1

COUNTY ROAD NO. 15A (SOUTH OAKRIDGE AVENUE)  
100' RIGHT OF WAY PER S.R.D. R/W MAP SECTION 7101-105

N02°07'57"E 5150.65'

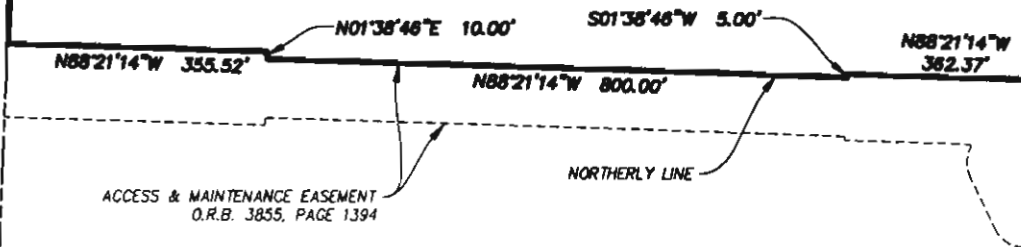


- LEGEND:
- O.R.B. OFFICIAL RECORDS BOOK
  - R/W RIGHT OF WAY
  - PC POINT OF CURVATURE
  - PT POINT OF TANGENCY
  - R RADIUS
  - Δ CENTRAL ANGLE
  - L ARC LENGTH
  - CB CHORD BEARING
  - CH CHORD DISTANCE
  - C.R. COUNTY ROAD
  - F.D.O.T. FLORIDA DEPARTMENT OF TRANSPORTATION
  - S.R. STATE ROAD
  - S.R.D. STATE ROAD DEPARTMENT

O.R.B. 1545,  
PAGE 513

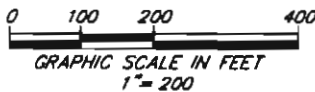
EASTERLY R/W LINE

SHEET SHEET 4



ACCESS & MAINTENANCE EASEMENT  
O.R.B. 3855, PAGE 1394

NORTHERLY LINE



SHEET 5 OF 5

PREPARED BY:  
**ETM SURVEYING & MAPPING, INC.**  
14775 OLD ST. AUGUSTINE ROAD  
JACKSONVILLE, FL 32256 (904) 642-8550  
CERTIFICATE OF AUTHORIZATION NO. LB 3624



# Clay County Property Appraiser's Office

## Parcel Summary

**Parcel ID** 38-06-26-016515-000-00  
**Location** COUNTY ROAD 15A  
**Address** Green Cove Springs 32043  
**Brief Tax Description\*** N1/2 LOT 4; PT LOTS 5 & 6 BLK 22 AS REC DB 00 PG 734; 55 PG 44; L PG 444; KK PG 414 PT OF LOTS 1-4 BLK 37 DB 15 PG 82; 156 PG 256 & 498; LL PG 606; 7 PG 247 & 1545 PG 513 EX 1/2 ACRES; M PG 125; PT BAYARD TRACT DB 15 PG 456; ALL PT OF SMITH SURVEY BAYARD TRACT; LOT 1-5 BLK 24; ALL BLKS 25;26;32 & 33 EX SEC 13 BLK 33 & PT OF ROWELL; LOTS 1 & 2 BLK 24 EX PT TO RD; LOTS 1 & 2 BLK 35 O R 66 PG 121 EX PT TO MILLER; SECS 1 & 2 LOT 2 BLK 50; PT LOT 2 BLK 51 DB 49 PG 55 BAYARD TRACT S/D;1545 PG 510; 3316 PG 1098; 3855 PG 1391; 3939 PG 192; 5R23 4081 PG 1202 & 1208; 4081 PG 1162  
 (Note: \*The Description above is not to be used on legal documents.)  
**Property Use Code** TIMB 70/79 (5600)  
**Sec/Twp/Rng** 38/6/26  
**Tax District** Tax Dist 001  
**Millage Rate** 15.2187  
**Acreage** 946.441  
**Homestead** N

## Map



## Owner Information

GUSTAFSON'S CATTLE INC  
 PO BOX 600337  
 JACKSONVILLE FL 32260-0337

## Land Information

Land Use	Number of Units	Unit Type	Land Type	Frontage	Depth
TIMB 70/79 (5600)	180.00	Timber 70/79	Ag Use	0	0
N-PRODUCT (5930)	103.74	Non-Productive	Ag Use	0	0
Vacant > 10 AC/Non-Ag (9900)	662.70	South Green Cove Springs Rural Residential	Site	0	0

## Sales

Sale Date	Sale Price	Instrument	Deed Book	Deed Page	Sale Qualification	Vacant or Improved	Grantor	Grantee
1/17/1995	\$1,223,200	Warranty Deed	<a href="#">1545</a>	<a href="#">513</a>	Qualified	Improved	GUSTAFSONS DAIRY INC	GUSTAFSONS DAIRY FARM INC

### Recent Sales in Area

#### Sale date range:

From:

09/09/2010

To:

09/09/2020

Sales by Neighborhood

1500

Feet

Sales by Distance

### TRIM Notice

[38-06-26-016515-000-00\(PDF\)](#)

### Valuation

	2020 TRIM Values	2019 Certified	2018 Certified	2017 Certified
+ Building Value	\$0	\$0	\$0	\$64,674
+ Extra Features Value	\$0	\$0	\$0	\$232,096
+ Land Value	\$2,622,641	\$1,988,103	\$1,988,103	\$2,327,664
Land Agricultural Value	\$52,887	\$52,887	\$52,887	\$262,767
Agricultural (Market) Value	\$634,538	\$560,748	\$560,748	\$2,327,664
- Just Market Value	\$2,622,641	\$2,548,851	\$2,548,851	\$2,624,434
= Total Assessed Value	\$2,040,990	\$2,040,990	\$2,040,990	\$559,537
- Exempt Value	\$0	\$0	\$0	\$0
= Total Taxable Value	\$2,040,990	\$2,040,990	\$2,040,990	\$559,537
Maximum Save Our Homes Portability	\$0	\$0	\$0	\$0

\*Just (Market) Value\* description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

### Property Record Card

[2020 Property Record Card\(PDF\)](#)

No data available for the following modules: Buildings, Yard Items, Photos, Sketches.

[User Privacy Policy](#)  
[GDPR Privacy Notice](#)

Last Data Upload: 9/9/2020, 7:46:17 AM

Version 2.3.84



1950  
856240



Book: 1545  
Page: 0513  
Rec: 03/30/95  
12:34 P.M.  
File# 9509079  
John Keene  
Clerk Of Courts  
Clay County, FL  
FEE \$19.50  
DOC \$852.40

**WARRANTY DEED**

THIS INDENTURE, made this 17th day of January, 1995, GUSTAFSON'S DAIRY, INC., a Florida corporation, whose address is 4169 County Road 15A, Green Cove Springs, Florida 32043, party of the first part, and GUSTAFSON'S DAIRY FARM, INC., a Florida corporation, whose address is 4169 County Road 15A, Green Cove Springs, Florida 32043, party of the second part.

**W I T N E S S E T H:**

That the said party of the first part, in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00), and other good and valuable consideration, to it in hand paid by said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, and conveyed to said party of the second part, its successors and assigns forever, the following described land, situate, lying and being in Clay County, Florida, to wit:

SEE EXHIBIT "A" ATTACHED HERETO.

Subject to covenants, restrictions, easements, mortgages and all other encumbrances of record and taxes assessed subsequent to December 31, 1993; provided, however, this reference will not serve to reimpose any such covenants, restrictions or easements.

Real Estate Assessment No. 38-06-26-016515-000-00

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

IN WITNESS WHEREOF, the undersigned has hereunto set his hand and seal on behalf of said party of the first part the day and year first above written.

Signed and Sealed in Our Presence:

GUSTAFSON'S DAIRY, INC., a Florida corporation

Sign: John L. Fisher  
Print Name: JOHN FISHER

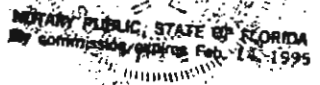
By: E. S. Gustafson  
E. S. Gustafson  
President

Sign: James H. Sheehan  
Print Name: James H. Sheehan

STATE OF FLORIDA  
COUNTY OF CLAY

The foregoing instrument was acknowledged before me this 17th day of January, 1995, by E.S. Gustafson, President of Gustafson's Dairy, Inc., a Florida corporation, on behalf of the corporation, who are personally known to me or who has produced a driver's license as identification.

James H. Sheehan  
Name: James H. Sheehan  
NOTARY PUBLIC, State of Florida  
Commission Number: CC285377



THIS DOCUMENT WAS PREPARED WITHOUT BENEFIT OF TITLE SEARCH OR SURVEY.

Prepared By/Return To:  
James H. Sheehan, Esq.  
3366 Mary Draper Court, East  
Jacksonville, Florida 32223

Per

EXHIBIT "A"

OR BOOK 1545 PAGE 0514

A tract of land consisting of 1125 acres more or less in Clay County, State of Florida in section thirty eight (38), township six (6) south, Range twenty six (26) east. Bordered on the north by Green Cove Avenue on the east by the Seaboard Coast Line Railroad, on the south by lands of J.P. Hall, and on the west by County road 15A. More particularly described as follows:

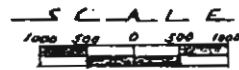
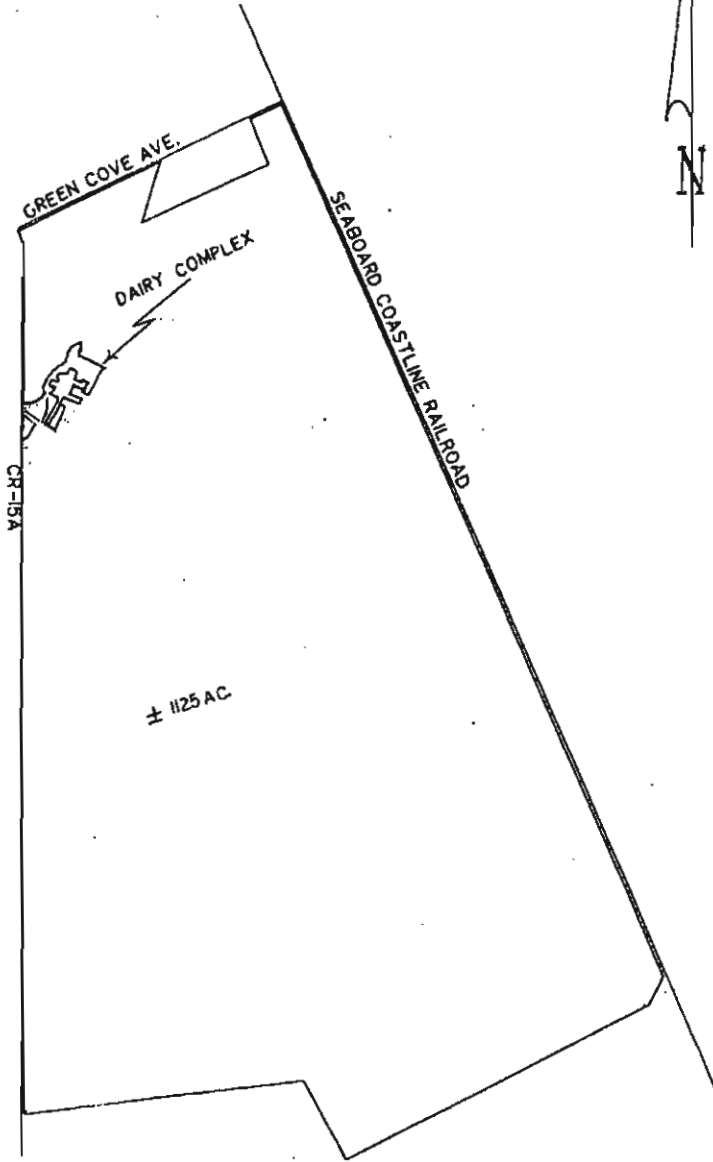
Beginning at the south right of way intersection of CR 15A and Green Cove Ave and thence east along said right of way of Green Cove Ave a distance of  $\pm$  1700 feet turn south west at this point a distance of 640.31 feet at this point turn east a distance of 1416.60 feet, at this point north for a distance of 495.54 feet, east for a distance of 383.55 feet to the right of way of Seaboard Coastline Railroad south along said right of way for a distance of 9,900 feet at this point turn southwest for a distance of 400 feet turn west at this point for a distance of 3550 feet, turn northwest at this point a distance of 900 feet at this point turn west for a distance of 2995 feet to CR 15A right of way turn north along said right of way a distance of 9100 feet to a point of beginning. See Attached Map, #1

LESS AND EXCEPT:

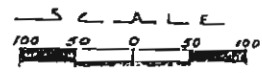
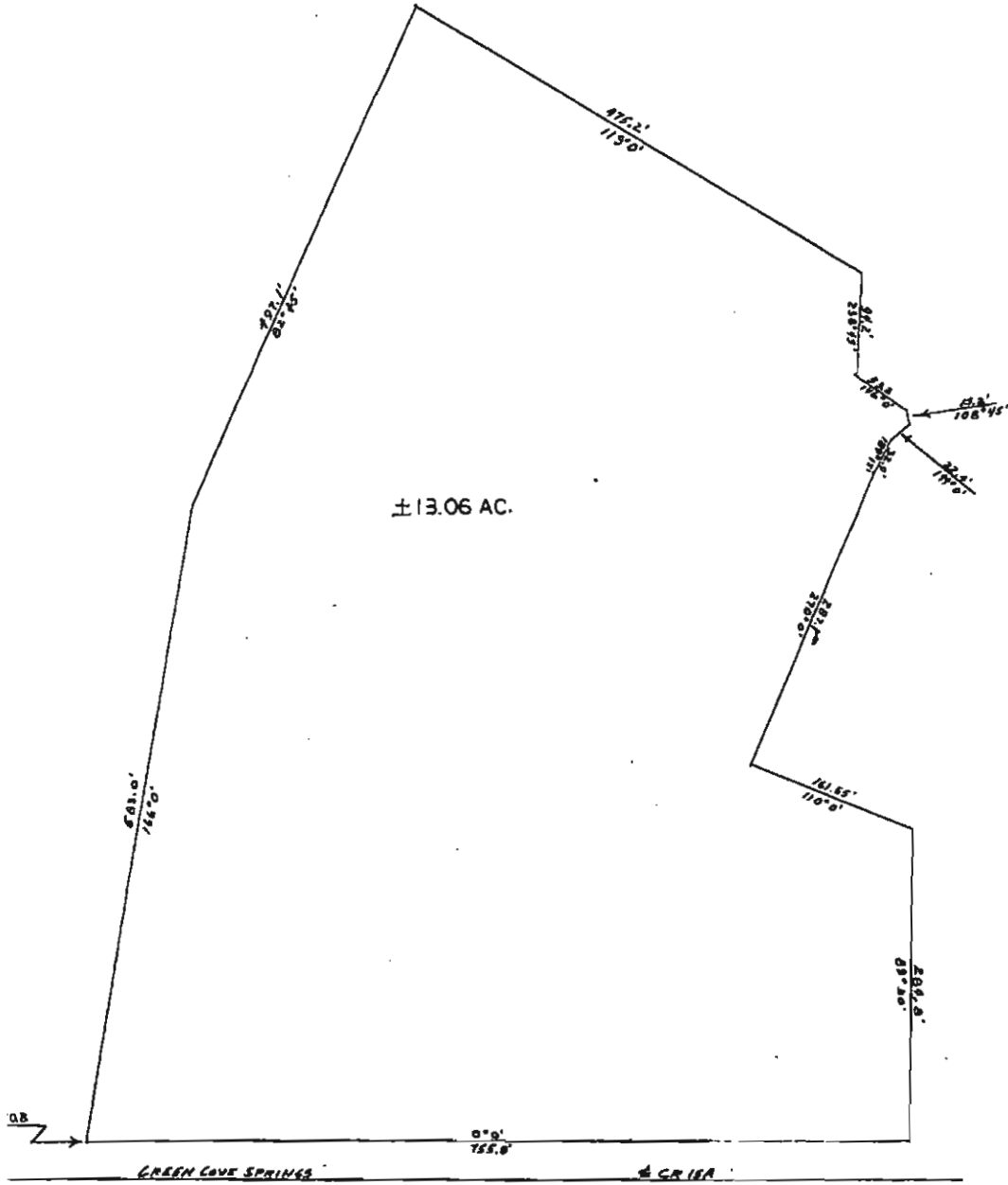
***A track of land consisting of  $\pm$  13.06 acres located in Clay County, State of Florida in the N.W. of Section thirty eight (38), Township Six (6) south, Range twenty six(26) East and more particularly described as follows:***

***Commence at the center line of Green Cove Ave. at the intersection of Green Cove Ave. and County Road 15A. Thence south along County Road 15A a distance of 1120.5' to a point of beginning (P.O.B.) (iron pipe) continuing south along C.R. 15A 755.8' to an iron pipe (35.0' east of centerline of C.R. 15A) (CR#2) turn an angle of 89° 30' from P.O.B. and continue east a distance 284.8' to an iron pipe (CR#3) turn an angle of 110° 0' from CR#2 and continue north a distance of 161.55' to a brass cap set in concrete (CR#4) turn an angle of 270° 0' from CR#3 and continue east a distance of 287.1' to an iron pipe (CR#5) turn an angle of 189° 15' from CR#4 a distance of 32.9' to a brass cap set in concrete (CR#6) turn an angle of 199° 0' from CR#5 and continue south east 22.4' to a brass cap set in concrete (CR#7) turn an angle of 108° 45' from CR#6 continue east a distance of 15.2' to a brass cap set in concrete (CR#8) turn an angle of 146° 0' from CR#7 and continue north east a distance of 52.2' to an iron rod (CR#9) turn an angle of 238° 45' from CR#8 and continue a distance of 94.2' to an iron pipe (CR#10) turn an angle of 119° 0' from CR#9 and continue 475.2' to an iron pipe (CR#11) turn an angle of 82° 45' from CR#10 and continue a distance of 497.1' to an iron pipe (CR#12 located @ fence corner) turn an angle of 166° 0' and continue a distance of 583.0' to the Point Of Beginning.***

**SEE ATTACHED MAP # 2**



North  
←



1000



[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Search by Entity Name](#) /

## Detail by Entity Name

Florida Profit Corporation  
GUSTAFSON'S CATTLE, INC.

### Filing Information

<b>Document Number</b>	P93000028514
<b>FEI/EIN Number</b>	59-3175830
<b>Date Filed</b>	04/16/1993
<b>State</b>	FL
<b>Status</b>	ACTIVE
<b>Last Event</b>	NAME CHANGE AMENDMENT
<b>Event Date Filed</b>	07/06/2004
<b>Event Effective Date</b>	NONE

### Principal Address

135 W. BAY STREET, SUITE 400  
JACKSONVILLE, FL 32202

Changed: 04/07/2020

### Mailing Address

P.O. BOX 600337  
JACKSONVILLE, FL 32260-0337

Changed: 04/07/2020

### Registered Agent Name & Address

BRANT, REITER, MCCORMICK & JOHNSON, P.A.  
135 W. BAY STREET, SUITE 400  
JACKSONVILLE, FL 32202

Name Changed: 04/20/2016

Address Changed: 04/07/2020

### Officer/Director Detail

#### **Name & Address**

Title DPVP

GUSTAFSON, E.S. JR.  
P.O. BOX 600337  
JACKSONVILLE, FL 32260-0337

Title AVPS

GUSTAFSON, EDDIE  
P.O. BOX 600337  
JACKSONVILLE, FL 32260-0337

### Annual Reports

Report Year	Filed Date
2018	02/26/2018
2019	02/04/2019
2020	04/07/2020

### Document Images

<a href="#">04/07/2020 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">02/04/2019 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">02/26/2018 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">02/13/2017 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">04/20/2016 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">03/03/2015 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">03/19/2014 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">04/03/2013 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">02/08/2012 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">03/10/2011 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">04/26/2010 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">04/29/2009 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">04/17/2008 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">01/25/2007 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">04/28/2006 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">04/19/2005 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">07/06/2004 – Name Change</a>	<a href="#">View image in PDF format</a>
<a href="#">05/04/2004 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">04/09/2004 – Amendment and Name Change</a>	<a href="#">View image in PDF format</a>
<a href="#">03/03/2003 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">03/13/2002 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">02/13/2001 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">05/30/2000 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">02/16/1999 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
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<a href="#">07/15/1997 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">05/01/1996 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>
<a href="#">03/31/1995 – ANNUAL REPORT</a>	<a href="#">View image in PDF format</a>



# Vicinity Map



September 15, 2020

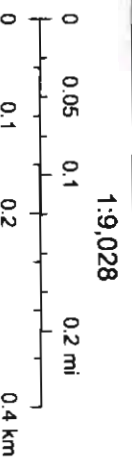
1:36,112

St. Johns County, Earthstar Geographics

# Aerial Map



September 15, 2020



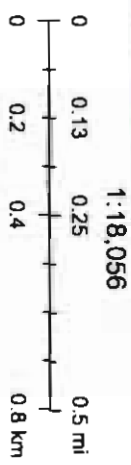
St. Johns County, USDA FSA, GeoEye, Maxar

# Future Land Use Map (County)



September 15, 2020

- drawGraphics\_poly
- User drawn polygons
- School
- Park
- Library
- Bookmobile
- Library: Main Library
- Fire Station



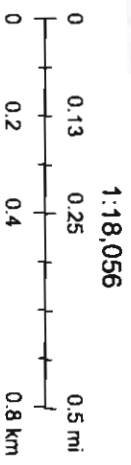
St Johns County, USDA FSA, GeoEye, Maxar

# Zoning Map (County)



September 15, 2020

- drawGraphics\_poly
- User drawn polygons
- School
- Park
- Library
- Bookmobile
- Library, Main Library
- Fire Station



St. Johns County, USDA FS&A, GeoEye, Maxar

# **Large-Scale Comprehensive Plan Amendment Application**

**Ayrshire**

**(RMD)**

**Comprehensive Plan Amendment Consistency Analysis**

November 30, 2020

Revised March 22, 2021

**Applicant Information:**

**Applicant:** D.R. Horton - Jacksonville  
Bob Porter, Anthony Sharp, John Gislason  
4220 Race Track Road  
Jacksonville, Florida 32259  
(904) 268-2845

**Legal:** Rogers Towers, P.A.  
Ellen Avery-Smith, Esq.  
100 Whetstone Place, Suite 200  
St. Augustine, Florida 32086  
(904) 824-0879

**Planning/  
Civil Engineering:** Dunn & Associates, Inc.  
Vince Dunn, David Taylor  
8647 Baypine Road, Suite 200  
Jacksonville, Florida 32256  
(904) 363-8916

**Environmental:** Carter Environmental Services, Inc.  
Ryan Carter  
42 Masters Drive  
St. Augustine, Florida 32084  
(904) 540-1786

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

## **Project Overview**

D.R. Horton - Jacksonville (“**Applicant**”) is the contract purchaser of approximately 561 acres located east of County Road 15A, west of U.S. Highway 17 South and south of State Road 16W (Green Cove Avenue) in unincorporated Clay County (the “**Property**”). The Property is the former site of Gustafson’s Dairy Farm, which closed in 2013 and is now abandoned. The Property is currently primarily used for silvicultural purposes. The Property has Clay County Parcel Identification No. 38-06-26-016515-000-00 and is currently owned by Gustafson’s Cattle Inc.

The Applicant is requesting to annex the Property into the City of Green Cove Springs and to change the Future Land Use Map (“**FLUM**”) designation of the Property to Residential Medium Density (RMD). The Property is currently located within unincorporated Clay County and has existing FLUM designation of Rural Fringe and Industrial. The existing zoning district for the Property is Agricultural (AG) and Industrial Select (IS). Concurrently with this application, the Applicant has filed an application for voluntary annexation to have the Property included within the corporate limits of the City of Green Cove Springs (the “**City**”). The Applicant will also apply to rezone the Property to Planned Unit Development (the “**PUD**”).

The Applicant proposes to develop a mixed-use project consisting of a maximum of 2,100 residential units, to include both single-family and multi-family units. A minimum of 70 percent of the units will be single-family homes. Proposed Future Land Use Map and Generalized Site Plan for the intended plan of development of the Property are enclosed with this application.

The Property is bordered on the north by vacant, recreational property owned by the City; on the east by railroad right-of-way and existing industrial uses; on the west by a mix of uses, including existing residential and agricultural uses; and to the south by vacant, agricultural and existing industrial uses. The proposed Ayrshire project is located near the First Coast Expressway, which is currently under construction.

The Property will be developed in one (1), 20-year phase. The Residential Medium Density FLUM designation allows for residential density ranging from four (4) units to eight (8) dwelling units per acre. The Applicant is proposing a density of no more than eight (8) units per developable acre within the Property.

The Generalized Site Plan illustrates how the Applicant has taken steps to preserve a majority of the on-site wetlands. The project will also provide a number of recreational fields with restrooms, a pool pavilion, a children’s playground, and parking to serve residents of the Ayrshire community. The Generalized Site Plan also shows site access, drainage and open space.

## **Project Benefits**

A list of the project’s public benefits includes:

1. Providing much-needed housing for inventory in the City, with a variety of housing types and price points.

2. Constructing an access road to a City park site from U.S. Highway 17 to allow use of the land by City residents and others. The road will connect into the Property to provide residents with a second access road (the other access is County Road 15A).
3. Preservation of a majority of on-site wetlands.
4. Preservation of approximately 20 percent of the Property as open space, including green space and lakes.
5. Providing sidewalks and bike paths that interconnect off-site, which will be open to the public.
6. Providing parks for community residents and their guests.
7. Property taxes and other revenues generated will more than pay for public services for new residents.

### **Compatibility with Surrounding Uses**

This Comprehensive Plan Amendment (“CPA”) application, along with the companion PUD rezoning application, will result in a maximum of 2,100 residential dwelling units, which supports the projected growing population of the City and Clay County by providing for more housing options for current and future residents.

The Property is located to the south of the existing City boundary, adjacent to or near lands with FLUM designation of Recreation. The Property is located adjacent to or near lands with Clay County FLUM designations of Agricultural (AG) and Agricultural/Residential (AR) to the west, and Heavy Industrial (IB) to the south and east. The surrounding neighborhood has a variety of lot sizes and residential types, as well as a mix of industrial uses.

The companion PUD rezoning application will allow for a more efficient use of the site in a manner that ensures compatibility with the surrounding uses. The proposed site plan has increased buffers to minimize the impact of this development to surrounding residential properties.



## City of Green Cove Springs Comprehensive Plan Analysis and Project Justification

The following Comprehensive Plan Elements have Goals, Objectives and Policies that support this application to amend the FLUM designation of the Property to Residential Medium Density (RMD) and Gustafson Activity Center (GAC). The Comprehensive Plan text is in **bold** below, with consistency analysis in *italics* below each goal, objective and policy.

### **FUTURE LAND USE ELEMENT**

#### Goal 1

**To develop and maintain land use programs and activities to provide for the most appropriate use of the land and direct growth to suitable areas while protecting the public, health, safety and welfare.**

*The Property is currently within the boundaries of unincorporated Clay County. By annexing the Property into the City of Green Cove Springs, the Council will provide for additional, much-needed housing in an area suitable for growth. With the First Coast Expressway being built near the property, utility lines in place nearby and the adjacent railroad line, the proposed Ayrshire project is appropriate.*

#### Objective 1.2

**The City shall assure that future land uses have essential facilities and services which meet locally established levels of service (LOS) standards and adopted as part of the Capital Improvements Element (CIE).**

**Policy 1.2.1 The City shall ensure that development orders are conditioned upon the provision of essential facilities and services which meet the established level of service standards and necessary to serve the proposed development by reviewing each site plan/development proposal to ensure compliance with concurrency and do not go beyond LOS threshold.**

*The Property is currently undeveloped. The proposed development will not exceed the adopted level of service thresholds for public facilities. The Applicant will extend utility lines and public roads to serve the project and surrounding lands.*

**Policy 1.2.3 The City shall review proposed annexation requests to determine if potential development may impact services provided by the City and governed by its concurrency management system such that the adopted level of service would be negatively affected at the maximum development potential for the properties under the City's proposed land use category. The impacts calculated shall recognize credits based on the development potential under the existing County land use designation. Parcels that are determined to negatively impact the City's ability to maintain its adopted level of service based on existing and planned improvements shall be required to enter into an agreement with the City prior to approval of a final development order to mitigate impacts associated with the actual development plans consistent with the City's concurrency management system.**

*The Applicant will provide project roadway connection to County Road 15A and U.S. Highway 17 South, in the locations depicted on the Generalized Site Plan, and will extend water and sewer lines to the site. An existing railroad line runs adjacent to the site, for potential industrial use. The Applicant will provide parks to serve community residents and will construct an extension of the City's trail system that will be open to the public. The Applicant will preserve a majority of on-site wetlands as natural areas.*

### **Objective 1.5**

**The City shall enforce innovative land development regulations for new developments, which protect the City's natural resources. Policies 1.5.1 Planned Unit Developments shall be encouraged to control growth and design.**

**Policy 1.5.1 Planned Unit Developments shall be encouraged to control growth and design.**

*This application to develop approximately 561 acres within the City will allow a maximum of 2,100 single-family and multi-family residential units. Through the concurrent Annexation Application, the tax parcel will be brought within the City limits, allowing growth to occur within the City. The proposed PUD zoning designation will allow for a more efficient use of the site in a manner that ensures compatibility with the surrounding area.*

### **Objective 1.6**

**Future land use densities and intensities shall be in accordance with the Land Use Element.**

**Policy 1.6.1.(a)(2) Medium Density Residential (>4 to 8 dwelling units per acre). This category consists primarily of duplex dwelling units and multi-family dwelling units. Single-family dwellings, churches, group homes, housing for the elderly and similar uses shall also be included.**

*The companion PUD rezoning application proposes a maximum of 2,100 single-family and multi-family residential units. The proposed densities and intensities of use will not exceed that permitted within the applicable Future Land Use Map designation.*

### **Objective 1.7**

**The City shall discourage the proliferation of urban sprawl through the appropriate land use.**

*The proposed Ayrshire project will discourage urban sprawl by annexing the Property into the City's corporate boundaries and providing a future land use designation appropriate for the area. With the First Coast Expressway being constructed near the Property, growth will occur in this area. Section 9J-5.003(134), Florida Administrative Code, defines urban sprawl as urban development or other uses which are located in predominantly rural areas, or rural areas interspersed with generally low-intensity or low-density uses. This site is located adjacent to the City limits, in an area with fairly high-density residential uses, along with commercial and industrial uses. The City has utility lines near the site, which can be extended by the Applicant to*

serve the project. U.S. Highway 17 and County Road 15A are existing collector roads that serve the Property, and the First Coast Expressway will soon be available for travel. The proposed density of the project is not low-density, nor is it leapfrog or scattered development.

**Policy 1.7.1** The location and timing of new development and the issuance of permits shall be coordinated with the availability of public facilities (including, but not limited to: central sewer, potable water, drainage, roads, and solid waste collection) through implementation of growth management measures such as infill development phasing, programming and appropriate over-sizing of public facilities and zoning and subdivision regulations.

*The residential units within the Property can be easily served by the existing County Road 15A and U.S. Highway 17 South for access. The project will also be served by the future First Coast Expressway, which is under construction to the south. A rail line is located along the eastern boundary of the site. Project utilities will be provided as required by applicable provisions of the Code. The availability of water and sewer utilities in the City required to serve the initial phase of the project will be accessed at the time of design. The Applicant will extend all water and sewer lines to serve the Property and connect to CCUA once its new water and wastewater plants are completed.*

**Policy 1.7.2** The City Limits shall define the urban service area for land planning purposes. The City provides the same level of service to all of the properties within its boundaries and will consider its ability to offer the same level of service to properties under consideration for annexation prior to accepting additional lands into the City.

*The Property is located adjacent to the existing city limits, and thus the City's urban service area boundary, and the Applicant has requested to include the site within said boundary via the pending annexation and CPA applications.*

**Policy 1.7.3** The City shall promote the annexation of property located within the Green Cove Springs utility service boundary.

*The Property is located within the City's electricity grid. Historically, the City provided electricity to the Gustafson's plant on the project site.*

### **Objective 1.10**

**The City may approve amendments to the Comprehensive Plan that are consistent with state law.**

*Upon the City's approval of the companion annexation application, the Property will be within the corporate boundaries of Green Cove Springs. Then City then has the legal authority to amend its Comprehensive Plan to give the Property the requested Residential Medium Density future land use designation.*

**Objective 1.14 - PROPOSED**

**Objective 1.14** The City shall adopt, as necessary, Future Land Use Map Amendments with specific development conditions that are consistent with the City's adopted Level of Service (LOS) standards and Future Land Use Element, and compatible with the surrounding uses.

**Policy 1.14.1: Future Land Use Map (FLUM) Amendment 20-XXXX** was adopted by Ordinance Number xxxxx on Mm/dd/2021 for that portion of property within Clay County Parcel Identification No. 38-06-26-016515-000-00 located east of County Road 15A and west of U.S. Highway 17 (the "Property") and changed the future land use designation from County Industrial and County Rural Fringe to Residential Medium Density. The Property shall meet the requirements of all applicable goals, objectives, policies and map designations of the Comprehensive Plan; provided, however, land use/development potential for the Property made available by FLUM Amendment XX-000X is hereby limited as follows:

- 1. The Property shall be developed in accordance with a Planned Unit Development, as may be approved by the City in accordance with the City's Land Development Regulations in effect at the time of the PUD application.**
- 2. Recreational facilities shall be provided commensurate with the City's Level of Service standard for Recreation set forth in the Recreation and Open Space Element, Policy 6.3.4, of the Comprehensive Plan in effect at the time of the PUD application.**
- 3. Coincident with horizontal construction for the first residential subdivision within the Property, the Property owner/developer shall partner with the City regarding the development of the Gustafson Regional Park. The details of such park development partnership shall be set forth in a development agreement for the Property to be entered into by the City and the Property owner/developer concurrently with the Property being annexed into the City boundaries (the "Development Agreement"). The Property owner/developer's contribution to the Gustafson Regional Park shall apply toward the project's required recreational facilities, per Policy 6.3.4 of the Recreation and Open Space Element of the Comprehensive Plan.**
- 4. The Property owner/developer will be required to provide the traffic mitigation agreed upon between the City and the Property owner/developer, based on the traffic analysis provided by the Property owner/developer. Such required traffic mitigation and other public facility improvements related to development of the Property will be set forth in the Development Agreement. Any required project mitigation shall be in conformance with applicable provisions of the City's Code of Ordinances and with Section 163.3180, Florida Statutes).**

5. **Silvicultural and agricultural activities on that portion of the Property zoned Agriculture pursuant to the County's Zoning Map in existence as of the effective date of Ordinance Number XXX shall be allowed until such time as horizontal construction begins on the Property or any portion thereof for the uses approved in the PUD.**

*The Applicant will submit a Planned Unit Development rezoning application for the Property, which will include the proposed maximum 2,100 residential units. The Applicant will also submit a Development Agreement detailing public facilities to be provided by the City and the Applicant to serve the Ayrshire project. Recreational facilities for the proposed residential units will comply with Policy 6.3.4. The Applicant will partner with the City on development of the Gustafson Regional Park. The Applicant will submit a traffic study with the PUD rezoning application and will set forth details regarding traffic mitigation in the Development Agreement.*

## TRANSPORTATION ELEMENT

### **Objective 2.8 Site Development Traffic Circulation**

**The City shall require that all major developments and planned unit developments provide a circulation system which: provides adequate access to the major roadway network; provides for sound design of local and collector streets within such development; provides for the development of multi-use trails, and otherwise provides for the objectives and policies of the Land Use and Transportation Plan.**

*The Applicant will utilize the existing County Road 15A and U.S. Highway 17 South to access the proposed development, in the locations depicted on the Generalized Site Plan. Internal roads will be public. As depicted on the Generalized Site Plan, the Applicant will include internal automobile, bicycle and pedestrian interconnectivity within the Property and, to the extent practicable, adjacent lands.*

## HOUSING ELEMENT

### **GOAL 3**

**The City of Green Cove Springs shall make provisions for adequate and affordable housing that meets the physical and social needs of all segments of the current and future population of the City.**

*This application supports the projected growing population of the City by providing more housing options for current and future residents. According to the Office of Economic and Demographic Research, Clay County's population will increase to 300,961 by 2045, and the City's population is expected to increase proportionately. This application and the companion PUD rezoning application will result in a maximum of 2,100 additional residential dwelling units on the subject Property, an increase in the variety of housing within the City. The project will provide a variety of lot sites and hence a range of market rate prices for housing within the City.*

### **Objective 3.1 Adequate and Affordable Housing**

**The City shall continue to assist the private sector in providing dwelling units of various types, sizes, and costs to meet the housing needs of the current and future residents and residents with special housing needs.**

*This Application permits a maximum of 2,100 residential units, supporting the objective to provide dwelling units of various types, sizes and costs.*

## **SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER AND ACQUIFER RECHARGE ELEMENT**

### **GOAL 4**

**The City of Green Cove Springs shall provide sanitary sewer, solid waste, drainage and potable water facilities and services to meet the needs of existing and future populations.**

**Policy 4.1.3 All improvements for replacement, expansion, or increase in capacity shall be compatible with the adopted level of service standards for facilities.**

*The proposed development will not exceed the adopted level of service thresholds for public facilities and shall be compatible.*

### **Objective 4.6**

**Future development shall be required to connect with central sewer and water systems and provide drainage facilities which maximize the use of existing facilities and discourage urban sprawl.**

*As part of the subdivision approval of this project, the development will use existing water and sewer facilities for the initial phase of the development. Subsequent phases will be served by CCUA once its new water and wastewater plants are completed. Drainage facilities will be provided on site.*

## **CONSERVATION ELEMENT**

### **GOAL 5**

**The City of Green Cove Springs shall conserve, utilize, and protect its natural resources to ensure that adequate resources are available for future generations.**

*The Applicant will preserve a majority of on-site wetlands and adjacent uplands within the project, which shall enhance the natural attributes of the site. This preservation will ensure that natural and environmental resources will be available for existing and future generations.*

### **Objective 5.6**

**Consistent with Objectives and Policies of the Conservation Element, the City will protect significant habitats of viable populations of threatened or endangered species.**

*The Applicant will notify all appropriate federal, state, regional and local agencies regarding any listed species and critical habitats located within the Property and will comply with the applicable laws, rules and regulations that protect listed species.*

## RECREATIONAL AND OPEN SPACE ELEMENT

### GOAL 6

**To provide and maintain a full range of recreational activities to meet the cultural, social and athletic needs of the City and provide open space to meet the aesthetic, health, safety, and welfare needs of its citizens and visitors.**

*The Project will be a complete neighborhood, with parks and recreational amenities that provide a high quality of life for residents of the proposed 2,100 homes. The Applicant will provide parks and recreational amenities within the project.*





## MEMORANDUM

**TO:** Ellen Avery-Smith, Rogers-Towers  
**FROM:** Ken Creveling  
**SUBJECT:** Housing Needs Analysis, Ayrshire, Green Cove Springs, FL  
**DATE:** January 6, 2021

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This memorandum is in response to comments by the City of Green Cove Springs on the Housing Needs Analysis prepared by this firm for the Ayrshire mixed-use project proposed by D.R. Horton. The project is proposed to include a maximum of 2,750 residential units.

**Comment #7.** Pursuant to Table 8 of the Evaluation and Appraisal Report (EAR) for the 2025 County Comprehensive Plan, there are 9,583 “household” units projected for the GCS (Planning District) between 2020 and 2040, as opposed to 9,906 “housing” units shown in the Housing Needs Analysis. Please explain the discrepancy.

**Background.** Table 8 of the EAR presents projections to 2040 for only the unincorporated area of the County (see attached EAR, page 54). Projections show an increase of 9,583 “households” for the Green Cove Springs Planning District. Growth in the incorporated City of Green Cove Springs is excluded. Table 8 uses the term “household,” which is normally understood to mean “occupied” housing units. Projections presented in Table 8, therefore, are actually for all housing units, including vacant units, and are based on vacancy factors for all seven Planning Districts, including a factor of 9.42 percent for the GCS Planning District, which is held constant to 2040.

**Note:** Vacancy rates vary widely by Planning District (see attached EAR Table 7, page 53). Table 8 projections for all seven Planning Districts are also based on a countywide average household size factor of 2.76, also held constant to 2040, whereas average household size varies widely by Planning District (see attached EAR Table 4, page 140).

**Response.** Housing projections presented in the Housing Needs Analysis for the GCS Planning District are inclusive of both the unincorporated and incorporated areas and are based on and derived from county population projections in the EAR by Planning District (see attached EAR Table 5, page 52). Table 12 (page 17) of the Housing Needs Analysis shows the derivation of 2020-2040 housing demand/needs for both the Penney Farms/Asbury and GCS Planning Districts, including assumptions made for each Planning District with respect to average household size and vacancy rates, which will change over time. Projected 2020-2040 housing demand/need in the GCS Planning District is for 10,851 units.

There is no correlation between the projected 9,583 “households” (actually housing units) in EAR Table 8 and the projected 9,906 households (occupied housing units) in the GCS Planning District shown in Table 12 of the Housing Needs Analysis. EAR Table 8 projections apply only to housing units in the unincorporated area, whereas household projections in Table 12 of the Housing Needs Analysis are for occupied housing units in the entire Planning District area. Instead, the projected 9,583 housing units in EAR Table 8 for the unincorporated area are more comparable to the 10,851 units projected for the entire GCS District in Table 12 of the Housing Needs Analysis.

**Comment #8.** How were the number of units from the Saratoga Springs DRI calculated for the Green Cove Springs Planning District?

**Response.** The number of approved units in the Saratoga Springs DRI (4,256) were divided between the GCS and Penney Farms/Asbury Planning Districts, based on approximate 30-70 percent shares, respectively, of the DRI land area in each District. The 30-percent share for the GCS Planning District is so stated in the last paragraph on page 18 of the Housing Needs Analysis report.

**Comment #9.** What is the proposed mix of single-family to multifamily units?

**Response.** A maximum of 30 percent of the proposed units will be multifamily, with the remainder being single-family.

**Comment #10.** Include Magnolia Point as an “Active Development” in Tables 6 and 9.

**Response.** Magnolia Point is not considered an “active development” as no new home sales were reported in the past 30 months (7/18–12/20) and, therefore, was not included in these two tables. Only residential projects with new home sales in recent years, including 2020, were included.

is ample land for future development and significant growth pressures are now anticipated in the District in the planning period due to the planned construction of the Expressway.

The **Penney Farms-Lake Asbury Planning District** can be subdivided into Penny Farms and Lake Asbury Master Plan areas. One Development of Regional Impact has been approved within the Lake Asbury Master Plan Area but has yet to begin construction. There are large tracts of land available for future development within the Lake Asbury Master Plan Area which will likely develop once the First Coast Expressway is completed.

Outside of the Keystone Heights City Limits, the **Keystone Heights Planning District** is characterized by low density, high vacancy, rural development primarily accessed by dirt roads. Most of the land surrounding the many lakes in the region is developed. This District has slow but steady population growth with ample land available for future residential development within the planning period. There are several vested subdivisions, and in subdivisions which are not vested small lots can be combined to create conforming lots. Most of the undeveloped area beyond the immediate vicinity of the City of Keystone Heights is restricted to densities of one dwelling per ten or twenty acres. In recent years, over 11,000 acres have changed from agriculture land use (1 dwelling per twenty acres) to Agriculture/Residential to allow for development up to one dwelling per five acres with points and clustering. Current policy places annual limits on development within these more rural lands.

**Seasonal Population**

An estimate and projection of "seasonal" population is also required by 163.3177 F.S. "Seasonal" population refers to "tourist, migrant farmworkers, and other short-term and long-term visitors," who may be expected to utilize public facilities or services but are not full-time residents as defined by the Census. While many Florida counties will be severely affected by high seasonal population, this is a minor factor in unincorporated Clay County.

The Clay County projection was prepared on the basis of historical building permit data in each Traffic Analysis Zone. Reasonably, the building permit numbers are a combination of occupancy, vacancy, and others without certificate of occupancy information.

**Table 5 – Clay County Total Population 2010-2040**

Year	Middleburg/ Clay Hill	Doctors- Islet/ Ridgewood	Orange Park	Fleming Island	Green Cove Springs	Penney Farms/ Lake Asbury	Keystone Heights	Total
2010	18,888	73,900	25,069	27,128	14,318	14,183	17,381	190,865
2015	19,277	81,231	25,173	27,866	14,682	15,325	17,724	201,277
2020	19,216	87,894	26,154	28,644	18,419	24,899	18,174	223,400
2025	19,054	94,105	27,067	29,275	21,775	34,365	18,558	244,200
2030	18,793	94,095	27,608	28,831	32,105	42,032	18,635	262,100
2035	18,611	98,807	28,106	28,531	38,881	46,981	18,780	278,700
2040	18,502	104,016	28,659	28,424	44,850	50,584	18,963	294,100

Source: BEBR, Florida Population Studies, Vol. 50, Bulletin 177, April 2011, Clay County Planning and Building Divisions, 2017. Municipality projections are based on proportion of Total County Population in 2016 according to the Office of Economic and Demographic Research, Oct. 17, 2016.

2020-210 +26,531

**Population Summary**

The unincorporated area of the County has been divided into seven Planning Districts, as shown on the Planning Districts Map. Traffic Analysis Zone data from the TPO's Northeast Regional Planning Model was utilized to distribute the County's total projected population, into these sub-areas. The results of this distribution of the County's population are shown in **Tables 5 and 6**. Within the unincorporated area, the distribution shows that the rate of growth continues to be increased in the Doctors Inlet-Ridgewood, Penny Farms-Lake Asbury, Keystone Heights and Green Cove Springs Planning Districts. The Fleming Island, Orange Park and Middleburg/Clay Hill Planning Districts are predicted to decrease in population as fewer parcels are available.

**Table 6 – Clay County Total Population (Unincorporated) 2010-2040**

Year	Middleburg/Clay Hill	Doctors Inlet-Ridgewood	Orange Park	Fleming Island	Green Cove Springs	Penny Farms-Lake Asbury	Keystone Heights	Total
2010	18,888	73,900	16,657	27,125	7,410	13,434	16,031	173,448
2015	19,277	81,231	16,663	27,865	7,639	14,579	16,357	183,611
2020	19,216	87,894	16,790	28,640	10,292	24,094	16,690	203,620
2025	19,054	94,105	16,831	29,275	12,892	33,485	16,936	222,579
2030	18,793	94,095	16,622	28,830	22,571	41,087	16,894	238,894
2035	18,611	98,807	16,424	28,535	28,743	45,976	16,929	254,024
2040	18,502	104,016	16,332	28,424	34,251	49,525	17,009	268,061

Source: BEBR, Florida Population Studies, Vol. 50, Bulletin 177, April 2017, Clay County Planning and Building Divisions, 2017. Municipality projections are based on proportion of Total County Population in 2010, according to the Office of Economic and Demographic Research, Oct. 17, 2016.

**Average Household Size and Vacancy Rates**

**2020-2040 +28,959**

Based on the 2010 Census, the Office of Economic and Demographic Research reports the average household size in Clay County is 2.76. To derive household projections, vacancy rates per planning district generally need to be applied to population projections. Average vacancy rates for planning districts are summarized in Table 7 for reference.

**Table 7 – Average Vacancy Rates for Planning Districts**

Middleburg/Clay Hill	Doctors Inlet-Ridgewood	Orange Park	Fleming Island	Green Cove Springs	Penny Farms-Lake Asbury	Keystone Heights
8.27%	7.77%	8.41%	5.93%	9.42%	7.70%	16.17%

Source: Clay County Planning and Zoning Division, 2017, Northeast Florida Regional Transportation Model 2017

## Households ?

The household estimates and projections are calculated based on the population figures in **Table 5**, the average household size and the average vacancy rates shown in **Table 7**. The unincorporated area of Clay County, as shown in **Table 8**, is projected to have approximately 106,072 households by the year 2040, or an additional 33,375 households between 2015 and 2040.

**Table 8 – Clay County Unincorporated Area Household Estimates and Projections**

Year	Middleburg Clay Hill	Doctors Inlet Ridgewood	Orange Park	Fleming Island	Green Cove Springs	Pentley Farm Lake Ashury	Keystone Heights	Total
2010	7,460	29,031	6,589	10,448	2,964	5,273	6,929	68,695
2015	7,614	31,911	6,591	10,733	3,056	5,723	7,069	72,697
2020	7,590	34,529	6,642	11,033	4,117	9,458	7,213	80,581
2025	7,526	36,969	6,658	11,276	5,157	13,145	7,320	88,050
2030	7,423	36,964	6,576	11,105	9,028	16,128	7,302	94,526
2035	7,351	38,815	6,497	10,990	11,497	18,048	7,317	100,516
2040	7,308	40,862	6,461	10,948	13,700	19,441	7,352	106,072

Source: BEBR, Florida Population Studies, Vol. 50, Bulletin 177, April 2017, Clay County Planning and Building Divisions, 2017 U.S. Census, 2010.

## Existing Land Use

2020 - 2040 +9,583

This section contains an analysis of existing land use and past development trends in Clay County. The analysis for Existing Land Use (**Figure 15**) and its series (**Figure 16**) Adjacent Land Use; (**Figure 17**) Vacant Land Analysis Map; (**Figure 12**) Historic Resources; (**Figure 9**) Potable Waterwells; (**Figure 7**) Rivers, Bays, Lakes, Floodplains, and Harbors; (**Figure 3**) Wetlands; (**Figures 5 and 6**) Soils; and (**Figure 24**) Minerals is based on Clay County Property Appraisers Office Data (2017), supplemented by information on 2009 natural color and color infrared aerial photography (2009 SJRWMD Land Use and Land Cover). The Existing Land Use Map depicts the existing pattern of land uses that affect future land use decisions in Clay County as of 2017 and the Adjacent Land Use Map (2009 SJRWMD Land Use and Land Cover Map) reveals the existing land uses adjacent to the County's boundary line as required by 163.3177(6)(a) F.S.

Past development trends are addressed in the second part of this section. Such trends were identified from a study of historical patterns of growth based on approved subdivisions, rezoning requests, and applications for building permits.

**Table 4 – Average Household Size**

Planning District	Persons per Household		
	Owner-Occupied	Renter-Occupied	Combined
Middleburg / Clay Hill	2.77	3.33	3.05
Doctors Inlet / Ridgewood	2.93	2.95	2.94
Orange Park	2.49	2.65	2.57
Fleming Island	2.91	3.36	3.14
Green Cove Springs	2.75	2.36	2.56
Penney Farms / Lake Asbury	2.76	2.25	2.51
Keystone Heights	2.82	2.59	2.61
<b>Total Unincorporated County</b>	<b>2.75</b>	<b>2.78</b>	<b>2.77</b>

Sources: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, Selected Housing Characteristics, DP04 Florida Housing Data Clearinghouse, Affordable Housing Needs Assessment Quick Report

**Table 5 – Age of Population**

Planning District	Under 5 Years	5 to 19 Years	20 to 44 Years	45 to 64 Years	65 years and over	Total
Middleburg / Clay Hill	1,073	3,225	5,530	5,191	2,268	17,287
Doctors Inlet / Ridgewood	4,340	18,333	25,321	18,474	7,993	74,461
Orange Park	1,061	2,923	5,867	4,145	2,376	16,372
Fleming Island	1,608	8,917	9,416	10,460	4,532	34,933
Green Cove Springs	333	1,014	2,110	2,466	1,112	7,035
Penney Farms / Lake Asbury	728	2,809	4,120	4,242	2,011	13,910
Keystone Heights	837	2,495	3,913	5,069	2,857	15,171
<b>Total Unincorporated County</b>	<b>9,980</b>	<b>39,716</b>	<b>56,277</b>	<b>50,047</b>	<b>23,149</b>	<b>179,169</b>

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates, ACS Demographic and Housing Estimates, DP05



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*Housing Needs Analysis  
Ayrshire Residential Community  
Green Cove Springs, Florida*

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*November, 2020*

*Prepared for  
**D.R. Horton**  
St. Johns, Florida*

*By  
**URBANOMICS, Inc**  
Ponte Vedra Beach, Florida*

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# ***1. Background and Summary***

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## ***STUDY OBJECTIVE AND SCOPE***

### ***Objective***

URBANOMICS, Inc., was retained by D.R. Horton to prepare a housing needs analysis for its proposed “Ayrshire” residential community in and adjacent to the City of Green Cove Springs. This “Needs Analysis” is required by the City to demonstrate the need for a Comprehensive Plan Amendment to accommodate the proposed development. As proposed, this community would contain a maximum of 2,750 housing units, including single-family homes on a mix of 40-foot and 50-foot lots and attached townhomes.

### ***Scope of Analysis***

This report analyzes and describes housing market characteristics of and trends in Clay County and the Green Cove Springs area as background for assessing and projecting demand (needs) for new housing to accommodate future population and household growth in the Green Cove Springs area. Analyses and findings are presented in three sections of this report.

A further description of the proposed development is provided in this section below, followed by an executive summary of key findings detailed in Sections 2 and 3. Section 2. Housing Market Characteristics and Trends details and analyzes trends in the numbers and types of residential building permits issued and in the numbers and prices of homes sold in recent years. The focus of this needs analysis is the Green Cove Springs zip code area (32043), and the Green Cove Springs Planning District, and the adjacent Penney Farms/Asbury Planning District. Planning Districts are those defined by the County.

Section 3. Housing Demand/Needs Analysis, presents analyses and projections of County and local area population and household growth to year 2040. These population and household projections provide the basis for assessing and projecting demand/needs for new housing units in the Green Cove Springs area, as needed to accommodate future numbers of new households.

## ***PROJECT SITE AND LOCATION***

The proposed site consists of property totaling approximately 890 acres located on the south side of the City of Green Cove Springs, as shown on the map below. The property is currently located in unincorporated Clay County and is proposed to be annexed into the City of Green Cove Springs.

The site is bounded along its east side by the CSX Railroad and on the west by County Road 15A (CR15A), S. Oakridge Avenue, a two-lane road linking State Road 16 (SR16) to the north and U.S. Highway 17 (US17) to the south. Green Cove Avenue is its northern border and the right-of-way of the proposed First Coast Expressway “outer beltway” is the southern boundary of the property. Future road connections are proposed to US17 on the northeastern side of the project and two locations on CR15A along the western boundary.



The 3,267-acre Governors Park development is also shown on the map. Approved in 2009, this Development of Regional Impact (DRI) is planned for 6,294 housing units, plus over 3.5 million square feet of commercial and industrial space. No development has taken place to date, as developers may be awaiting construction of the proposed First Coast Expressway interchange within the project boundary in the coming years.

## ***SUMMARY OF FINDINGS***

### ***Housing Market Trends***

- Clay County averaged 1,015 permits for new single-family homes annually in past five years, including 1,246 in 2019. The City of Green Cove Springs averaged 138 single-family home permits per year, including 167 in 2019. Single-family homes were 92.2 percent of all permitted housing units countywide.

- The market share of existing home sales in the Green Cove Springs area increased nearly threefold from 7.7 percent of countywide sales in 2015 to 19.4 percent in 2019.
- New single-family home sales in Zip Code 32043 increased from 20.4 percent of countywide sales in 2015 to 44.1 percent in 2020 through September. This is among a growing list of indicators that the Green Cove Springs area is becoming the emerging Clay County growth center.
- The average price for new single-family homes sold in 2020 through September is \$251,742, which is 90.3 percent of the countywide average. Most desirable were new homes priced from \$200,000 to \$225,000, which accounted for 32.7 percent of 2020 sales, followed by 18.2 percent for new homes sold from \$225,000 to \$250,000.
- Median household incomes in two St. Johns County zip code areas across the river from Green Cove Springs are twice that in Zip Code 32043. Wide differences in median incomes and housing prices indicates that the Green Cove Springs area may provide an attractive lower cost housing alternative to regional commuters. This is a very marketable feature as the First Coast Expressway progresses toward completion to I-95 over the next ten years.

### ***Future Population Growth***

- Demand or need for housing is driven by expected or projected growth of the local resident and seasonal population. For Clay County, the resident population is dominant, as the second homes and vacation housing are not a significant demand factor for most of the County.
- Projections of the resident population by County Planning District in five-year increments to 2040 are presented in the 2017 Evaluation and Appraisal Report of the Clay County 2040 Comprehensive Plan. They show the County adding 70,700 new residents from 2020 to 2040.
- Greatest population increases are projected for the Green Cove Springs Planning District and the adjacent Penney Farms/Asbury Planning District, which would add a projected 26,531 and 25,685 new residents, respectively. Projected population growth in these two Planning Districts account for a significant 73.9 percent of all countywide population growth from 2020 to 2040.
- Key reasons for this concentration of growth in central and southeastern sections of the County include an abundance open developable land and the expected economic impact of completing the construction of the First Coast Expressway “outer bypass” to I-95 in St. Johns County in the next ten years.

### *Housing Demand/Needs*

- Projected population growth in the Green Cove Springs Planning District and adjacent Penney Farms/Asbury Planning District will generate 9,906 and 9,016 new households, respectively, from 2020 to 2040. Household projections reflect average household sizes (persons per household) that vary by District.
- These new households will, in turn, generate demand/need for 10,851 and 9,735 new housing units, respectively, from 2020 to 2040. Projections of housing demand/needs are based on applying vacancy factors to household projections, inasmuch as some units are vacant until sold or rented to new occupants or are vacant for other reasons.
- Population projections in the 2040 County Comprehensive Plan's Evaluation and Appraisal Report are based in part on projections for Florida counties made by the University of Florida's Bureau of Economic and Business Research (BEBR). These projections tend to be conservative and may not fully reflect the potential impact of the completion of the First Coast Expressway on future housing demand in the County. It is entirely likely that the County, particularly the greater Green Cove Springs area, will experience a higher level of population and household growth and resultant housing demand/needs than indicated by existing County projections.

### *Implications for the D.R. Horton's Ayrshire Community*

- There are two large-scale approved developments in the Green Cove Springs Planning District – the Governors Park DRI and a small part of the Saratoga Springs DRI, which has been dormant for the 14 years since its approval. The two projects have a combined total of 7,570 housing units, compared to a demand/need for 10,851 units from 2020 to 2040.
- In addition, there are several much smaller residential projects in development and proposed in the Planning District, including Magnolia West (Phases 3 & 4), Edgewater Landing, Traceland, Black River Village, and Willow Springs. Altogether, these projects may another 500 un-permitted and un-built units.
- D.R. Horton proposes a maximum of 2,750 residential units in its Ayrshire community. The addition of this project would raise the number of potential new housing units to around 10,820, if and when all are fully built out. This is slightly less than the projected and potentially conservative demand for 10,851 housing units in the Green Cove Springs Planning District by 2040. The proposed Ayrshire community fits within projected demand/needs for new housing in Green Cove Springs area by 2040 and helps fulfill those needs.

## 2. Market Characteristics and Trends

### HOUSING MARKET CHARACTERISTICS

#### *Housing Types and Mix*

Details presented in the most recent 2010 US Census provide a useful starting point for characterizing, understanding, and analyzing the Clay County housing market. The market consists of a combination of site-built detached single family homes, attached and multifamily units, and mobile homes. Their numbers and market shares vary widely in different areas of the County, as shown in Table 1 by County Planning District.

Single-family homes are the dominant type, having accounted for 70.7 percent of all units in 2010, followed by multi-family units (16.0 percent) and mobile homes (13.2 percent). The largest concentration of single-family homes in 2010 was in the Doctors Inlet/Ridge district, with over 21,000 units and representing a 39.1 percent share of the County total.

Largest shares of multi-family units in 2010 were in the Orange Park and Doctors Inlet/Ridge districts, both with over 4,000 units, representing 33.7 and 32.7 percent shares of the County total, respectively. The largest concentration of mobile homes in 2010 was in the Middleburg/Clay Hill district, with nearly 4,000 units and representing a 38.9 percent share of the County total. The Keystone Heights district had almost 3,000 mobile homes in 2010, a 28.7 percent share of the County total.

**Table 1. Housing Mix by County Planning District, 2010**

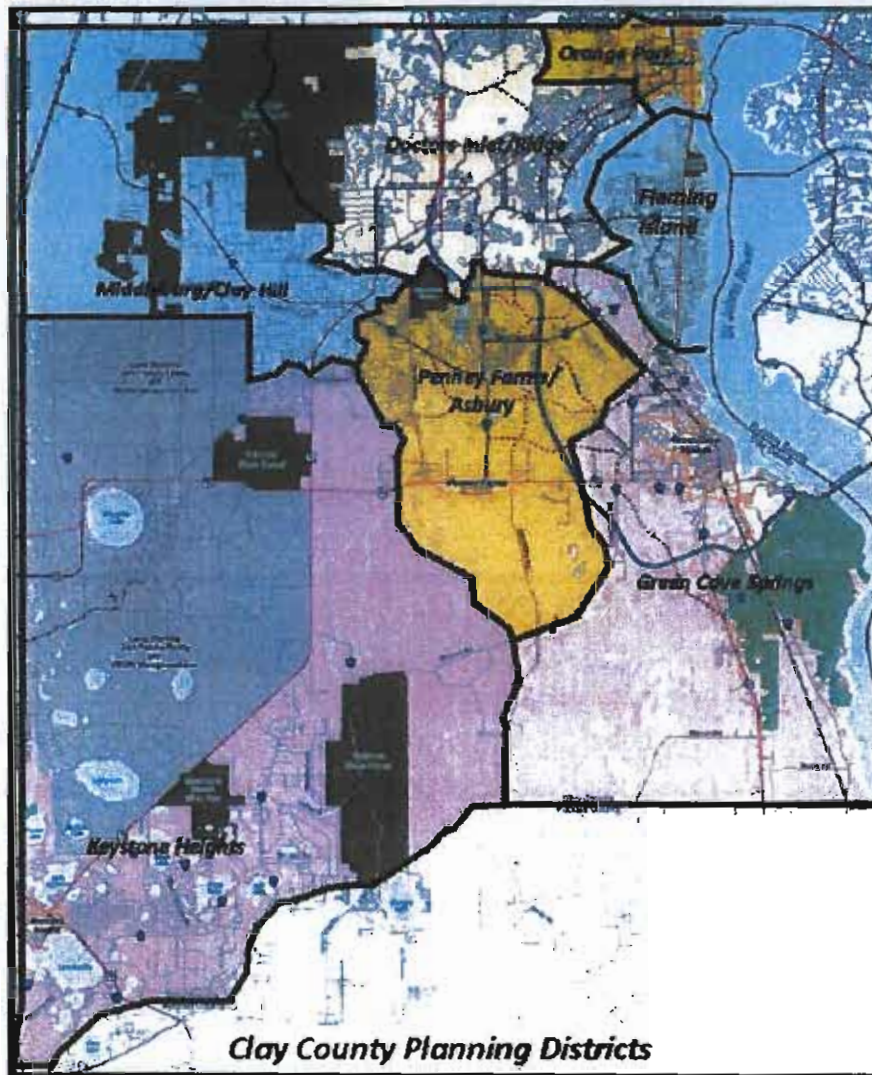
Planning District	Single-Family (1)	Multi-family (2)	Mobile Home (3)	Total
Orange Park	6,491	4,145	6	10,650
Doctors Inlet/Ridge	21,153	4,019	1,512	26,694
Fleming Island	9,941	2,497	132	12,570
Middleburg/Clay Hill	2,665	98	3,931	6,694
Penney Farms/Asbury	4,614	547	489	5,650
<i>Green Cove Springs</i>	<i>4,349</i>	<i>748</i>	<i>1,133</i>	<i>6,210</i>
Keystone Heights	4,823	261	2,895	7,979
<b>TOTAL</b>	<b>54,046</b>	<b>12,303</b>	<b>10,098</b>	<b>76,447</b>

(1). Detached homes.

(2). Residential buildings with two or more units.

(3). Includes a small number of boats and unspecified residential structures.

Sources: www.usa.com (2010 Census data); URBANOMICS, Inc.



This report focuses on housing needs, demand, and opportunities in the Green Cove Springs district and adjacent Penney Farms/Asbury district. In 2010, these two districts accounted for a modest 15.5 percent combined share of all housing units in the County, including 8.1 percent of the County total in the Green Cove Springs district and 7.4 percent in the Penney Farms/Asbury district.

In contrast to the 71-16-13 percent (single family-multifamily-mobile home) mix of housing types countywide in 2010, the mix was 70-12-18 percent in the Green Cove Springs district and 81-10-9 in the Penney Farms/Asbury district. As development in these two districts continues in the future, as projected, and they become more suburban, the mix of housing types is very likely to become more like that in the Doctors Inlet/Ridge and Fleming Island districts, which in 2010 had a combined 79-17-4 percent housing mix of single-family, multi-family, and mobile homes.

**Housing and Household Characteristics**

Housing and household characteristics detailed by Census Tract in the 2010 Census include housing vacancy rate, average household size (i.e., number of persons per household), and the percentage of owner-occupied households. Census Tract data grouped by Planning District for these factors, plus the numbers of housing units and households, are presented in Table 2. **Note:** Numbers of housing units in Table 2 do not match those in Table 1 above, as two different online sources of Census Tract data were used. These differences, however, have little or no effect on the housing and household characteristics analyzed in this subsection.

**Housing Vacancy Rate.** A countywide housing vacancy rate in 2010 of 8.9 percent occurred during the depth of the national economic downturn that began in 2008 and has long since come back. The Green Cove Springs district had the second highest vacancy rate (10.8 percent) at that time, but has long since dropped into single digits. The Keystone Heights district had the highest vacancy rate (15.6 percent) in 2010. However, 40 percent of vacant units in this district were classified as seasonal, indicating that the vacancy rate for year-round units would have been much lower. Only 10 percent of vacant units in the Green Cove Springs district were seasonal.

**Table 2. Selected Housing Characteristics by County Planning District, 2010**

Planning District	Number of Housing Units	Vacancy Rate (%)	Number of Households	Persons Per Household	Occupied by Owner (%)
Orange Park	10,361	9.2	9,657	2.45	58.0
Doctors Inlet/Ridge	26,041	8.0	23,956	2.90	78.3
Fleming Island	12,401	5.9	11,674	2.77	80.1
Middleburg/Clay Hill	6,895	8.3	6,121	2.90	86.0
Penney Farms/Asbury	5,493	7.8	5,066	2.82	80.6
<b>Green Cove Springs</b>	<b>5,937</b>	<b>10.8</b>	<b>5,297</b>	<b>2.59</b>	<b>71.7</b>
Keystone Heights	8,080	15.6	6,821	2.62	83.6
<b>TOTAL</b>	<b>75,478</b>	<b>8.9</b>	<b>68,592</b>	<b>2.76</b>	<b>76.6</b>

Source: usboundary.com (2010 Census Data); URBANOMICS, Inc.

**Average Household Size.** The countywide average household size in 2010 was 2.76 persons. This average varied widely among districts, from a low of 2.45 in the Orange Park district to highs of 2.90 in the Doctors Inlet/Ridge and Middleburg/Clay Hill districts. Averages in the Green Cove Springs and Penney Farms/Asbury districts, respectively, were 2.59 and 2.82. The Green Cove Springs district average household size will increase over time toward the county average as new residential development occurs, including the Governors Park development and D.R. Horton's proposed Ayrshire community.

**Home Ownership.** The countywide homeownership rate in 2010 was 76.6 percent. Four of seven Planning Districts had ownership rates over 80 percent. The Orange Park district had the lowest rate (58.0 percent), largely because of its high percentage of rental apartments. The ownership rate in the Green Cove Springs district will increase over time from 71.7 percent in 2010 as planned and proposed residential communities develop and completion of the First Coast Outer Beltway draws new residents to this part of the county.

**Household Income.** Household income is central to determining the ability to purchase or rent housing and the marketable price of housing. In this regard, the estimated median household income in Clay County is 11 percent higher than that in Duval County (\$56,359) and 95 percent of that in Nassau County (\$66,106), but only 75 percent of that in St. Johns County (\$82,970).

**Table 3. Household Income by Zip Code Area, 2020**

Zip Code	Median Household Income (\$)	Avg. Household Income (\$)
32073 - Orange Park	57,723	76,714
32065 - Orange Park	66,761	82,872
32003 - Fleming Island	90,172	110,261
32068 - Middleburg	59,697	76,560
<b>32043 - Green Cove Springs</b>	<b>58,947</b>	<b>77,247</b>
32656 - Keystone Heights	50,871	63,208
Clay County	62,545	81,079

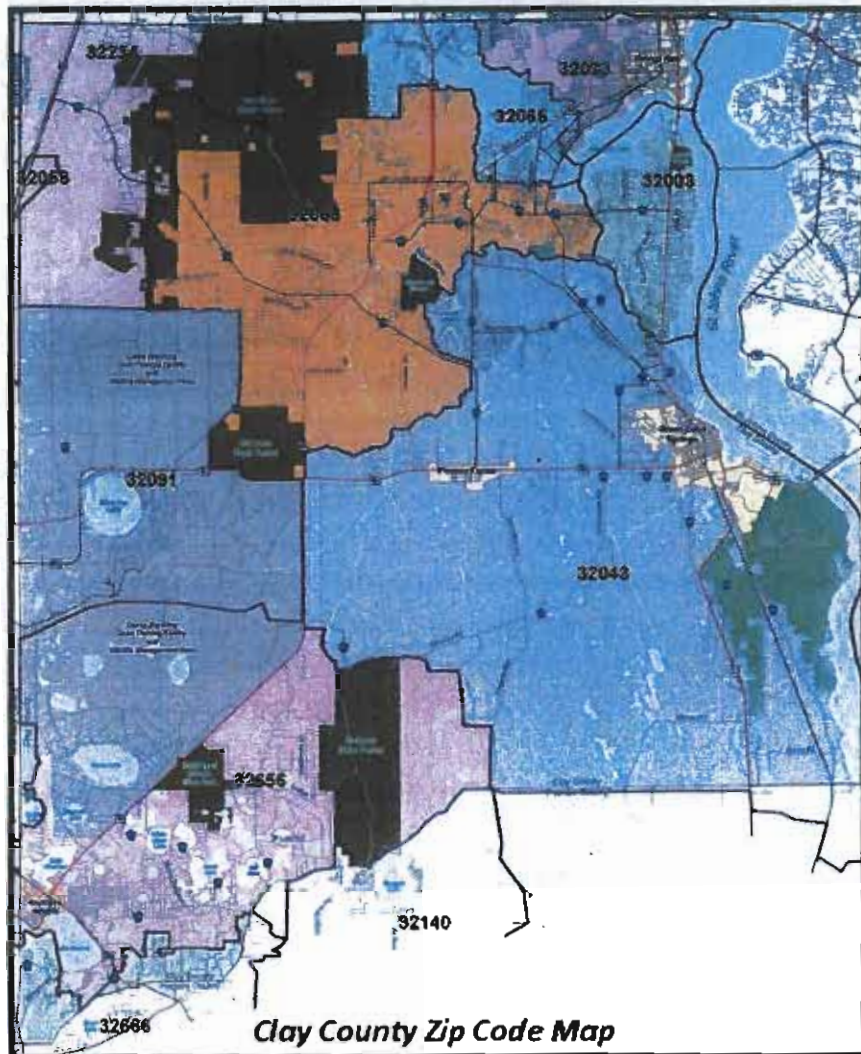
Source: florida.hometownlocator.com; URBANOMICS, Inc.

Clay County Zip Codes with the highest median incomes have been the most active housing markets in recent years. These are Zip Code 32065, including the Oakleaf Plantation area with a median income of \$66,761, and Zip Code 32003, Fleming Island, with a median income of \$90,172.

The Penney Farms/Asbury district has become an area of significant market activity. This area is included mostly in Zip Code 32043, Green Cove Springs, and partly in Zip Code 32068, Middleburg. Both areas have median incomes slightly lower than the County average.

Median incomes in Zip Code 32043 are certain to rise in the future with continued residential development in the Lake Asbury area and development of Governors Park and other residential projects near Green Cove Springs. These will benefit from the construction and eventual completion of the First Coast Expressway link to I-95 in St. Johns County, just as the Oakleaf area benefits from its Expressway linkage to I-10 and employment centers in northern and western Duval County.





St. Johns County zip code areas directly across the river from Green Cove Springs, 32259 (St. Johns/Fruit Cove) and 32092 (St. Augustine/World Golf Village), have current median incomes approximately twice that of the Green Cove Springs zip code area. Median household income in 32259 is \$112,159 and 32092 is \$101,775. Current high average housing prices in Northwest St. Johns County are evidence of these high median incomes. **The Green Cove Springs area provides a lower housing cost alternative to Northwest St. Johns County, which is likely to become an attractive and marketable feature as the First Coast Expressway moves toward completion.**

***HOUSING DEVELOPMENT TRENDS***

***Housing and Household Growth Trends***

Clay County added an estimated 10,927 new housing units and 11,793 new households from 2010 to 2020, averaging 993 units and 1,072 households per year over the eleven-year period

(Table 4). Numbers of new households exceeded new housing units during this period due to the re-occupancy of many existing housing units that were vacant during the national economic downturn that began in 2008 and adversely affected the real estate market for several years.

Leading the way in terms of new housing units and new households added from 2010 to 2020 were Zip Codes 32068 and 32065, which added a combined 5,855 housing units and 6,217 households. These were followed by Zip Code 32043, Green Cove Springs, which added 1,774 housing units and 1,965 households, averaging 161 new housing units and 179 new households annually.

**Table 4. Housing Unit and Household Growth Trends by Zip Code, 2010-2020**

Zip Code Area	Housing Units			Households		
	2010	2020	Growth	2010	2020	Growth
32073 - Orange Park	16,219	17,312	1,093	14,871	16,105	1,234
32065 - Orange Park	12,339	15,184	2,845	11,166	14,177	3,011
32003 - Fleming Island	10,140	11,581	1,441	9,821	11,004	1,183
32068 - Middleburg	19,029	22,040	3,011	17,608	20,814	3,206
<b>32043 - Green Cove Springs (1)</b>	<b>10,000</b>	<b>11,774</b>	<b>1,774</b>	<b>9,054</b>	<b>11,019</b>	<b>1,965</b>
32656 - Keystone Heights	6,489	7,248	759	5,498	6,154	656
Other Zip Codes (2)	1,262	1,266	4	574	1,112	538
<b>County</b>	<b>75,478</b>	<b>86,405</b>	<b>10,927</b>	<b>68,592</b>	<b>80,385</b>	<b>11,793</b>

(1). Estimates include Zip Code 32079, Penney Farms

(2). Other Zip Code areas with partial overlaps in western and southern Clay County include 32666 (Melrose), 32234 (Baldwin), 32091 (Starke), and 32058 (Lawtey).

Source: [unitedstateszipcodes.org](http://unitedstateszipcodes.org) (2010 Census); [florida.hometownlocator.com](http://florida.hometownlocator.com) (2020 ests.); URBANOMICS, Inc.

Totals in Table 4 include comparatively small numbers of housing units and households located in four rural zip code areas that partially overlap Clay County along its western and southwestern borders. The Melrose Zip Code 32666 (Putnam County) adjoins the Keystone Heights area and is the most developed of the four. The largest overlapping area is the Starke Zip Code 32091 (Bradford County), which includes a large section of Camp Blanding and the Kingsley Lake area in Clay County.

The northwestern corner of the County is overlapped by the sparsely populated Baldwin ZIP Code 32234 (Duval County) and a small undeveloped portion of the Lawtey Zip Code 32058 (Bradford County). These four zip code areas account for an estimated 2020 total of 1,266 housing units and 1,112 households in Clay County.

### ***Residential Building Permit Trends***

**Countywide.** Permits were issued for 7,856 new housing units countywide in the past ten years (2010-2019), including 7,255 single-family homes and 601 multi-family units (Table 4). Permits for all units have averaged over 1,000 per year for the past seven years, peaking in 2019 with 1,320 units permitted. Year 2000 is on pace through August to top 1,000 units, even in light of the COVID-19 pandemic, although it is likely to fall well short of 2019 peak by year end.

Single-family homes peaked in 2019 with 1,246 units permitted. The housing market has rebounded well after the national economic downturn that began in 2008. The low point was 2009, in which only 459 single-family homes were permitted. Single-family permits have averaged 1,015 annually since 2015. The high point in recent decades, however, was 2005 when 3,831 single-family homes were permitted.

**Table 4. Building Permit Trends, Clay County and Green Cove Springs, 2010-2020**

Year	Clay County			Green Cove Springs			Share of County (%)	
	SF	MF	Total	SF	MF	Total	SF	MF
2020, thru August	656	23	679	30	21	51	4.6	91.3
2019, thru August	801	0	801	108	0	108	13.5	0.0
2019	1,246	74	1,320	167	0	167	13.4	0.0
2018	900	0	900	107	0	107	11.9	0.0
2017	981	133	1,014	131	0	131	13.4	0.0
2016	1,046	144	1,190	144	0	144	13.8	0.0
2015	902	80	982	142	0	142	15.7	0.0
2014	813	102	915	47	0	47	5.8	0.0
2013	948	12	960	29	0	29	3.1	0.0
2012	669	26	695	13	0	13	1.9	0.0
2011	468	7	475	3	0	3	0.6	0.0
2010	528	23	551	13	0	13	2.5	0.0
<b>Total, 2010-2019</b>	<b>7,255</b>	<b>601</b>	<b>7,856</b>	<b>796</b>	<b>21</b>	<b>817</b>	<b>11.0</b>	<b>3.5</b>
<b>Annual Averages</b>								
2015-2019	1,015	86	1,101	138	0	138	13.6	0.0
2010-2014	685	34	719	21	0	21	3.1	0.0

SF – Single-family

MF – Multi-family

Source: US Dept. Housing and Urban Development, SCODC Building Permit Database; URBANOMICS, Inc.

Permits for new multi-family units vary significantly year-to-year. The recent peak period was 2014-2017, when 459 units were permitted, including a high of 144 units in 2016. Only 74 units were permitted in the last two years (2018-2019). The high point in recent decades was 2006, when 1,076 multi-family units were permitted.

**Green Cove Springs.** Interestingly if not surprisingly, permits for new single-family homes in the City of Green Cove Springs since 2010 account for 11.0 percent of the countywide total, including 13.6 percent of countywide permits since 2015. Permits for new single family homes in Green Cove Springs have averaged 138 annually since 2015, peaking in 2019 with 167 units permitted. On the other hand, no new multi-family units were permitted in the City in the last 10 years, although 21 new units have been permitted in 2020 through August.

**Active Developments.** Building permits issued for single-family homes in the Green Cove Springs zip code area (32043) are shown in Table 6 from 2105 to 2020 through October for seven active developments. Of these, Magnolia West is in the City. These seven active projects accounted for a 37.2 percent share of countywide single-family housing permits in 2019. **These and many other planned and proposed residential developments will continue and expand the Green Cove Springs area as Clay County’s emerging growth center.**

**Table 6. Single Family Building Permits in Active Developments, 2015-2020**

Development	2015	2016	2017	2018	2019	2020 (1)	TOTAL
Black Creek Village	---	---	---	25	40	13	78
Cross Creek	---	---	---	---	193	57	250
Edgewater Landing	---	12	27	28	38	36	141
Magnolia West	83	70	84	78	88	29	432
Rolling Hills	56	77	97	19	43	15	302
Royal Pointe	16	8	32	36	26	18	136
Traceland				3	36	42	83

(1). Through October

Source: Clay County building permit and property records; URBANOMICS, Inc.

## **HOUSING SALES TRENDS**

### **Existing Homes**

Sales of existing homes for five Clay County market areas, as defined by the Northeast Florida Association of Realtors (NEFAR), are shown in Table 7. These closed sales totals include mixes of existing single-family homes, condominiums, and townhomes and new construction homes that vary widely by county and market area in Northeast Florida. For example, the Clay County mix in 2019 consists of 12.0 percent new construction homes and 9.6 percent condos and

townhomes. The mix in the Green Cove Springs market area in 2019 consists of 29.8 percent new construction homes and only 0.9 percent condos and townhomes.

Despite widely different mixes of unit types among areas, the overall number of sales provide a gauge of market area trends and strength. The Green Cove Springs area has a growing share of all housing sales in Clay County, increasing nearly threefold from only 7.7 percent in 2015 to 19.4 percent in 2019 countywide sales.

**Table 7. Existing Home Sales Trends by Market Area, 2015-2020**

Market Area	2015	2016	2017	2018	2019	2020 (1)
12 – Fleming Island	595	631	677	618	612	511
13 – Orange Park	1,828	1,739	1,765	1,532	1,563	1,130
14 – Middleburg	984	1,003	962	970	1,115	806
15 – Keystone Heights	174	179	220	194	196	144
16 – Green Cove Springs	282	271	294	486	644	622
<b>Total – Clay County</b>	<b>3,683</b>	<b>3,777</b>	<b>3,896</b>	<b>3,773</b>	<b>4,130</b>	<b>3,199</b>

(1). Through September

Source: Northeast Florida Association of Realtors (NEFAR); URBANOMICS, Inc.

***New Single-Family Homes***

**Number of Sales.** An upward trend for the Green Cove Springs area (Zip Code 32043) is also shown in Table 8 for sales of new single-family homes, which increased from a 20.4 percent share of the countywide total in 2015 to a 44.1 percent share in 2020 through September. The number of new homes sold has more than doubled from 192 in 2015 to 401 in 2020 through September. Through September, 2020 is on pace to reach 535 single-family homes sold by year end, which would be nearly a threefold increase in the number of homes sold from 2015.

**Table 8. New Single Family Home Sales, 2015-2020**

Area	2015	2016	2017	2018	2019	2020 (1)
<b><i>Number of New Homes Sold</i></b>						
Green Cove Springs (32043)	192	257	294	234	321	401
Clay County	940	1,035	952	906	893	910
Percent of County Sales	20.4	24.8	30.9	25.8	36.0	44.1
<b><i>Average Price of New Homes Sold</i></b>						
Green Cove Springs	234,746	241,964	245,691	280,385	236,307	251,742
Clay County	240,446	246,595	258,577	286,840	266,875	278,849
Percent of County Average	97.6	98.1	95.0	97.7	88.5	90.3

(1). Through September

Source: Metro Market Trends; URBANOMICS, Inc.

Number of new single-family homes sold in six active developments in the Green Cove Springs area (Zip Code 32043) are shown in Table 9. These developments represent 83.8 percent of all new homes sold in 2019 and 89.3 percent of sales in 2020 through September. Magnolia West was the leader in 2019 with 124 of 321 sales (38.6 percent) in the zip code area. Cross Creek is the leader in 2020 with 157 of 401 sales (39.1 percent).

**Table 9. Number of New Homes Sold, Selected Developments, 2015-2020**

Development	2015	2016	2017	2018	2019	2020 (1)
Cross Creek	---	---	---	---	70	157
Edgewater Landing	---	---	14	21	28	40
Magnolia West	58	72	78	48	124	75
Rolling Hills	31	79	66	58	28	18
Royal Pointe	15	9	10	25	10	4
Traceland	---	---	---	---	9	64
Zip Code 32043	192	257	244	234	321	401

(1). Through September

Source: Metro Market Trends; URBANOMICS, Inc.

The price distribution of the 401 new homes sold in Zip Code 32043 in 2020 is shown in Table 10. The leading market segment is the \$200,000-\$225,000 price range with 32.7 percent of sales. This is followed by the \$225,000-\$250,000 segment with 18.2 percent of sales and the \$250,000-\$275,000 segment with 10.7 percent of sales. These segments total 61.6 percent of sales.

**Table 10. New Single-Family Home Sales by Price Range, Zip Code 32043, 2020 (1)**

Price Range	Number Sold	Percent of Total
Under \$175,000	16	4.0
\$175,000-\$200,000	34	8.5
\$200,000-\$225,000	131	32.7
\$225,000-\$250,000	73	18.2
\$250,000-\$275,000	43	10.7
\$275,000-\$300,000	21	5.2
\$300,000-\$325,000	30	7.5
\$325,000-\$350,000	21	5.2
\$350,000-\$400,000	28	7.0
Over \$400,000	4	1.0
<b>TOTAL</b>	<b>401</b>	<b>100.0</b>

(1). Through September

Source: Metro Market Trends; URBANOMICS, Inc.

### ***3. Housing Demand/Market Needs***

#### ***ECONOMIC AND POPULATION GROWTH***

Demand and need for housing in an area is driven by the composition and growth of regional and local economies and by a range of demographic and economic factors, which in turn drive growth of the regional and local populations and household formation. These drivers include availability of and access to employment, availability and quality of community infrastructure and services, including educational and medical services, and various other quality of life factors.

Among the many factors that drive or affect economic, population, and household growth and resulting demand/need for housing in Clay County is the presence and eventual completion of the First Coast Expressway linking I-10 to the north in Jacksonville with I-95 to the east in St. Johns County, providing a western outer bypass around the urban center. Growth impacts of this outer bypass are already evident in the north central (Oakleaf) area of Clay County and are increasing rapidly in the central (Lake Asbury) and southeastern (Green Cove Springs) areas of the County.

This growth trend is recognized by population projections for the County and its seven Planning Districts presented in Table 5 of the Evaluation and Appraisal Report of the Clay County 2040 Comprehensive Plan. This report presents data and analyses supporting the Future Land Use Element of the Comprehensive Plan. Table 11 below presents the same 2020-2040 population projections for the County and its seven Planning Districts as are presented in Table 5 (pg. 52) of the Evaluation and Appraisal Report.

***Table 11. Population Estimates and Projections by Planning District, 2010-2040***

Planning District	2010	Projected				
		2020	2025	2030	2035	2040
Middleburg/Clay Hill	18,888	19,216	19,054	18,793	18,611	18,502
Doctors Inlet/Ridgewood	73,900	87,894	94,105	94,095	98,807	104,016
Orange Park	25,069	26,154	27,067	27,608	28,106	28,659
Fleming Island	27,126	28,644	29,275	28,831	28,535	28,424
<i>Green Cove Springs</i>	<i>14,318</i>	<i>18,419</i>	<i>21,775</i>	<i>32,105</i>	<i>38,881</i>	<i>44,950</i>
<i>Penney Farms/Asbury</i>	<i>14,183</i>	<i>24,899</i>	<i>34,365</i>	<i>42,032</i>	<i>46,981</i>	<i>50,584</i>
Keystone Heights	17,381	18,174	18,558	18,635	18,780	18,963
<b>TOTAL</b>	<b>190,865</b>	<b>223,400</b>	<b>244,200</b>	<b>262,100</b>	<b>278,700</b>	<b>294,100</b>

Source: Clay County 2040 Comprehensive Plan, Evaluation and Appraisal Report; URBANOMICS, Inc.

Several noteworthy inferences can be drawn from these projections:

- The Clay County population is projected to increase by 70,700 persons from 2020 to 2040.
- The population of the Green Cove Springs Planning District is projected to increase by 26,531 from 2020 to 2040, which is 37.5 percent of countywide population growth.
- The population of the adjacent Penney Farms/Asbury Planning District is projected to increase by 25,685 from 2020 to 2040, which is 36.3 percent of countywide population growth.
- Projected 2020-2040 population growth in the two Planning Districts together represents nearly three-fourths (73.8 percent) of countywide growth over the next 20 years.
- Growth projections for the greater Green Cove Springs area reflect an abundance of open, developable land and the expected influence and economic impact of progress toward completion of the First Coast Expressway through the local area and across the St. Johns River to I-95 in St. Johns County over the next ten years and its continuing economic impact in the years beyond.

## ***HOUSING DEMAND/MARKET NEEDS***

### ***Green Cove Springs Planning District***

Estimates and projections of demand/needs for new housing units in this Planning District are derived from the numbers of new households generated by projected population growth of 26,531 new residents from 2020 to 2040. This population growth will generate a projected 9,906 new households by 2040, as shown in Table 12. A Planning District map is included on page 18.

Projected growth of the number of households is based on the average size of households in the District. It is assumed that average household size will increase over time from 2.59 persons, as determined in the 2010 Census, toward the countywide average of 2.76 persons per household. Assumed increased household sizes are shown in Table 12.

Numbers of housing units needed to accommodate new households are determined by applying a vacancy factor to account for vacant or unoccupied housing units that are for sale, for rent, or are vacant for other reasons. The 2010 reported a high 10.8 percent vacancy rate for the Green Cove Springs Planning District, which was at or near its low point during the collapse on the national real estate market. The vacancy rate is expected to improve over time to a more normal 8.0 percent by 2040.



**Table 12. Projected Households and Housing Demand/Needs, 2020-2040**

Area and Parameter	2020 to 2025	2025 to 2030	2030 to 2035	2035 to 2040	Total 2020-2040
<i>Green Cove Springs Planning District</i>					
Population Growth (Table 11)	3,356	10,330	6,776	6,069	26,531
Population in Households (1)	3,322	10,227	6,708	6,008	26,265
Population Per Household (2)	2.62	2.64	2.66	2.68	---
New Households Added	1,268	3,874	2,522	2,242	9,906
Housing Vacancy Rate (%) (3)	9.50	9.00	8.50	8.00	---
<b>Housing Demand/Needs</b>	<b>1,401</b>	<b>4,257</b>	<b>2,756</b>	<b>2,437</b>	<b>10,851</b>
<i>Penney Farms/Asbury Planning District</i>					
Population Growth (Table 11)	9,466	7,667	4,949	3,603	25,685
Population in Households (1)	9,371	7,590	4,900	3,567	24,428
Population Per Household (4)	2.82	2.82	2.82	2.82	---
New Households Added	3,323	2,691	1,738	1,264	9,016
Housing Vacancy Rate (%) (5)	7.50	7.40	7.30	7.20	---
<b>Housing Demand/Needs</b>	<b>3,592</b>	<b>2,906</b>	<b>1,875</b>	<b>1,362</b>	<b>9,735</b>
<i>Total-- Both Planning Districts</i>					
<b>Housing Demand/Needs</b>	<b>4,993</b>	<b>7,163</b>	<b>4,631</b>	<b>3,799</b>	<b>20,586</b>

(1). Population in households assumed to be 99.0 percent of total population; remainder lives in group quarters.

(2). Average household size assumed to increase over time from 2.59 in 2010.

(3). Vacancy rate is assumed to decline over time from 10.8 percent in 2010.

(4). Average household size assumed to remain the same at 2.82 in 2010.

(5). Vacancy rate is assumed to decline slightly over time from 7.70 percent in 2010.

Source: URBANOMICS, Inc.

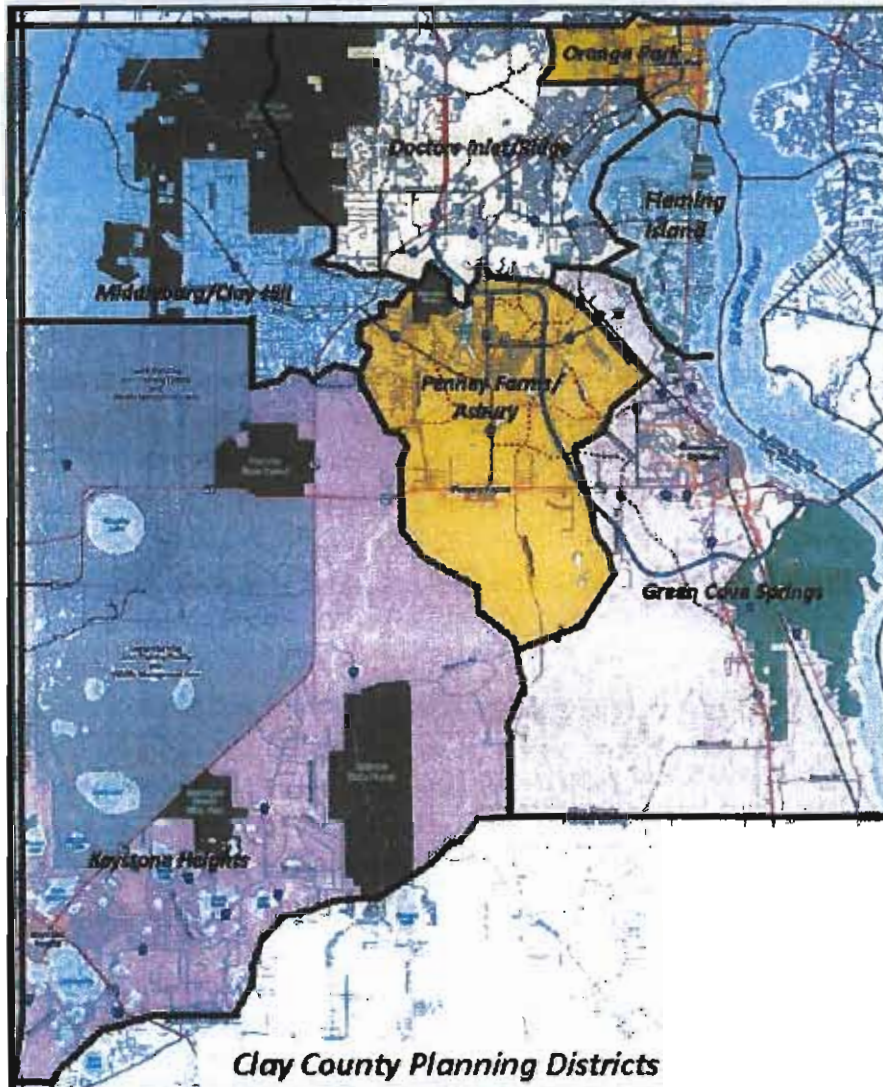
The number of new housing units needed from 2020 to 2040 to accommodate a projected 9,906 new households in the Green Cove Springs Planning District is 10,851, as shown in Table 12.

### ***Penney Farms/Asbury Planning District***

Demand/needs for new housing from 2020 to 2040 are similarly analyzed and projected for the Penney Farms/Asbury Planning District, inasmuch as a major portion of the District shares the Green Cove Springs Zip Code 32043.

The District population is projected to grow by 25,685 new residents from 2020 to 2040, which will generate 9,016 new households over the next 20 years. This is based on the assumption that average household size will continue at its 2010 Census average of 2.82 persons per household, which is higher than the countywide average. This District tends to attract larger families with children of school age.

This District also has a comparatively low housing vacancy rate that is expected to trend slightly lower over time from the 7.7 percent reported in the 2010 Census. The projected number of new housing units needed to accommodate 9,016 new households in this District from 2020 to 2040 is 9,735, as shown in Table 12 above.



### ***IMPLICATIONS FOR D.R. HORTON'S AYRSHIRE COMMUNITY***

The Governors Park DRI and part of the Saratoga Springs DRI are located in the Green Cove Springs Planning District. Governors Park has a planned total of 6,294 housing units, and is likely to take 20 or more years to be fully built out. The majority of Saratoga Springs is in the Penney Farms/Asbury Planning District. That portion in the Green Cove Springs Planning District (approximately 30 percent) would accommodate an estimated 1,276 of a planned total

of 4,256 housing at full buildout. The project has been dormant during the 14 years since its approval in 2006, and its future development is unclear at this time. On the assumption that both Governors Park and Saratoga Springs can reach full buildout by 2040, they would account for a combined total of 7,570 housing units, compared to a projected demand/need for 10,851 housing units in the Green Cove Springs Planning District by 2040.

In addition, there are several, much smaller residential projects in development and proposed in the Green Cove Springs Planning District, including Magnolia West (Phases 3 & 4), Edgewater Landing, Traceland, Black River Village, and Willow Springs. Altogether, these projects may have as many as another 500 un-permitted and un-built units. Approved, planned, and proposed residential developments in Green Cove Springs Zip Code 32043 are listed in Table 13 below and shown in the accompanying map on page 20. This zip code area includes all of the Green Cove Springs Planning District and a most of the Penney Farms/Asbury Planning District.

**Table 13. Significant Active, Planned, and Proposed Developments, Zip Code 32043**

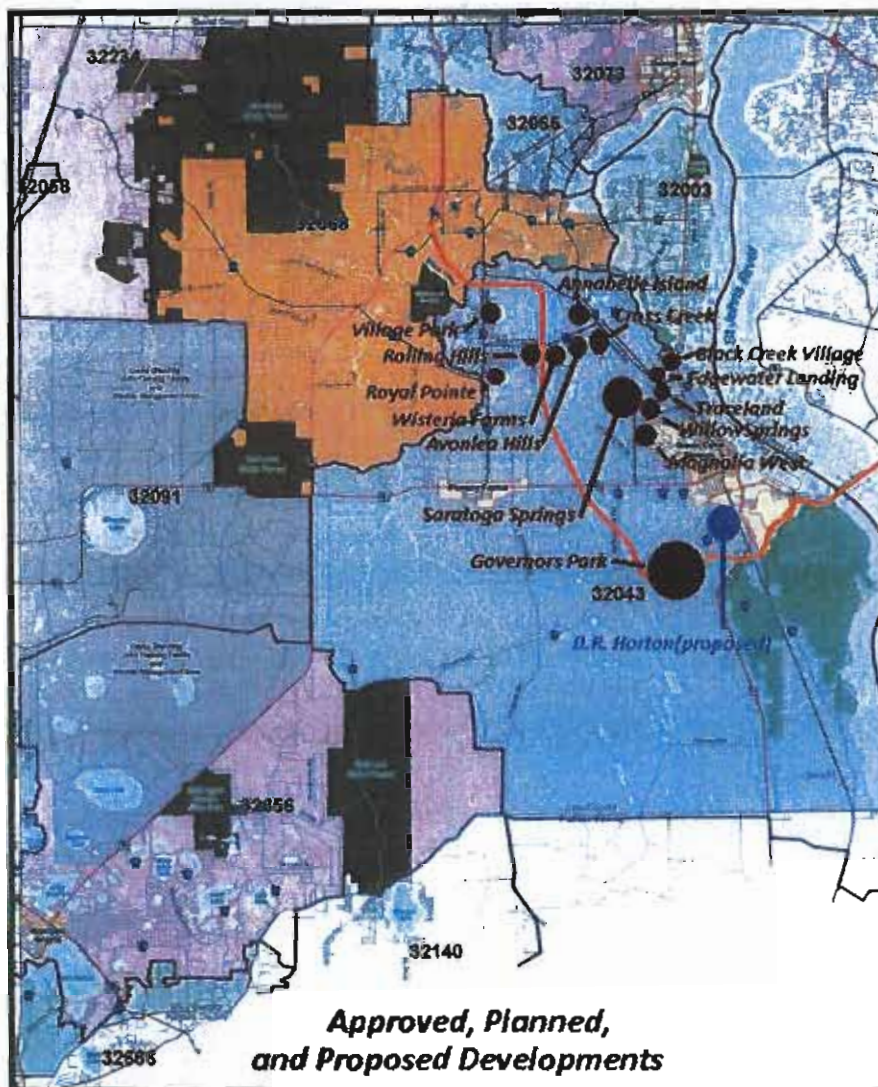
Development	Housing Units	Status
<i>Penney Farms/Asbury Planning District</i>		
Saratoga Springs DRI (part)	2,980	Approved; undeveloped
Cross Creek	998	Developing
Wisteria Farms	847	Proposed
Annabelle Island	773	Proposed
Avonlea Hills	754	Proposed
Reinhold North	725	Proposed
Village Park	648	Developing
<i>Green Cove Springs Planning District</i>		
Governors Park DRI	6,294	Approved; undeveloped
Saratoga Springs DRI (part)	1,276	Approved; undeveloped
Willow Springs	379	Proposed
Magnolia West, Phases 3 & 4	194	Developing
Edgewater Landing	171	Developing
Traceland	107	Developing

Source: Various local reports; URBANOMICS, Inc.

D.R. Horton’s proposed Ayrshire community would add a maximum of 2,750 new housing units, and would raise the number of potential new housing units in the Green Cove Springs Planning District to a total of 10,820, if and when all are fully built out. This total of potential new units is slightly less than the projected and potentially conservative demand/need for 10,851 housing

units in the District by 2040. The proposed Ayrshire community fits within projected 2020-2040 housing demand/needs in Green Cove Springs Planning District and helps fulfill these needs.

This projected level of housing demand/needs is viewed as potentially conservative because of the conservative nature of county population projections made by the University of Florida's Bureau of Economic and Business Research (BEBR). Population projections in the 2040 County Comprehensive Plan's Evaluation and Appraisal Report are based in part on BEBR projections and may not fully reflect the potential impact of the completion of the First Coast Expressway on future housing demand in the County. It is entirely likely that the County, particularly the greater Green Cove Springs area, will experience a higher level of population and household growth and resultant housing demand/needs than indicated by existing County projections.





## Clay County Utility Authority

3176 Old Jennings Road  
Middleburg, Florida 32068-3907  
Telephone (904) 272-5999  
Facsimile (904) 213-2469

*Working together to  
protect public health,  
conserve our natural  
resources, and create  
long-term value for  
our ratepayers.*

---

November 19, 2020

Mr. Robert S. Porter  
D.R. Horton, Inc. - Jacksonville  
4220 Race Track Road  
St. Johns, Florida 32259

Re: Letter of Understanding, regarding availability of water, wastewater and reclaimed water service to the proposed Ayrshire Subdivision (2,750 Residential Lots), Parcel Number 38-06-26-016515-000-00, located in Green Cove Springs, Clay County, Florida.

Dear Mr. Porter:

Availability of water, wastewater and reclaimed water to the above-referenced development, will be contingent upon the following conditions; completion and acceptance of a water treatment plant and a wastewater treatment plant, to be located within the Governors Park DRI. The completion and acceptance of necessary off-site infrastructure to reach your proposed development and the Developer of the Ayrshire development adhering to the rules, regulations and requirements of the Clay County Utility Authority (CCUA). Additionally, the Developer will be required to enter into a Master Utility Service Agreement with CCUA, which will define all provisions of service to this development.

CCUA will be able to serve this property with water, wastewater and reclaimed water service and will design the water plant and wastewater treatment plant to adequately accommodate the Ayrshire development and future developments as they arise.

Please feel free to contact me, at (904) 213-2410, or via e-mail at [drawlins@clayutility.org](mailto:drawlins@clayutility.org), if you have any questions or require any additional information.

Sincerely,  
CLAY COUNTY UTILITY AUTHORITY

*David Rawlins*

David Rawlins  
Service Availability Manager

JMC



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

January 12, 2021

BY EMAIL:

[jrgislason@drhorton.com](mailto:jrgislason@drhorton.com)

John Gislason  
Land Acquisition  
D.R. Horton  
4220 Race Track Road  
St Johns, Florida, 32259

**SUBJECT:** Environmental Assessment Report  
D.R. Horton - Ayrshire (CR 15A/Gustafson Parcel)  
Green Cove Springs, Florida

Dear John,

Thank you for contacting Carter Environmental Services (CES). We appreciate the opportunity to be of service to you. The purpose of our work on the referenced property was to delineate the onsite wetlands as defined by both the Army Corps of Engineers and the St Johns River Water Management District. Additionally, CES was also tasked with performing a preliminary protected species assessment of the subject property.

I trust that this information will be helpful in your preliminary planning. Please call Ryan Carter or myself if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Jeff".

Dave Jeff  
Senior Project Manager



## 1.0 CURRENT SITE CONDITIONS

The subject property (County Road 15A/Gustafson parcel) is approximately 881.17 acres in size. It is bound to the north by a parcel owned by Green Cove Springs which is composed of undeveloped uplands and wetlands, to the east by a CSX railway, to the south by the (future) First Coast Outer Expressway and to the west by County Road 15A. More specifically, the property is located within Section 38, Township 06 South, Range 26 East, Clay County, Florida. The Clay County parcel identification number is listed as: 38-06-26-016515-000-00.

Historically, the parcel was utilized as a dairy farm with many of the ponds and ditches acting as stormwater/wastewater treatment. However, the dairy is no longer in service and the site has remained unmanaged and has been allowed to go fallow. The lack of land management has resulted in dense vegetation growth in many portions of the site along with proliferation of many invasive exotic plants including but not limited to: coral ardisia (*Ardisia crenata*), camphor tree (*Cinnamomum camphora*), wild taro (*Dioscorea bulbifera*), cogongrass (*Imperata cylindrica*), Peruvian primrosewillow (*Ludwigia peruviana*), Brazilian pepper (*Schinus terebinthifolia*), tropical soda apple (*Solanum viarum*), Caesar's weed (*Urena lobata*) and Chinese tallow (*Sapium sebiferum*). Additionally, large drainage ditches placed prior to State/Federal wetland protection rules have resulted in the hydrologic drawdown and alteration of the groundwater table.

### 1.1 Wetlands

Pursuant to the current methodologies of the U.S. Army Corps of Engineers (ACOE), St. Johns River Water Management District (SJRWMD) and Florida Department of Environmental Protection (DEP), CES conducted a full wetland delineation of the subject parcel in 2020 (see Figure 3). Prior to our field work, our investigation included a Geographic Information System (GIS) review of the relevant maps for the area, including: the U.S.G.S. topographic sheet, the National Wetlands Inventory (NWI) map, the *Soil Survey of Clay County, Florida*, Digital Elevation Model and both current and historic aerial photographs (from 1953, 1970, 1984, 1999-current) of the project area.

Wetlands are defined by the state and federal government as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation that is typically adapted for life in saturated soil conditions." Criteria that make up a jurisdictional wetland include hydrophytic vegetation (wetland plants), hydric soils, and evidence of hydrology. ACOE requires all three criteria while the state agencies (SJRWMD and DEP) require only two of the three criteria.

CES has delineated approximately 137.28 acres of wetlands and has aerielly interpreted



approximately 8.16 acres of wetlands (See Figure 3). In late 2020, CES requested a pre-application informal wetland review with SRJWMD. However, in late December the Florida Department of Environmental Protection (FDEP) assumed ACOE's Section 404 wetland permitting program. Following that assumption, all pre-application wetland reviews were postponed until such meetings could be coordinated via a joint FDEP/SRJWMD site visit. We are currently awaiting guidance from FDEP on how field reviews will be conducted. Once the site's wetland lines are reviewed/approved, the wetland flags will be ready for survey and incorporation into the engineering plans along with areas SRJWMD/FDEP and CES agree on via aerial interpretation. Aerially interpreted areas are either too vegetatively thick to delineate and/or too dangerous due to extremely steep side slopes.

Also, in late 2020 CES applied for an approved jurisdictional determination (AJD) with ACOE. CES believes the submitted AJD is pursuant to the new federal Navigable Waters Protection Rule. The AJD will clarify which onsite wetlands are and are not jurisdictional to ACOE and ultimately what type of ACOE permitting will be required (i.e. no permit required letter, Nationwide Permit, Individual Permit). Following the FDEP assumption of the ACOE's Section 404 program, the AJD was transferred to FDEP on January 9, 2021. CES is currently waiting for a FDEP reviewer to be assigned to process the AJD request.

## 1.2 Wetland Impact Considerations (SRJWMD)

Both SRJWMD and ACOE require applicants to demonstrate elimination and reduction of wetland impacts. However, for the State (SRJWMD), regionally significant mitigation (i.e. mitigation bank credits) offers a distinct advantage. Mitigation Banks meet the "out rule" as outlined in Section 10.2.1.2 (b) Applicant's Handbook Volume I which states:

*The Agency will not require the applicant to implement practicable design modifications to reduce or eliminate impacts when:*

- a) The ecological value of the functions provided by the area of wetland or other surface water to be adversely affected is low, based on a site specific analysis using factors in section 10.2.2.3, below, and the proposed mitigation will provide greater long term ecological value than the area of wetland or other surface water to be adversely affected, or*
- b) The applicant proposes mitigation that implements all or part of a plan that provides regional ecological value and that provides greater long term ecological value than the area of wetland or other*





### **1.3 Federal Wetland Impact Considerations**

As mentioned above, the AJD and proposed impacts will dictate the extent of the required federal permitting (now implemented by FDEP). The project will either receive a "no permit required" letter, a Nationwide Permit or Individual Permit. Should the project require a wetland impacts, the follow discussion below will be applicable.

While projects with the District can meet the "out provision" of 10.2.1 Applicant's Handbook Volume I by purchasing mitigation bank credits or providing other mitigation which provides both regional significant value and greater term ecological value than the wetlands being impacted, the ACOE does not have such an "out provision".

With ACOE, avoidance and minimization of wetland impacts must be demonstrated in exhaustive detail. A project's wetland impacts must be thoroughly justified, unless the project can demonstrate a benefit to public health, safety or welfare. Examples of a public benefit would be a public roadway, homeless shelter, hospital, etc. Typically, the ACOE will allow activities such as wetland road crossings to reach usable uplands but will not allow lot fill for wetlands unless a pro forma is provided demonstrating wetland impacts are necessary to maintain a 10% return on the project. The 10% profit is the maximum that the Supreme Court has allowed for impacting wetlands for economic gain. At this time, CES is unsure if FDEP will be as stringent as ACOE in regards to wetland impact avoidance and minimization. However, we believe they will follow ACOE guidance and implement the Section 404 program nearly identical to ACOE.

### **1.4 Mitigation Costs**

The project is situated within SJRWMD Drainage Basin 8. Currently, mitigation bank credits within this basin are almost all ratio only. By the time this project would be in need of mitigation, CES expects the UMAM mitigation banks to have obtained releases of UMAM credits. Both UMAM and ratio credits have been selling for \$100,000. Based on the general onsite wetland quality, CES estimates the cost per acre of wetland impact for UMAM credits will equate to \$70,000 per acre. However, if UMAM credits are not available, ratio credits will be more costly and could range from \$150,000-\$200,000 per acre of fill. The cost of the wetland mitigation can be reduced by placing a regulatory conservation easement over the remaining wetlands onsite. Once the wetland lines are approved and we receive a final site plan, CES will be able to better estimate the total cost of wetland mitigation.



## 1.5 Listed Species

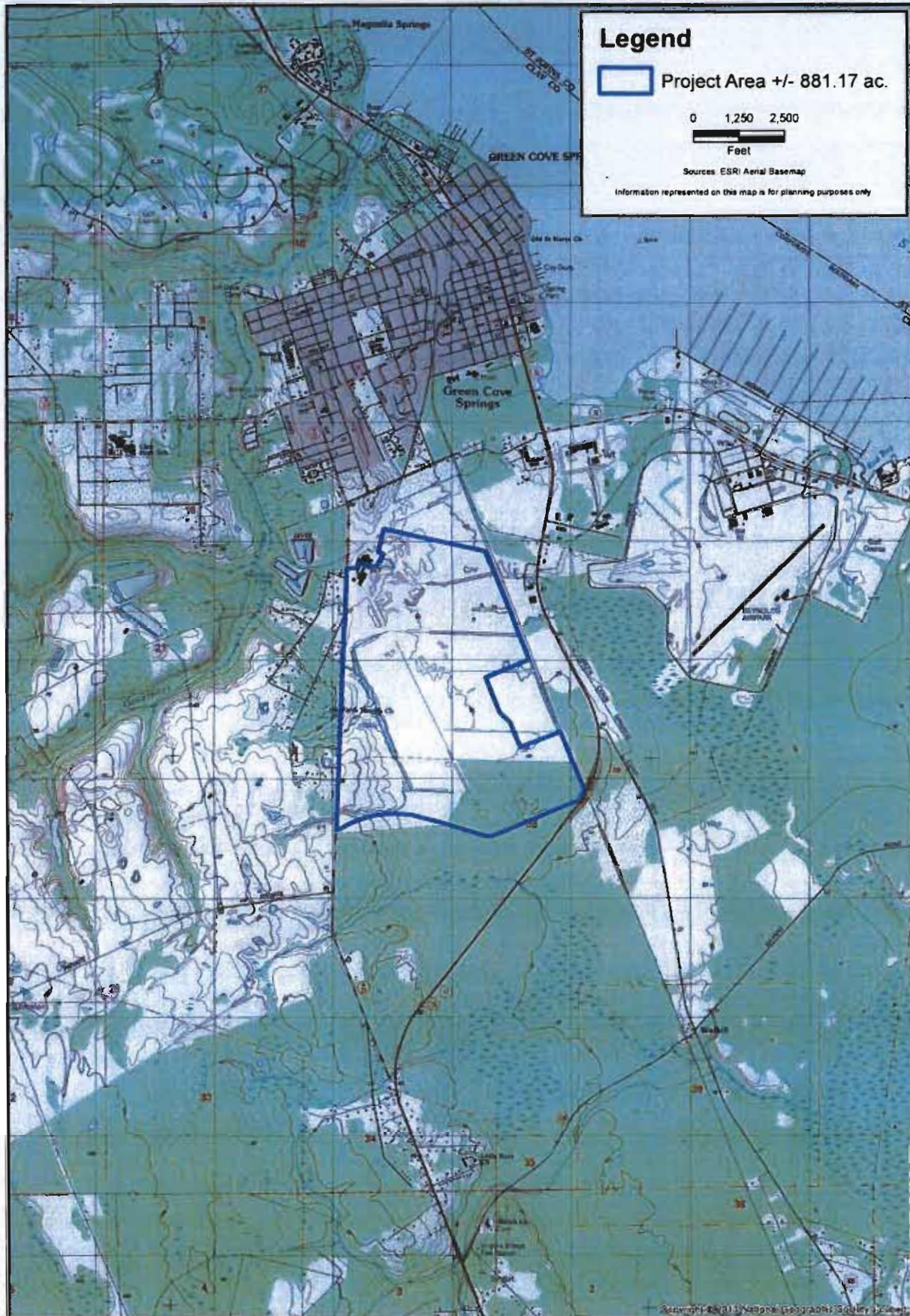
CES has conducted a limited pedestrian survey of the proposed project area to assess the presence of or potential utilization by any threatened, endangered, or species of special concern (SSC) as listed by the U.S. Fish and Wildlife Service (FWS) or the Florida Fish and Wildlife Conservation Commission (FWC). Prior to the site visit, CES compiled a list of potentially occurring species. The resources used to compile this list included a literature review of the soil units mapped on-site and both historic and current aerial photographs of the property.

CES located one (1) gopher tortoise (*Gopherus polyphemus*) burrow onsite. Prior to construction, a 100% survey will be required and the proper FWC gopher tortoise relocation permit will need to be obtained.

Utilizing the FWC Eagle Nest Locator Database, there are no active bald eagle (*Haliaeetus leucocephalus*) nests on record within a 1,500-foot radius of the property. One nest (CL009) is located south of the project boundary (south of the First Coast Outer Expressway). However, the nest has been listed as inactive since 1990. Therefore, there should be no regulatory concern for bald eagles on the subject property.

Lastly, CES has determined there are active wading bird rookeries within the large central pond. The pond will need to be surveyed during the spring nesting season to determine the full extent/usage and exactly which wading bird species are utilizing the site as a rookery. Following the spring survey, CES will be able to determine which FWC restrictions will be applicable. To date, CES has observed one (1) little blue heron rookery. During nesting season (March through August), a 330-foot buffer must be maintained around protected wading bird species rookeries. Outside of nesting season, the only restriction is no development (disturbance) can occur within 50-feet of the nest trees. The buffer areas are mostly contained within the large central pond area. Please refer to Figure 4 which depicts the presumed rookery areas and their buffers. Again, more information will be presented following the full 2021 spring rookery assessment.

We trust that this information is helpful. Please contact us with any questions or concerns you may have.




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

Location Map  
**Gustafson CR15A**  
 Clay County, Florida

Project:	5.20092
Date:	Oct 09 2020
Figure:	1



Source: ESRI Aerial Basemap, ESRI Data Services, ESRI, Inc. 1999-2020. All rights reserved.

<p><b>CARTER ENVIRONMENTAL SERVICES, INC.</b>   42 Masters Drive          St. Augustine, FL 32084          904-540-1786  <a href="http://www.carterenv.com">www.carterenv.com</a></p>	<p align="center"><b>Soils Map</b>  <b>Gustafson CR15A</b>          Clay County, Florida</p>	<p>Project: 5.20092          Date: Oct 09 2020          Figure: 2</p>
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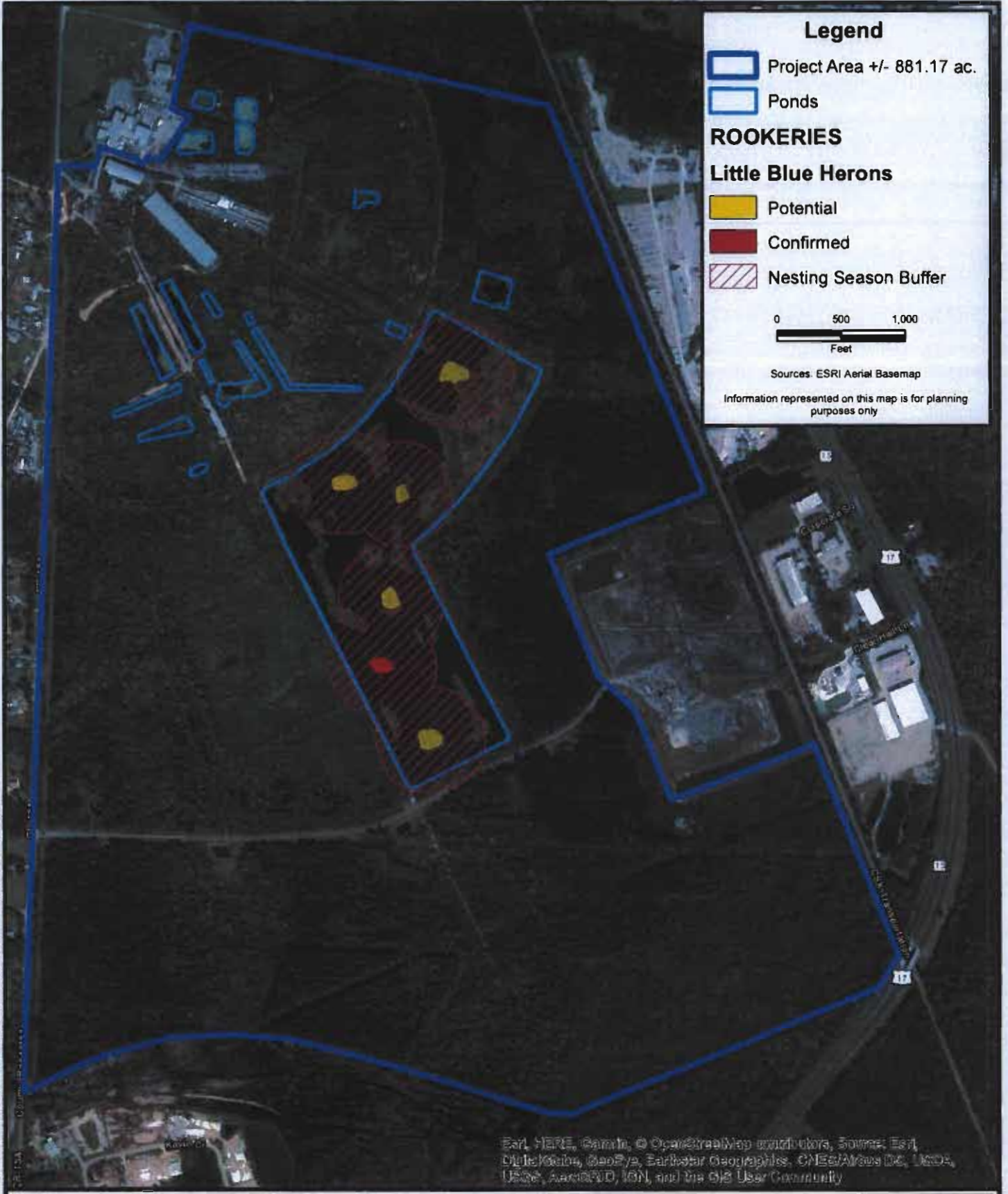
**Wetland Delineation Assessment Map**  
**Gustafson CR15A**  
Clay County, Florida

Project: 5.20092

Date: Oct 23 2020

Figure: 3

F:\CES\Project\Project Files\Sub\Project Files\2020\6.20092 DR CR 15A\GIS\Map\DR CR 15A Wading Bird Rookeries.mxd



**Legend**

- Project Area +/- 881.17 ac.
- Ponds

**ROOKERIES**

**Little Blue Herons**

- Potential
- Confirmed
- Nesting Season Buffer

0      500      1,000  
 Feet

Sources: ESRI Aerial Basemap  
 Information represented on this map is for planning purposes only

Map HERE, Garmin, © OpenStreetMap contributors, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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**Wading Bird Rookery Implications Map**

**DR CR 15A**

Project: 5.20092	Clay County, FL	Date: Sep 21 2020	Figure: 4
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**Comments from City of Green Cove Springs Staff****1. Provide Concurrency application**

**Response:** A concurrency application will be submitted with the operational traffic study that will include the study intersections, project access intersections and FDOT ICE Analysis.

**2. Pursuant to our recent meetings regarding the development process, only the 565 acres north of Jersey Avenue should be included in the study and trip generation should only include residential development. The industrial trips will be analyzed separately.**

**Response:** The revised traffic study now includes on the traffic from the proposed residential development only. As requested, a traffic study for the industrial development will be provided at a later date with a separate application.

**3. The following Trip Distribution should be increased on the following roadways:**

- a) 4.39% trips on Oakridge / CR 15 A
- b) 2.04% trips on 5R 16
- c) 2.19% on Green Cove Avenue

**From City staff's review there will be a much higher percentage of traffic that will use CR 15A as their primary ingress/egress which will create a higher percentage of traffic on all three of the above roadways.**

**Response:** Traffic distribution has been revised to include about 11% of project traffic assigned to CR 15A/Oak Ridge Avenue. About 6.7% to the north and 4.32% to the south on CR 15A/Oak Ridge Avenue and 3.35% on Green Cove Avenue. It is anticipated about 230 units (11% of 2100 units) are anticipated to be built during Phase 01 of the proposed development on CR 15A/Oak Ridge Avenue.

**4. Study Area**

- a) **Add Oakridge Avenue segments into the study area-Figure 05**

**Response:** Oakridge Avenue segments have been added into Figure 05 (Segments with project traffic greater than 5%).

**5. Existing Conditions Inventory**

- a) **Add Existing LOS, Current counts, background volumes, existing v/c ratio, FDOT group classifications shall be provided in the existing conditions inventory**
- b) **All City roads should have an adopted LOS of D.**

**Response:** Existing Conditions inventory has been updated to include current counts, existing v/c ratio, FDOT group classifications. City roadways have been updated to include LOS D.

**6. Identify traffic intersections**

- a) **The following intersection should be included in the analysis: Oakridge Avenue / Green Cove Avenue, Oakridge Avenue / SR 16**

**Response:** An operational traffic study that will include the above intersections and the project

access intersections on US 17 and Oakridge Avenue will be submitted with the FDOT ICE analysis.

#### Comments from FDOT

- 7. The Ayrshire PUD traffic study indicates that the development will adversely impact the segment of US-17 from SR-16 West to SR-16 East. The study does not include any intersection analysis as required by the City's Traffic Impact Analysis guidelines.**

**Response:** An operational traffic study that will include the above intersections and the project access intersections on US 17 and Oakridge Avenue will be submitted with the FDOT ICE analysis.

- 8. The Ayrshire PUD traffic study indicates that the development will adversely impact the segment of US-17 from SR-16 West to SR-16 East.**

**Response:** The proposed development is now anticipated to include no more than 2100 dwelling units. A revised analysis shows that the segment of US 17 from SR 16 West to SR 16 East is not anticipated to be adversely impacted. An operational traffic study that will include the above intersections and the project access intersections on US 17 and Oakridge Avenue will be submitted with the FDOT ICE analysis.

#### Comments from CHW/City of Green Cove Springs

- 1. Page 1 - The industrial land use should be included in the trip generation or a statement should be provided that a roadway segment LOS study will be prepared for the industrial land use as a separate application.**

**Response:** The revised traffic study now includes on the traffic from the proposed residential development only. As requested, a traffic study for the industrial development will be provided at a later date with a separate application.

- 2. Figure 3 - This figure shows a trip distribution of 51.37% along US 17 south of First Coast Expressway, however this percentage should be much lower since this segment is south of the proposed First Coast Highway.**

**Response:** Figure 03 has been revised to show lower trips distribution of 2.05% on the section of US 17 south of First Coast Expressway.

- 3. Figure 4 - This figure shows the trip distribution percentage of 51.37%, where it should show the project trip volumes. Please revise.**

**Response:** Figure 04 has been revised to show project traffic assignment.

- 4. Figure 3 - Shouldn't some of the trip distribution be applied to Shand's Bridge?**

**Response:** Figure 03 shows the project traffic distribution and assignment

- 5. Table 3 - From review of the CUBE model documents and the estimated trip distributions on First Coast Expressway, it appears that the trip distributions of the following three road segments should be adjusted:**



- **US 17 - SR 16 East to CR 209 – This segment, where the project will connect to US 17, should have the highest trip distribution of 51.37%.**
- **US 17 – CR 226 to CR 209 – It appears that this segment should have a lower trip distribution Since the segment is located south of the proposed First Coast Expressway, many of the trips would be diverted to the First Coast Expressway and not continue along this segment.**
- **US 17 – CR 226 to the Putnam County Line - It appears that this segment should have a lower trip distribution. Since the segment is located south of the proposed First Coast Expressway, many of the trips would be diverted to the First Coast Expressway and not continue along this segment.**

**Response:** The project traffic distributions have been revised as suggested. The section of US 17 – SR 16 East to CR 209 has been assigned a distribution of 44.31%. The section of US 17 – CR 209 to CR 226 has been revised to include the distribution of 3.98% after the trips are diverted to the proposed First Coast Expressway. The section of US 17 – CR 226 to Putnam County Line has been revised to show a lower trip distribution of 3.25%.

**6. Table 4 - How were the MSVs for Oak Ridge Avenue determined?**

**Response:** The MSVs for Oak Ridge Avenue were determined using the FDOT LOS Handbook Generalized Service Volume Tables.

**7. Table 4 - How were the 2020 traffic volumes along Oak Ridge Avenue determined?**

**Response:** Traffic volumes on Oak Ridge Avenue were determined by applying a growth rate of 2.0% to the year 2019 AADT obtained from the FDOT Traffic Counts Portal. The AADTs were converted to peak hour volumes by applying a K-factor of 0.09

**8. Attachment E - Why does the CUBE model trip distribution not add up 100% near the project site?**

**Response:** Based on the traffic projections at the US 17 and the proposed First Coast Expressway obtained from the FDOT LOS Summary portal, an engineering judgement was applied to re-assign traffic on US 17 at the project access roadway and the First Coast Expressway segments. The model plots in the revised study show the above stated adjustments.

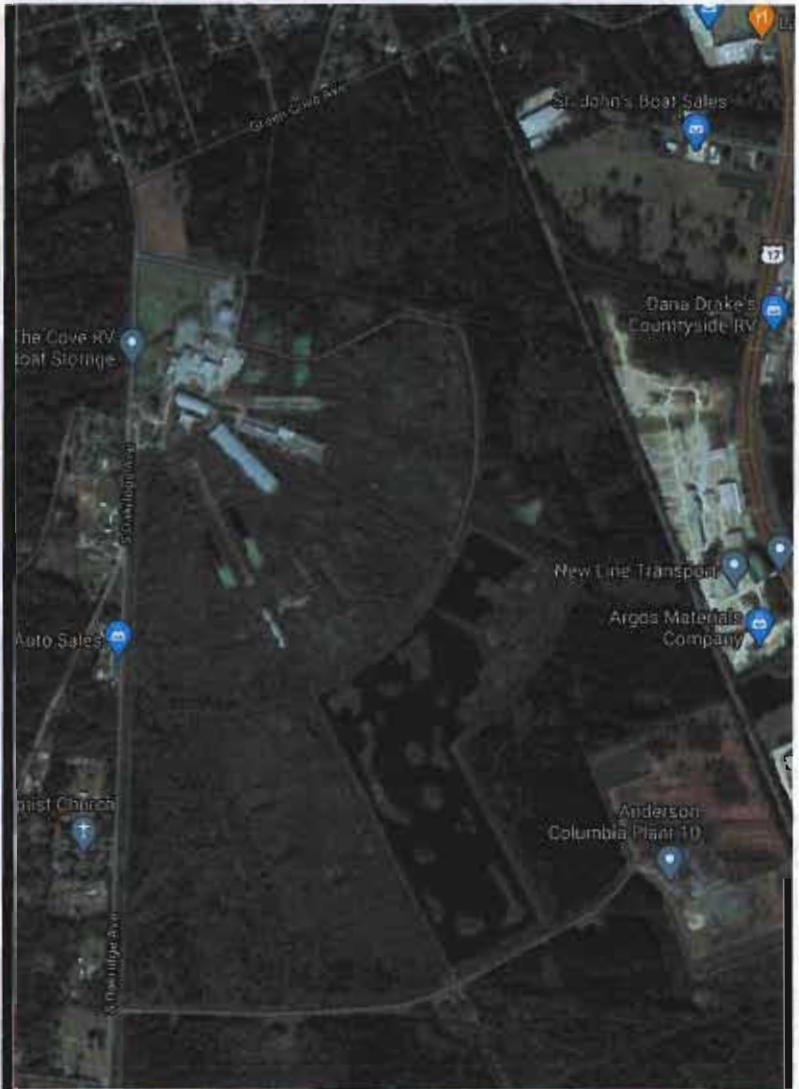
Prepared for:



&



City of  
**Green Cove Springs**  
FLORIDA

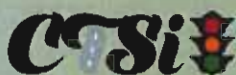


## Ayrshire PUD

# Comprehensive Plan Amendment Traffic Impact Study

City of Green Cove Springs, Florida

Prepared By:



**Chindalur Traffic Solutions, Inc.**  
8833 Perimeter Park Boulevard, Suite 103  
Jacksonville, FL 32216  
904.619.3368 | [www.ctrfficsolutions.com](http://www.ctrfficsolutions.com)

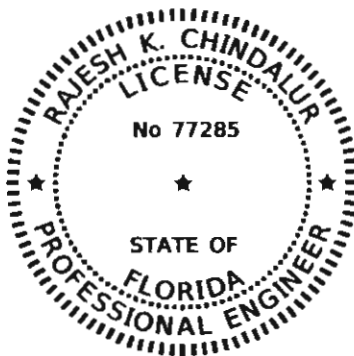
Project #: 1001-200-026  
Date: Revised 03/19/2021

## 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:	Ayrshire PUD – CPA Traffic Study
LOCATION:	City of Green Cove Springs, Florida
CLIENT:	DR. Horton, Inc.

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



*THIS ITEM HAS BEEN DIGITALLY  
SIGNED AND SEALED BY*

**Rajesh Ramn K Chindalur**  
**2021.03.19 16:43:02 -04'00'**

*ON THE DATE ADJACENT TO THE SEAL.*

*PRINTED COPIES OF THIS DOCUMENT ARE  
NOT CONSIDERED SIGNED AND SEALED  
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ON ANY ELECTRONIC COPIES.*

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

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

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**Ayrshire – Annexation and Large-Scale Comprehensive Plan Amendment Traffic Study  
City of Green Cove Springs, Clay County, Florida**

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**Introduction**

This traffic impact study (TIS) was performed in support of the proposed Ayrshire/Application for Annexation and Large-Scale Comprehensive Plan Amendment. Our client, D.R. Horton, Inc. – Jacksonville, is the contract purchaser of approximately 889 acres owned by Gustafson’s Cattle, Inc. with Clay County Parcel Identification No. 38-06-26-016515-000-00.

The Property is located in unincorporated Clay County and has future land use designations of Rural Fringe and Industrial and zoning districts of Agricultural and Industrial. The Applicant desires to annex the Property (approximately 560 acres) into the City of Green Cove Springs and give the Property City future land use designations of Residential Medium Density. The applicant will file a companion application to rezone the Property to Planned Unit Development following the City Council’s transmittal of the Comprehensive Plan Amendment application to the State. The proposed development is anticipated to include a maximum of 2,100 residential single-family dwelling units. Access to the proposed development is anticipated to be provided via a roadway (bridge over the CSX railroad) connecting to US 17, via existing Jersey Avenue and an additional driveway on CR 15A (Oak Ridge Avenue).

**Figure 01** shows the project location. A copy of the Generalized Site Plan (GSP) provided by Dunn and Associates, Inc. is included as **Attachment A**. The methodology used in this study is consistent with the methodology discussed with the City’s Planning and Zoning Director on October 29<sup>th</sup>, 2020.

**Trip Generation**

Trip generation for the proposed project was estimated using the equation provided in the *Trip Generation Manual*, 10th Edition published by Institute of Transportation Engineers (ITE). The proposed residential development is anticipated to generate a total of 17,115 Daily trips that include 1,496 AM peak hour trips and 1,889 PM peak hour trips. **Table 01** summarizes the Daily, AM peak and PM peak hour trip generation for the proposed residential development.

**Study Area and Existing Conditions**

As discussed with the City’s Planning and Zoning Director and the City of Green Cove Springs traffic study guidelines, the study area includes all the roadway segments that are anticipated to include project traffic of 5% or more of the roadway segment’s adopted level of service (LOS) standard maximum service volume (MSV). The existing conditions data for the study area roadway links was taken directly from the Clay County Roadway Characteristics Inventory spreadsheet, March, 2019 and FDOT D2 LOS Summary Reports. A copy of the *Clay County Roadway System Capacity Analysis Spreadsheet (Provided by Clay County Planning Department)*, is included in **Attachment B**. **Table 02** includes details of the roadway segments in Clay County. All the roadway segments IDs are shown in **Figure 02**. The maximum service volumes for the roadway segments were obtained from the *Clay County Roadway System Capacity Analysis Spreadsheet* and FDOT D2 LOS Summary Reports. The copies of the FDOT D2 LOS Summary Reports are included in **Attachment C**.

**Planned and Programmed Improvements**

All of the planned and programmed improvements within the transportation study area identified from the FDOT Five (5) year work program, FDOT Long Range Plan and Clay County

**Ayrshire – Annexation and Large-Scale Comprehensive Plan Amendment Traffic Study  
City of Green Cove Springs, Clay County, Florida**

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Capital Improvement Plan document were included in the model and the segment analysis. The following planned and programmed improvements were included in the analysis. Details of these projects are included in **Attachment D**.

- CR 218 (Middleburg): Cosmos Avenue to Pine Tree Lane (Widening 2.7 miles from 2 to 4 lanes)
- CR 209 (Lake Asbury): CR 315B to US 17 (Widening 0.8 miles from 2 to 4 lanes)
- CR 209 (Lake Asbury): Sandridge Road to CR 315B (Widening 2.6 miles from 2 to 3 lanes)
- Sandridge Road (Lake Asbury): Henley Road to CR 209 (Widening 3.75 miles from 2 to 3 lanes)
- CR 220: Baxley Road to Henley Road (Widening 1.6 miles from 2 to 4 lanes)
- First Coast Connector: US 17 to CR 315 (Widening 1.6 miles from 2 to 4 lanes)
- First Coast Connector (Green Cove Springs): First Coast Expressway to CR 315 (Construct 2.9 miles of 2-lane divided road)
- First Coast Expressway: I-10 to N. Of Argyle Forest Boulevard
- First Coast Expressway: N. of Argyle Forest Boulevard to Blanding Boulevard (SR 21)
- First Coast Expressway: Blanding Boulevard (SR 21) to North of SR 16
- First Coast Expressway: North of SR 16 to East of CR 209
- First Coast Expressway (New St. Johns River Bridge) : SR 16 to CR 16A (St. Johns County)
- First Coast Expressway (St. Johns County): CR 16A to I-95
- SR 21 (Blanding Boulevard): Allie Murray Road to Long Bay Road (CR 220A) (Widening from 4 to 6 lanes)
- SR 21 (Blanding Boulevard): CR 218 and Black Creek (Widening from 4 to 6 lanes)

**Trip Distribution and Assignment**

The interim year 2030 model set of the Northeast Regional Planning Activity Based Model (NERPM\_AB3v1) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPO), which was prepared as part of the TPO's 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed Ayrshire PUD project. Upon construction of the First Coast Expressway, a majority of the project traffic is anticipated to use the First Coast Expressway (to and from St. Johns County and Duval County). Additionally, about 11% of project traffic was assigned to Oak Ridge Boulevard as access to the Phase 01 development is anticipated to be provided via Oak Ridge Boulevard. Hence, this distribution was further adjusted based on the future FDOT projections on US 17 and First Coast Expressway in the vicinity of the proposed development. The future FDOT projections were obtained from the FDOT traffic counts online portal. Following is a summary of the project traffic distribution percentages in the vicinity of the proposed development.

- Oak Ridge Avenue – SR 16 to Project Entrance: 6.7%
- Oak Ridge Avenue – Project Entrance to US 17: 4.32%
- US 17 – Project Entrance to First Coast Expressway: 48.63%
- US 17 – SR 16 East to Project Entrance: 40.35%

**Table 03** shows the adjusted project traffic distribution on the roadway segments in Clay County. **Figure 03** shows the proposed project traffic distribution percentages on the roadway segments. **Attachment E** includes the travel demand model plots showing the project traffic distributions

(unadjusted distributions). **Figure 04** shows the project traffic assignment on the roadway segments in Clay County. **Attachment F** includes a figure depicting the adjusted project traffic distribution percentages in the vicinity of the proposed development.

#### **Impacted Roadway Segments**

As discussed with the City of Green Cove Springs’s Planning and Zoning Director on October 29<sup>th</sup>, 2020, a roadway segment is considered impacted if the project assigns traffic equal to or greater than 5% of the roadway segments adopted LOS standard maximum service volume. Previously stated, **Table 03** shows the roadway segments impact analysis. As shown in this table, the following roadway segments are anticipated to be impacted (with project traffic equal to or greater than 5% of the roadway segment’s adopted LOS maximum service volume). **Figure 05** shows the roadway segments on which project traffic is anticipated to be greater than 5% of the roadway segment’s maximum service volumes.

- US 17: Kingsley Ave. to Dr. Inlet Bridge
- US 17: Dr. Inlet Bridge to Raggedy Point Dr.
- US 17: Raggedy Point Dr. to CR 220
- US 17: CR 220 to Water Oak Lane
- US 17: Water Oak Lane to Black Creek Bridge
- US 17: Black Creek Bridge to CR 209
- US 17: CR 209 to Green Cove Springs
- US 17: Green Cove Springs to SR 16 West
- US 17: SR 16 East to SR 16 West
- US 17: SR 16 East to CR 209 (First Coast Expressway)
- First Coast Expressway: US 17 to St. Johns County Line
- Oak Ridge Avenue: SR 16 to Green Cove Avenue
- Oak Ridge Avenue: Green Cove Avenue to Project Entrance
- Oak Ridge Avenue: Project Entrance to US 17
- Green Cove Avenue: US 17 to Oak Ridge Avenue

#### **Year 2030 Background Conditions Projections**

The year 2030 Future conditions traffic volumes for the above stated impacted FDOT roadway segments were obtained from the FDOT D2 LOS Summary Reports (Included in previously stated **Attachment C**). Future conditions traffic volumes for Oak Ridge Avenue were estimated by applying a growth rate of 2% per year to the year 2020 existing traffic volumes.

**Table 04** shows the year 2030 background traffic volumes on the impacted roadway segments. As shown in this table, the year 2030 background traffic volumes are anticipated to be greater than the roadway segment’s maximum service volume on the following segments.

- US 17: Wells Rd. to Kingsley Ave.
- US 17: Kingsley Ave. to Dr. Inlet Bridge
- US 17: Dr. Inlet Bridge to Raggedy Point Dr.
- US 17: Raggedy Point Dr. to CR 220

- US 17: Green Cove Springs to SR 16 West

**Build-Out Conditions Roadway Segment Analysis**

Build-Out Conditions traffic volumes include the year 2030 background conditions traffic volumes and the project traffic assignment. Previously stated **Table 04** shows the year 2030 build-out conditions roadway segment analysis. As shown in this table, the year 2030 build-out traffic volumes are anticipated to be greater than the roadway segment's maximum service volume on the following segments.

- US 17: Wells Rd. to Kingsley Ave.
- US 17: Kingsley Ave. to Dr. Inlet Bridge
- US 17: Dr. Inlet Bridge to Raggedy Point Dr.
- US 17: Raggedy Point Dr. to CR 220
- US 17: Green Cove Springs to SR 16 West

However, it should be noted that all the adversely impacted roadway segments are anticipated to be deficient (peak hour traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under background (no-build) traffic. Per Florida Statutes (FS) 163.3180 these roadway segments are considered deficient without the project traffic under review. None of the impacted roadway segments are anticipated to be adversely impacted due to the proposed development.

**Project Related Proportionate Share**

Project related proportionate share will be estimated only for the study area roadway segments that are anticipated to be adversely impacted by the traffic from the proposed development. Upon transmittal of the Comprehensive Plan Amendment application, the applicant will submit a Concurrency Application. The applicant will further comply with concurrency requirements as mandated by Section 163.3180, Florida Statutes, including any provisions of the Green Cove Springs Land Development Code consistent therewith to mitigate Ayrshire PUD Residential Development related transportation adverse impacts.

**Intersection Capacity Analysis**

Any required study intersection capacity analysis including access intersection capacity analysis and FDOT ICE Analysis for US 17 and Project Entrance will be provided as part of the Concurrency application submittal.



### **Summary and Conclusions**

This traffic impact study (TIS) was performed in support of the proposed Ayrshire/Application for Annexation and Large-Scale Comprehensive Plan Amendment. The proposed development is anticipated to include a maximum of 2,100 residential units. Access to the proposed development is anticipated to be provided via a roadway (bridge over the CSX railroad) connecting to US 17, via existing Jersey Avenue and an additional driveway on CR 15A (Oak Ridge Avenue).

The Property is located in unincorporated Clay County and has future land use designations of Rural Fringe and Industrial and zoning districts of Agricultural and Industrial. The Applicant desires to annex the Property (approximately 560 acres) into the City of Green Cove Springs and give the Property City future land use designations of Residential Medium Density.

The proposed residential development is anticipated to generate a total of 17,115 Daily trips that include 1,496 AM peak hour trips and 1,889 PM peak hour trips.

The interim year 2030 model set of the Northeast Regional Planning Activity Based Model (NERPM\_AB3v1) travel demand forecasting model, provided by the North Florida Transportation Planning Organization (NFTPO), which was prepared as part of the TPO's 2040 Long Range Transportation Plan update, was used to develop project traffic distribution for the proposed Ayrshire PUD project. Upon construction of the First Coast Expressway, a majority of the project traffic is anticipated to use the First Coast Expressway (to and from St. Johns County and Duval County). Hence, this distribution was further adjusted based on the future FDOT projections on US 17 and First Coast Expressway in the vicinity of the proposed development. The future FDOT projections were obtained from the FDOT traffic counts online portal. Following is a summary of the project traffic distribution percentages in the vicinity of the proposed development.

- Oak Ridge Avenue – SR 16 to Project Entrance: 6.7%
- Oak Ridge Avenue – Project Entrance to US 17: 4.32%
- US 17 – Project Entrance to First Coast Expressway: 48.63%
- US 17 – SR 16 East to Project Entrance: 40.35%

The following roadway segments are anticipated to be impacted (with project traffic equal to or greater than 5% of the roadway segment's adopted LOS maximum service volume).

- US 17: Kingsley Ave. to Dr. Inlet Bridge
- US 17: Dr. Inlet Bridge to Raggedy Point Dr.
- US 17: Raggedy Point Dr. to CR 220
- US 17: CR 220 to Water Oak Lane
- US 17: Water Oak Lane to Black Creek Bridge
- US 17: Black Creek Bridge to CR 209
- US 17: CR 209 to Green Cove Springs
- US 17: Green Cove Springs to SR 16 West

**Ayrshire – Annexation and Large-Scale Comprehensive Plan Amendment Traffic Study  
City of Green Cove Springs, Clay County, Florida**

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- US 17: SR 16 East to SR 16 West
- US 17: SR 16 East to CR 209 (First Coast Expressway)
- First Coast Expressway: US 17 to St. Johns County Line
- Oak Ridge Avenue: SR 16 to Green Cove Avenue
- Oak Ridge Avenue: Green Cove Avenue to Project Entrance
- Oak Ridge Avenue: Project Entrance to US 17
- Green Cove Avenue: US 17 to Oak Ridge Avenue

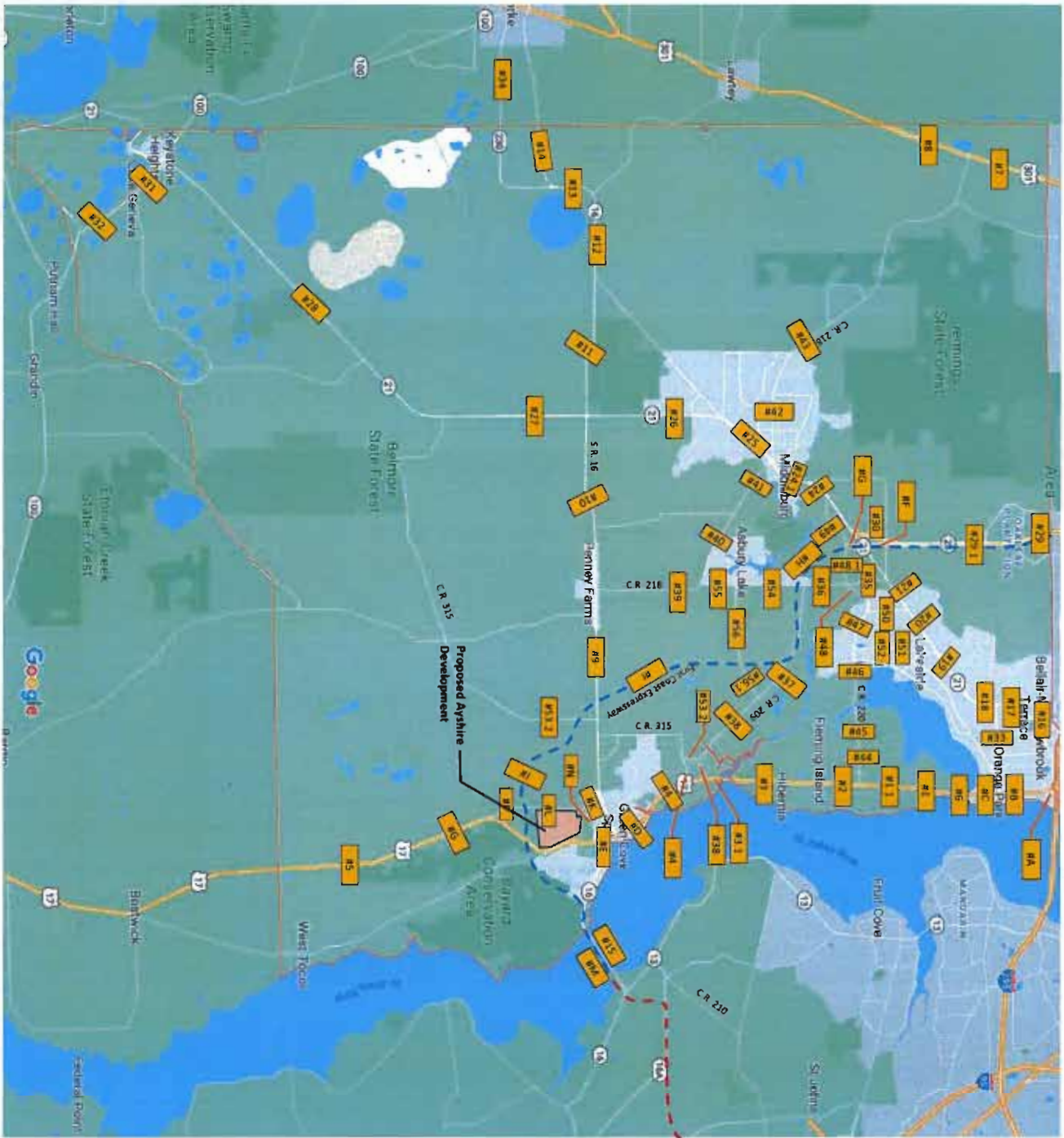
The year 2030 build-out traffic volumes are anticipated to be greater than the roadway segment's maximum service volume on the following segments.

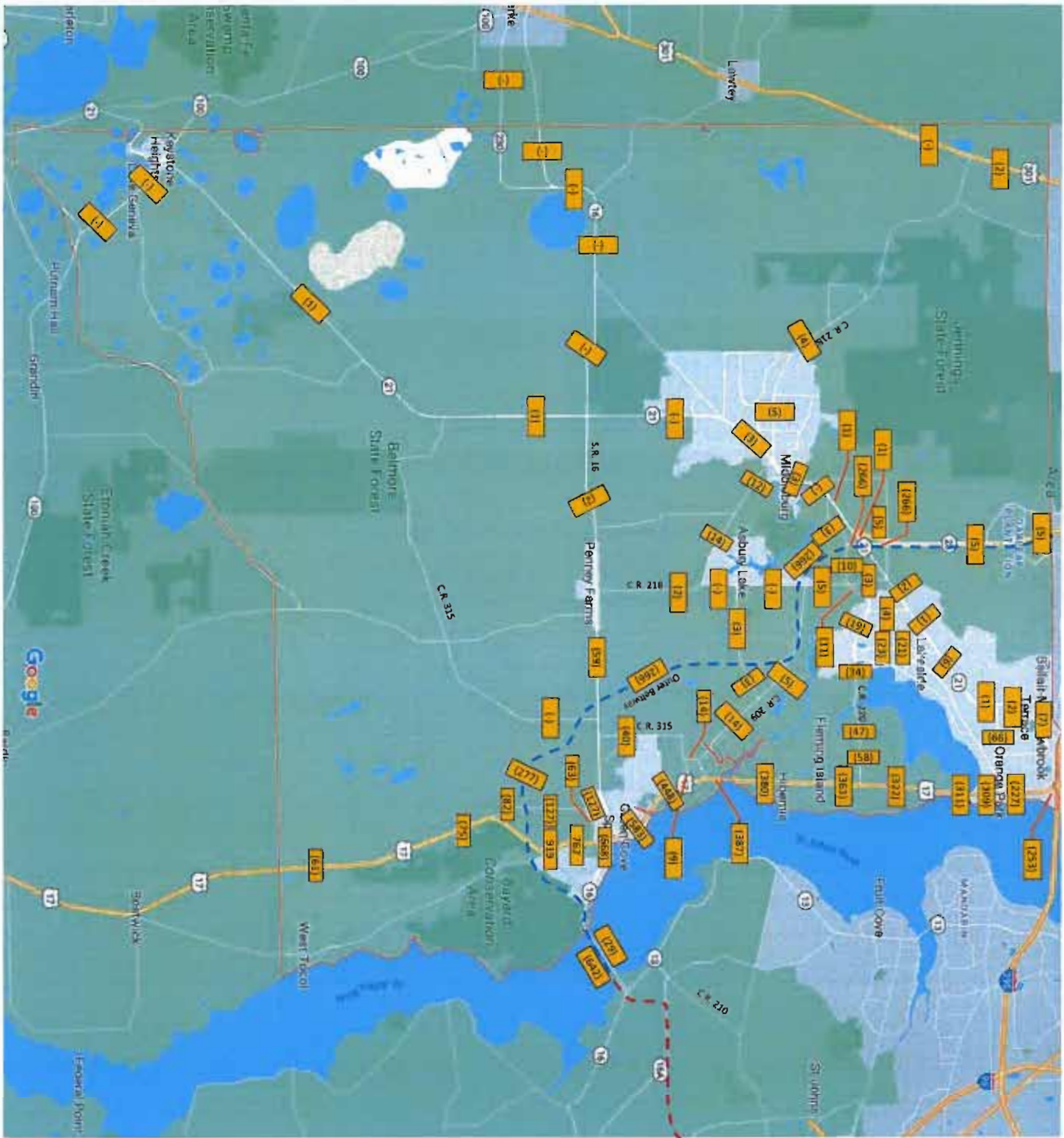
- US 17: Wells Rd. to Kingsley Ave.
- US 17: Kingsley Ave. to Dr. Inlet Bridge
- US 17: Dr. Inlet Bridge to Raggedy Point Dr.
- US 17: Raggedy Point Dr. to CR 220
- US 17: Green Cove Springs to SR 16 West

However, it should be noted that all the adversely impacted roadway segments are anticipated to be deficient (existing peak hour traffic exceeds 100% of the maximum service volume of the adopted level of service standard) under background (no-build) traffic conditions. Per Florida Statutes (FS) 163.3180 these roadway segments are considered deficient without the project traffic under review. The roadway segment of US 17 between SR 16 West and SR 16 East is the only roadway segment that is anticipated to be adversely impacted by the proposed development.

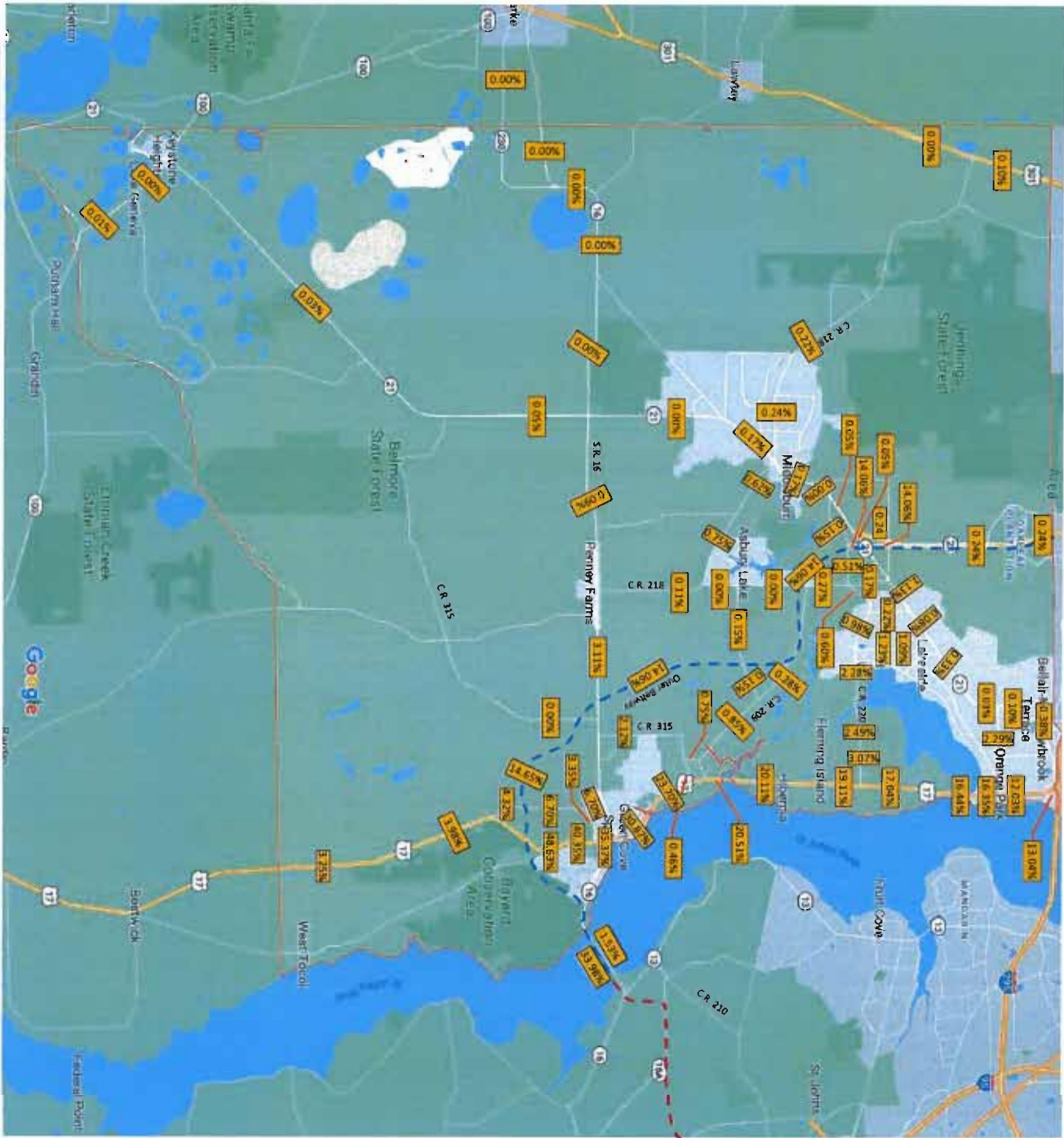
Project related proportionate share will be estimated only for the study area roadway segments that are anticipated to be adversely impacted by the traffic from the proposed development. Upon transmittal of the Comprehensive Plan Amendment application, the applicant will submit a Concurrency Application. The applicant will further comply with concurrency requirements as mandated by Section 163.3180, Florida Statutes, including any provisions of the Green Cove Springs Land Development Code consistent therewith to mitigate Ayrshire PUD Residential Development related transportation adverse impacts.







(123) - Project Traffic Assignment



0.11% - Project Traffic Distribution



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Figure 03 – Roadway Segments Project Traffic Distribution  
 Ayrshire PUD  
 City of Green Cove Springs, Clay County, Florida



— Project Traffic > 5% of Roadway MSV

**Figure 05 – Roadway Segments Project Traffic Greater Than 5% of MSV**  
 Ayrshire PUD  
 City of Green Cove Springs, Clay County, Florida

**Table 01**  
**Trip Generation**  
**Ayrshire PUD CPA, City of Greencove Springs, FL**

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate Equation	Percent Trips		Project Trips		
						Entering	Exiting	Total	Entering	Exiting
210	Single Family Residential	2,100	Dus	Daily AM Peak PM Peak	$\ln(T) = 0.92 \ln(X) + 2.71$ $T = 0.71(X) + 4.80$ $\ln(T) = 0.96 \ln(X) + 0.20$	50%	50%	17,115	8,558	8,557
						25%	75%	1,496	374	1,122
						63%	37%	1,889	1,190	699

Source: Trip Generation Manual, Institute of Transportation Engineers (ITE), 10th Edition



Table 02  
Roadway Characteristics Inventory  
Ayrshire PUD, Clay County, Florida

Link No.	Roadway	Segment	Agency	Speed Limit	Adopted LOS	Adapted Peak Hour MSV	Length (Miles)	Lanes	Facility Type	Area Type	Source	2019 ADT Collected	2019 Peak Hour Volume	Existing Conditions V/C Ratio
A	US 17	Duval County Line to Wells Rd.	FOOT	45	0	8,411	0.37	8-DIV	Prin. Arterial	Urban	FOOT	12,803	7,759	92.25%
B	US 17	Wells Rd. to Kingsley Ave.	FOOT	40	0	5,390	1.35	6-DIV	Prin. Arterial	Urban	FOOT	29,152	6,060	112.93%
C	US 17	Kingsley Ave. to Dr. Inlet Bridge	FOOT	45	D	5,390	0.43	6-DIV	Prin. Arterial	Urban	FOOT	2,091	5,227	96.90%
1	US 17	Dr. Inlet Bridge to Raggedy Point Dr.	FOOT	50	D	5,390	1.70	6-DIV	Prin. Arterial	Urban	Clay County	26,442	4,886	86.54%
1.1	US 17	Raggedy Point Dr. to CR 220	FOOT	50	D	5,390	1.40	6-DIV	Prin. Arterial	Urban	Clay County	13,533	3,198	81.37%
2	US 17	CR 220 to Water Oak Lane	FOOT	45	D	8,840	2.18	6-DIV	Prin. Arterial	Urban	Clay County	13,533	3,198	38.44%
3	US 17	Water Oak Lane to Black Creek Bridge	FOOT	55	D	8,840	2.70	6-DIV	Prin. Arterial	Urban	Clay County	13,533	3,198	36.02%
3.1	US 17	Black Creek Bridge to CR 209	FOOT	55	D	5,900	0.80	4-DIV	Prin. Arterial	Urban	Clay County	13,533	3,198	56.64%
4	US 17	CR 209 to Green Cove Springs	FOOT	55	D	5,900	1.80	4-DIV	Prin. Arterial	Urban	Clay County	13,533	3,198	50.85%
D	US 17	Green Cove Springs to SR 16 West	FOOT	35	0	2,920	1.26	4-DIV	Prin. Arterial	Urban	FOOT	1,356	2,432	83.39%
E	US 17	SR 16 East to SR 16 West	FOOT	55	0	3,580	0.63	4-DIV	Prin. Arterial	Urban	FOOT	1,356	2,432	59.33%
F	US 17	SR 16 East to CR 209	FOOT	55	D	3,580	1.61	4-DIV	Prin. Arterial	Transition	FOOT	1,356	2,432	37.86%
G	US 17	CR 209 to CR 226	FOOT	55	0	3,580	3.18	4-DIV	Prin. Arterial	Transition	FOOT	963	1,956	26.90%
5	US 17	CR 226 to Putnam County Line	FOOT	60	B	4,468	10.20	4-DIV	Highway	Rural	Clay County	12,803	1,110	24.89%
7	US 301	Duval County Line to CR 218	FOOT	65	C	4,190	2.50	4-DIV	Highway	Rural	Clay County	2,091	2,091	49.00%
8	US 301	CR 218 to Bradford County Line	FOOT	65	B	3,220	3.10	4-DIV	Highway	Rural	Clay County	26,442	1,970	61.18%
9	SR 16	Green Cove Springs to Penny Farms	FOOT	55	D	1,550	5.00	2	Prin. Arterial	Urban	Clay County	13,533	1,196	77.16%
10	SR 16	Penny Farms to SR 21	FOOT	60	E	3,070	4.00	2	Highway	Transition	Clay County	8,010	721	23.40%
11	SR 16	SR 21 to CR 215	FOOT	45/55	D	5,600	4.70	4-DIV	Highway	Rural	Clay County	5,120	492	8.79%
12	SR 16	CR 215 to End of 4 lane	FOOT	65/55	D	5,600	1.10	4-DIV	Highway	Rural	Clay County	10,546	931	16.53%
13	SR 16	End of 4 lane to SR 230	FOOT	55	D	2,290	2.30	2	Highway	Rural	Clay County	8,654	752	32.86%
14	SR 16	SR 230 to Bradford County Line	FOOT	60	D	2,290	2.30	2	Highway	Rural	Clay County	5,664	490	21.40%
15	SR 16	Shands Bridge	FOOT	45	E	3,070	1.26	2	Highway	Transition	Clay County	19,694	1,862	60.65%
16	SR 21	Duval County Line to Wells Rd.	FOOT	45	E	5,130	0.19	6-DIV	Prin. Arterial	Urban	Clay County	77,841	6,542	127.52%
17	SR 21	Wells Rd. to Kingsley Ave.	FOOT	45	E	5,390	1.70	5-DIV	Prin. Arterial	Urban	Clay County	68,331	4,215	91.39%
18	SR 21	Kingsley Ave. to Suzanne Ave.	FOOT	45	E	5,130	0.70	6-DIV	Minor Arterial	Urban	Clay County	69,225	5,052	98.46%
19	SR 21	Suzanne Ave. to College Dr.	FOOT	45	E	5,130	2.00	6-DIV	Minor Arterial	Urban	Clay County	61,524	4,491	87.54%
20	SR 21	College Dr. to Knight Box Rd.	FOOT	45	E	5,130	1.70	6-DIV	Prin. Arterial	Urban	Clay County	45,731	3,367	65.03%
21	SR 21	Knight Box Rd. to Old Jennings Rd.	FOOT	45	E	5,390	1.10	6-DIV	Prin. Arterial	Urban	Clay County	45,731	3,367	65.03%
22	SR 21	Old Jennings Rd. to SR 23	FOOT	45	E	3,570	1.40	4-DIV	Prin. Arterial	Urban	Clay County	28,120	2,174	60.90%
23	SR 21	SR 23 to CR 220	FOOT	45	E	3,570	1.80	4-DIV	Prin. Arterial	Urban	Clay County	35,332	2,762	77.37%
24	SR 21	CR 220 to Long Bay Rd	FOOT	45	E	3,400	0.80	4-DIV	Prin. Arterial	Urban	Clay County	40,683	3,210	94.33%
25	SR 21	Long Bay Rd to CR 218	FOOT	45	E	3,518	1.30	4-DIV	Prin. Arterial	Urban	Clay County	40,671	3,136	89.15%
26	SR 21	CR 218 to CR 215	FOOT	45	E	3,570	1.90	4-DIV	Prin. Arterial	Urban	Clay County	22,208	1,757	49.12%
27	SR 21	CR 215 to SR 16	FOOT	45	E	3,070	4.30	2	Highway	Transition	Clay County	8,482	715	23.45%
28	SR 21	SR 16 to CR 315	FOOT	60	D	1,530	7.67	2	Highway	Rural	Clay County	9,882	832	54.38%
29	SR 23 (Brennan Field Rd.)	Duval County Line to Bradford County Line	FOOT	60	D	2,290	14.10	2	Highway	Rural	Clay County	6,697	613	26.77%
29.1	SR 23 (Brennan Field Rd.)	Oakleaf Plantation Pkwy to Old Jennings Rd.	FOOT	70	D	1,250	2.14	2	Prin. Arterial	Urban	Clay County	26,719	2,629	210.32%
29.2 (New 2)	Challenger Dr.	Oakleaf Plantation Pkwy to Old Jennings Rd.	FOOT	70	D	3,250	2.81	4-DIV	Prin. Arterial	Urban	Clay County	25,918	2,415	74.31%
29.3 (New 3)	Discovery Dr.	Oakleaf Plantation Pkwy to Old Jennings Rd.	FOOT/County	45	D/E	2,040	3.19	2- One-Way	Frontage Road	Urban	Clay County	11,232	997	48.87%
30	SR 23	Old Jennings Rd. to SR 21	FOOT/County	50	D	3,250	0.83	4-DIV	Frontage Road	Urban	Clay County	9,274	959	47.01%
31	SR 100	Bradford County Line to CR 214	FOOT	45	C	800	2.70	2	Minor Arterial	Urban	Clay County	9,667	864	25.97%
32	SR 100	CR 214 to Putnam County Line	FOOT	60	C	1,690	2.20	2	Highway	Rural	Clay County	11,266	945	118.13%
33	SR 224 (Kingsley Ave.)	SR 21 to Orange Park	FOOT	40	E	3,400	1.00	4-DIV	Highway	Urban	Clay County	8,137	725	42.90%
34	SR 230	Bradford County Line to SR 16	FOOT	55	D	2,290	3.70	2	Minor Arterial	Urban	Clay County	29,478	2,412	70.94%
35	CR 209	SR 21 to CR 220	COUNTY	35	D	2,277	1.40	4-DIV	Major Collector	Rural	Clay County	304	301	13.14%
36	CR 209	CR 220 to CR 739	COUNTY	40	D	3,088	1.80	4-DIV	Major Collector	Urban	Clay County	9,335	887	38.95%
37	CR 209	CR 739 to CR 739B	COUNTY	45	D	1,521	3.20	4-DIV	Major Collector	Urban	Clay County	20,248	1,755	56.84%
38	CR 209	CR 739B to CR 315B	COUNTY	35	E	1,521	3.80	2	Major Collector	Urban	Clay County	5,534	563	37.02%
38.1	CR 209	CR 315B to US 17	COUNTY	45	E	1,521	2.70	2	Major Collector	Urban	Clay County	11,805	1,168	76.79%
39	CR 218	SR 16 to CR 739	COUNTY	45	D	1,503	3.30	2	Major Collector	Urban	Clay County	12,408	1,171	76.98%
40	CR 218	CR 739 to Thunder Rd.	COUNTY	45	D	1,521	2.50	2	Major Collector	Urban	Clay County	6,569	608	40.45%
41	CR 218	Thunder Rd. to SR 21	COUNTY	45	E	1,521	1.90	2	Major Collector	Urban	Clay County	8,758	819	53.85%
42	CR 218	SR 21 to S. Mimosa Ave.	COUNTY	45	E	1,521	2.00	2	Major Collector	Urban	Clay County	13,103	1,120	73.64%
43	CR 218	S. Mimosa Ave. to US 301	COUNTY	45	E	1,521	10.50	2	Major Collector	Urban	Clay County	19,623	1,885	123.93%
44	CR 220	US 17 to W. Lake Shore Dr.	COUNTY	45/55	E	1,521	2.60	2	Major Collector	Urban	Clay County	6,29	629	41.35%
45	CR 220	W. Lake Shore Dr. to Swim. Pen Creek Bridge	COUNTY	35/45	D	4,401	1.20	6-DIV	Major Collector	Urban	Clay County	37,052	3,187	72.42%
45			COUNTY	45	D	2,925	0.50	4-DIV	Major Collector	Urban	Clay County	34,958	3,053	104.72%

Table D2  
Roadway Characteristics Inventory  
Ayrshire PUD, Clay County, Florida

Link No.	Roadway	Segment	Agency	Speed Limit	Adopted LOS	Adopted Peak Hour MSV	Length (Miles)	Lanes	Facility Type	Area Type	Source	2019 ADT Collected	2019 Peak Hour Volumes	Existing Conditions V/C Ratio
46	CR 220	Swim, Pen Creek Bridge to College Dr.	COUNTY	45	D	2,925	1.70	4-DIV	Major Collector	Urban	Clay County	33,745	2,861	101.23%
47	CR 220	College Dr. to Knight Box Rd.	COUNTY	45	D	2,925	1.40	4-DIV	Major Collector	Urban	Clay County	31,408	1,859	64.56%
48	CR 220	Knight Box Rd. to CR 209	COUNTY	45	D	1,521	1.40	2	Major Collector	Urban	Clay County	21,989	1,730	113.74%
48.1	CR 220	CR 209 to Bailey Rd	COUNTY	45	E	1,521	1.20	2	Major Collector	Urban	Clay County	13,837	1,123	73.83%
49	CR 220	Bailey Rd to SR 21	COUNTY	45	E	1,521	1.80	2	Major Collector	Urban	Clay County	7,943	765	50.10%
50	CR 220-a (Knight Box Rd.)	SR 21 to CR 220	COUNTY	35	E	3,060	1.20	4	Major Collector	Urban	Clay County	13,545	35,694	35.69%
51	CR 224 (College Dr.)	SR 21 to CR 220A	COUNTY	45	E	3,060	1.60	4-DIV	Major Collector	Urban	Clay County	24,246	2,167	70.82%
52	CR 224	CR 220A to CR 220	COUNTY	45	E	3,060	1.10	4-DIV	Major Collector	Urban	Clay County	21,212	1,920	62.75%
53	CR 315	SR 16 to CR 315B	COUNTY	35	E	1,355	0.80	2	Minor Collector	Urban	Clay County	5,841	562	43.49%
53.1	CR 315	CR 315B to US 17	COUNTY	45	E	1,355	3.40	2	Minor Collector	Urban	Clay County	7,543	671	49.94%
53.2	CR 315B	CR 209 to CR 315	COUNTY	45	E	1,355	0.50	2	Minor Collector	Urban	Clay County	4,092	371	27.39%
54	CR 739	CR 209 to CR 739B	COUNTY	45	E	3,015	2.20	4-DIV	Minor Collector	Urban	Clay County	11,780	1,077	35.72%
55	CR 739	CR 739B to CR 218	COUNTY	45	E	3,015	1.00	4-DIV	Minor Collector	Urban	Clay County	11,576	1,036	34.86%
56	CR 735-8 (Sandridge Rd.)	Rolling View Blvd to CR 209	COUNTY	45	E	1,161	2.00	2	Minor Collector	Urban	Clay County	6,559	659	56.76%
56.1 (New 4)	CR 735-8 (Sandridge Rd.)	CR 735 to Rolling View Blvd.	COUNTY	45	E	1,161	1.80	2	Minor Collector	Urban	Clay County	9,140	873	75.19%
57	Doctors Lake Dr.	Orange Park to Greenridge Rd.	COUNTY	35	E	1,161	2.60	2	Minor Collector	Urban	Clay County	9,775	998	85.96%
58	Doctors Lake Dr.	Greenridge Rd. to Peoria Rd.	COUNTY	35	E	1,161	1.75	2	Minor Collector	Urban	Clay County	6,710	703	60.55%
59	Moody Rd.	Doctors Lake Dr. to Suzanne Ave.	COUNTY	30	E	1,161	1.50	2	Minor Collector	Urban	Clay County	6,771	800	68.31%
60	Moody Rd.	Suzanne Ave. to Peoria Rd.	COUNTY	30	E	1,161	1.95	2	Minor Collector	Urban	Clay County	7,421	860	74.07%
61	Old Jennings Rd.	SR 21 to SR 23	COUNTY	45	E	3,230	1.20	4-DIV	Minor Collector	Urban	Clay County	20,047	1,852	57.44%
61.1	Old Jennings Rd.	SR 23 to Long Bay Rd	COUNTY	45	E	1,606	2.00	2	Minor Collector	Urban	Clay County	7,998	693	43.16%
62	Peoria Rd.	College Dr. to Moody Rd.	COUNTY	40	E	1,355	0.23	2	Minor Collector	Urban	Clay County	11,719	1,229	90.73%
63	Peoria Rd.	Moody Rd. to Doctors Lake Dr.	COUNTY	40	E	1,355	0.62	2	Minor Collector	Urban	Clay County	6,265	674	49.76%
64	Wells Rd.	SR 21 to Orange Park	COUNTY	45	E	3,015	2.00	4-DIV	Minor Arterial	Urban	Clay County	21,584	1,860	61.69%
65	Cheswick Oaks Ave.	Duval County Line to End of Pavement	COUNTY	35	E	1,521	1.00	2	Major Collector	Urban	Clay County	9,701	842	55.36%
66	Long Bay Rd	SR 21 to CR 220	COUNTY	45	E	1,355	0.50	2	Minor Collector	Urban	Clay County	8,873	765	56.55%
67	Long Bay Rd	Old Jennings Road to SR 21	COUNTY	45	E	1,355	2.70	2	Minor Collector	Urban	Clay County	4,253	377	27.63%
68 (New 1)	Oakleaf Pkwy	Argyle Forest Blvd to Beaman Field Chaffee Rd.	COUNTY	45	E	3,060	3.80	4-DIV	Major Collector	Urban	Clay County	20,075	1,661	54.38%
I	First Coast Expressway	Old Jennings Blvd. to SR 21	FDOT	65	D	6,700		4-DIV	Freeway	Urban				0.00%
J	First Coast Expressway	SR 21 to CR 739B	FDOT	65	D	6,700		4-DIV	Freeway	Urban				0.00%
K	First Coast Expressway	CR 739B to CR 218 Extension	FDOT	65	D	6,700		4-DIV	Freeway	Urban				0.00%
L	First Coast Expressway	CR 218 Extension to SR 16	FDOT	65	D	6,700		4-DIV	Freeway	Urban				0.00%
M	First Coast Expressway	SR 16 to US 17	FDOT	65	D	6,700		4-DIV	Freeway	Urban				0.00%
N	Oak Ridge Avenue	US 17 to St. Johns County Line	CITY of Green Cove Springs	35	D	1,161		2	Minor Collector	Urban	FDOT	2,200	198	17.05%
O	Oak Ridge Avenue	SR 16 to Green Cove Avenue	CITY of Green Cove Springs	35	D	1,161		2	Minor Collector	Urban	FDOT	2,200	198	17.05%
P	Oak Ridge Avenue	Green Cove Avenue to Project Entrance	CITY of Green Cove Springs	35	D	1,161		2	Minor Collector	Urban	FDOT	2,200	198	17.05%
Q	Green Cove Avenue	Project Entrance to US 17	CITY of Green Cove Springs	25	D	1,161		2	Local Road	Urban	FDOT	1,600	144	12.40%

Table D3  
Project Traffic Distribution and Assignment  
Ayrshire PUD, Clay County, Florida

Link No.	Roadway	Segment	Adjusted Project Traffic Distribution	17,115		Peak Hour MSV	Project Traffic % of MSV	Roadway Segment Impacted
				1,889				
				Project Traffic Assignment Daily	Peak Hour			
A	US 17	Duval County Line to Wells Rd.	11.80%	2,294	253	8,411	3.01%	No
B	US 17	Wells Rd. to Kingsley Ave.	12.07%	2,058	227	5,890	4.21%	No
C	US 17	Kingsley Ave. to Dr. Inlet Bridge	16.35%	2,798	309	5,390	5.73%	Yes
I	US 17	Dr. Inlet Bridge to Raggedy Point Dr.	18.84%	2,814	311	5,390	5.77%	Yes
1.1	US 17	Raggedy Point Dr. to CR 220	17.04%	2,917	322	5,390	5.97%	Yes
2	US 17	CR 220 to Water Oak Lane	19.14%	3,270	361	8,840	4.08%	No
3	US 17	Water Oak Lane to Black Creek Bridge	20.14%	3,441	380	8,840	4.30%	No
3.1	US 17	Black Creek Bridge to CR 209	20.52%	3,510	387	5,900	6.56%	Yes
4	US 17	CR 209 to Green Cove Springs	23.70%	4,056	448	5,900	7.59%	Yes
D	US 17	Green Cove Springs to SR 16 West	30.87%	5,283	583	2,920	19.97%	Yes
E	US 17	SR 16 East to SR 16 West	35.37%	6,054	668	3,580	18.66%	Yes
F	US 17	SR 16 East to CR 209	40.35%	6,907	762	3,580	21.28%	Yes
G	US 17	CR 209 to CR 226	3.98%	681	75	3,580	2.09%	No
5	US 17	CR 226 to Putnam County Line	3.25%	556	61	4,460	1.37%	No
7	US 301	Duval County Line to CR 218	0.10%	17	2	4,190	0.05%	No
8	US 301	CR 218 to Bradford County Line	0.00%	-	-	3,220	0.00%	No
9	SR 16	Green Cove Springs to Penney Farms	3.11%	532	59	1,550	3.81%	No
10	SR 16	Penney Farms to SR 21	0.09%	15	2	3,070	0.07%	No
11	SR 16	SR 21 to CR 215	0.00%	-	-	5,600	0.00%	No
12	SR 16	CR 215 to End of 4 lane	0.00%	-	-	5,600	0.00%	No
13	SR 16	End of 4 lane to SR 230	0.00%	-	-	2,290	0.00%	No
14	SR 16	SR 230 to Bradford County Line	0.00%	-	-	2,290	0.00%	No
15	SR 16	Shands Bridge	1.53%	262	29	3,070	0.94%	No
16	SR 21	Duval County Line to Wells Rd.	0.38%	65	7	5,130	0.14%	No
17	SR 21	Wells Rd. to Kingsley Ave.	0.10%	17	2	5,390	0.04%	No
18	SR 21	Kingsley Ave. to Suzanne Ave.	0.03%	5	1	5,130	0.02%	No
19	SR 21	Suzanne Ave. to College Dr.	0.33%	56	6	5,130	0.12%	No
20	SR 21	College Dr. to Knight Box Rd.	0.08%	14	2	5,130	0.04%	No
21	SR 21	Knight Box Rd. to Old Jennings Rd.	0.13%	22	2	5,390	0.04%	No
22	SR 21	Old Jennings Rd. to SR 23	0.05%	9	1	3,570	0.03%	No
23	SR 21	SR 23 to CR 220	0.05%	9	1	3,570	0.03%	No
24	SR 21	CR 220 to Long Bay Rd.	0.00%	-	-	1,400	0.00%	No
24.1	SR 21	Long Bay Rd to CR 218	0.17%	29	3	3,518	0.09%	No
25	SR 21	CR 218 to CR 215	0.17%	29	3	3,570	0.08%	No
26	SR 21	CR 215 to SR 16	0.00%	-	-	3,070	0.00%	No
27	SR 21	SR 16 to CR 315	0.05%	9	1	1,530	0.07%	No
28	SR 21	CR 315 to Bradford County Line	0.04%	7	1	2,290	0.04%	No
29	SR 23 (Branan Field Rd.)	Duval County Line to Oakleaf Plantation Pkwy	0.24%	41	5	3,250	0.40%	No
29.1	SR 23 (Branan Field Rd.)	Oakleaf Plantation Pkwy to Old Jennings Rd.	0.24%	41	5	3,250	0.15%	No
29.2 (New 2)	Chalenger Dr.	Oakleaf Plantation Pkwy to Old Jennings Rd.	0.05%	9	1	2,040	0.05%	No
29.3 (New 3)	Discovery Dr.	Oakleaf Plantation Pkwy to Old Jennings Rd.	0.08%	14	2	2,040	0.10%	No
30	SR 23	Old Jennings Rd. to SR 21	0.24%	41	5	3,250	0.15%	No
31	SR 100	Bradford County Line to CR 214	0.00%	-	-	800	0.00%	No
32	SR 100	CR 214 to Putnam County Line	0.01%	2	-	1,690	0.00%	No
33	SR 224 (Kingsley Ave.)	SR 21 to Orange Park	3.50%	599	66	3,400	1.94%	No
34	SR 230	Bradford County Line to SR 16	0.00%	-	-	2,290	0.00%	No
35	CR 209	SR 21 to CR 220	0.17%	29	3	2,277	0.13%	No
36	CR 209	CR 220 to CR 739	0.27%	46	5	3,088	0.16%	No
37	CR 209	CR 739 to CR 739B	0.28%	48	5	1,521	0.33%	No
38	CR 209	CR 739B to CR 315B	0.85%	145	16	1,521	1.05%	No
38.1	CR 209	CR 315B to US 17	0.75%	128	14	1,521	0.92%	No
39	CR 218	SR 16 to CR 739	0.11%	19	2	1,503	0.13%	No
40	CR 218	CR 739 to Thunder Rd.	0.75%	128	14	1,521	0.92%	No
41	CR 218	Thunder Rd. to SR 21	0.62%	106	12	1,521	0.79%	No
42	CR 218	SR 21 to S. Mimosa Ave.	0.24%	41	5	1,521	0.33%	No
43	CR 218	S. Mimosa Ave. to US 301	0.24%	38	4	1,521	0.26%	No
44	CR 220	US 17 to W. Lake Shore Dr.	3.07%	525	58	4,401	1.32%	No
45	CR 220	W. Lake Shore Dr. to Swim. Pen Creek Bridge	2.49%	426	47	2,925	1.61%	No
46	CR 220	Swim. Pen Creek Bridge to College Dr.	2.28%	390	43	2,925	1.47%	No
47	CR 220	College Dr. to Knight Box Rd.	0.98%	168	19	2,925	0.65%	No
48	CR 220	Knight Box Rd. to CR 209	0.60%	103	11	1,521	0.72%	No
48.1	CR 220	CR 209 to Baxley Rd.	0.51%	87	10	1,521	0.66%	No
49	CR 220	Baxley Rd to SR 21	0.15%	26	3	1,521	0.20%	No
50	CR 220-B (Knight Box Rd.)	SR 21 to CR 220	0.22%	38	4	3,060	0.13%	No
51	CR 224 (College Dr.)	SR 21 to CR 220A	1.09%	187	21	3,060	0.69%	No
52	CR 224	CR 220A to CR 220	1.23%	211	23	3,060	0.75%	No
53	CR 315	SR 16 to CR 315B	2.12%	363	40	1,355	2.95%	No
53.1	CR 315	CR 315B to US 17	0.46%	79	9	1,355	0.66%	No
53.2	CR 315B	CR 209 to CR 315	0.75%	128	14	1,355	1.03%	No
54	CR 739	CR 209 to CR 739B	0.00%	-	-	3,015	0.00%	No
55	CR 739	CR 739B to CR 218	0.00%	-	-	3,015	0.00%	No
56	CR 739-B (Sandridge Rd.)	Rolling View Blvd to CR 209	0.15%	26	3	1,161	0.26%	No
56.1 (New 4)	CR 739-B (Sandridge Rd.)	CR 739 to Rolling View Blvd.	0.15%	26	3	1,161	0.26%	No
57	Doctors Lake Dr.	Orange Park to Greenridge Rd.	0.16%	27	3	1,161	0.26%	No
58	Doctors Lake Dr.	Greenridge Rd. to Peoria Rd.	0.00%	-	-	1,161	0.00%	No
59	Moody Rd.	Doctors Lake Dr. to Suzanne Ave.	0.09%	15	2	1,161	0.17%	No
60	Moody Rd.	Suzanne Ave. to Peoria Rd.	0.11%	19	2	1,161	0.17%	No
61	Old Jennings Rd.	SR 21 to SR 23	0.17%	29	3	3,230	0.09%	No
61.1	Old Jennings Rd.	SR 23 to Long Bay Rd.	0.01%	2	-	1,606	0.00%	No
62	Peoria Rd.	College Dr. to Moody Rd.	0.18%	31	3	1,355	0.22%	No
63	Peoria Rd.	Moody Rd. to Doctors Lake Dr.	0.06%	10	1	1,355	0.07%	No
64	Wells Rd.	SR 21 to Orange Park	0.22%	38	4	3,015	0.13%	No
65	Cheswick Oaks Ave.	Duval County Line to End of Pavement	0.00%	-	-	1,521	0.00%	No
66	Baxley Rd	SR 21 to CR 220	0.17%	29	3	1,355	0.22%	No
67	Long Bay Rd.	Old Jennings Road to SR 21	0.07%	12	1	1,355	0.07%	No
68 (New 1)	Oakleaf Plantation Pkwy	Argyle Forrest Blvd to Branan Field Chaffee Rd.	0.06%	10	1	3,060	0.03%	No
H	First Coast Expressway	Old Jennings Blvd. to SR 21	14.06%	2,406	266	6,700	3.97%	No
I	First Coast Expressway	SR 21 to CR 739B	14.06%	2,406	266	6,700	3.97%	No
J	First Coast Expressway	CR 739B to CR 218 Extension	14.06%	2,406	266	6,700	3.97%	No
K	First Coast Expressway	CR 218 Extension to SR 16	14.06%	2,406	266	6,700	3.97%	No
L	First Coast Expressway	SR 16 to US 17	14.65%	2,507	277	6,700	4.13%	No
M	First Coast Expressway	US 17 to St. Johns County Line	38.81%	5,816	642	6,700	9.58%	Yes
N	Oak Ridge Avenue	SR 16 to Green Cove Avenue	6.70%	1,147	127	1,161	10.94%	Yes
O	Oak Ridge Avenue	Green Cove Avenue to Project Entrance	6.70%	1,147	127	1,161	10.94%	Yes
P	Oak Ridge Avenue	Project Entrance to US 17	4.32%	739	82	1,161	7.06%	Yes
Q	Green Cove Avenue	US 17 to Oak Ridge Avenue	3.35%	573	63	1,161	5.43%	Yes

Roadway	Termini	Year 2030 AADT	Project Traffic Distribution
Oak Ridge Avenue	SR 16 to Project Entrance		6.70%
Oak Ridge Avenue	Project Entrance to US 17		4.32%
US 17	SR 16 to Project Entrance		40.35%
US 17	Project Entrance to Outer Beltway	17,890	48.63%
Outer Beltway	US 17 to SR 13/16	11,878	34.98%
Outer Beltway	US 17 to SR 16 West	5,100	14.65%
<b>100.00%</b>			

Table D4  
 Impacted Roadway Segment Analysis  
 Ayresville PUD, Citrus County, Florida

Link No.	Roadway	Segment	Impacted	Peak Hour MSV	Year 2020 Traffic Volumes	Growth Rate	Year 2030 Traffic Volumes	2030 Background Traffic > MSV	Project Traffic Assignment	Year 2030 Build-Out Traffic	2030 Build-Out Traffic % of MSV	2030 Build-Out Traffic > MSV	Project Related Adverse Impacts
B	US 17	Wells Rd. to Kingsley Ave.	No	5,390	6,060		6,660	Yes	227	6,887	127.77%	Yes	No
C	US 17	Kingsley Ave. to Dr. Inlet Bridge	Yes	5,390	5,227		6,162	Yes	309	6,471	120.06%	Yes	No
1	US 17	Dr. Inlet Bridge to Raggedy Point Dr.	Yes	5,390	5,292		6,409	Yes	311	6,720	124.68%	Yes	No
1.1	US 17	Raggedy Point Dr. to CR 220	Yes	5,390	5,349		6,566	Yes	322	6,888	127.99%	Yes	No
Z	US 17	CR 220 to Water Oak Lane	No	8,840	3,839		5,426	No	361	5,787	65.46%	No	No
3	US 17	Water Oak Lane to Black Creek Bridge	No	8,840	3,839		5,426	No	380	5,806	65.68%	No	No
3.1	US 17	Black Creek Bridge to CR 209	Yes	5,900	3,251		4,396	No	387	4,783	81.07%	No	No
4	US 17	CR 209 to Green Cove Springs	Yes	5,900	3,251		4,396	No	448	4,844	82.10%	No	No
D	US 17	Green Cove Springs to SR 16 West	Yes	2,920	2,432		3,475	Yes	583	4,058	138.97%	Yes	No
E	US 17	SR 16 East to SR 16 West	Yes	3,580	2,124		2,721	No	658	3,389	94.65%	No	No
F	US 17	SR 16 East to CR 209	Yes	3,580	1,356		1,610	No	762	2,372	66.26%	No	No
M	First Coast Expressway	US 17 to St. Johns County Line	Yes	6,700			1,065	No	642	1,707	25.48%	No	No
N	Oak Ridge Avenue	SR 16 to Green Cove Avenue	Yes	1,161	198	2.00%	241	No	127	368	31.70%	No	No
O	Oak Ridge Avenue	Green Cove Avenue to Project Entrance	Yes	1,161	198	2.00%	241	No	127	368	31.70%	No	No
P	Oak Ridge Avenue	Project Entrance to US 17	Yes	1,161	198	2.00%	241	No	82	323	27.82%	No	No
Q	Green Cove Avenue	US 17 to Oak Ridge Avenue	Yes	1,161	198	2.00%	241	No	63	304	26.18%	No	No

# ***Attachment A***

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## **Conceptual Site Plan**

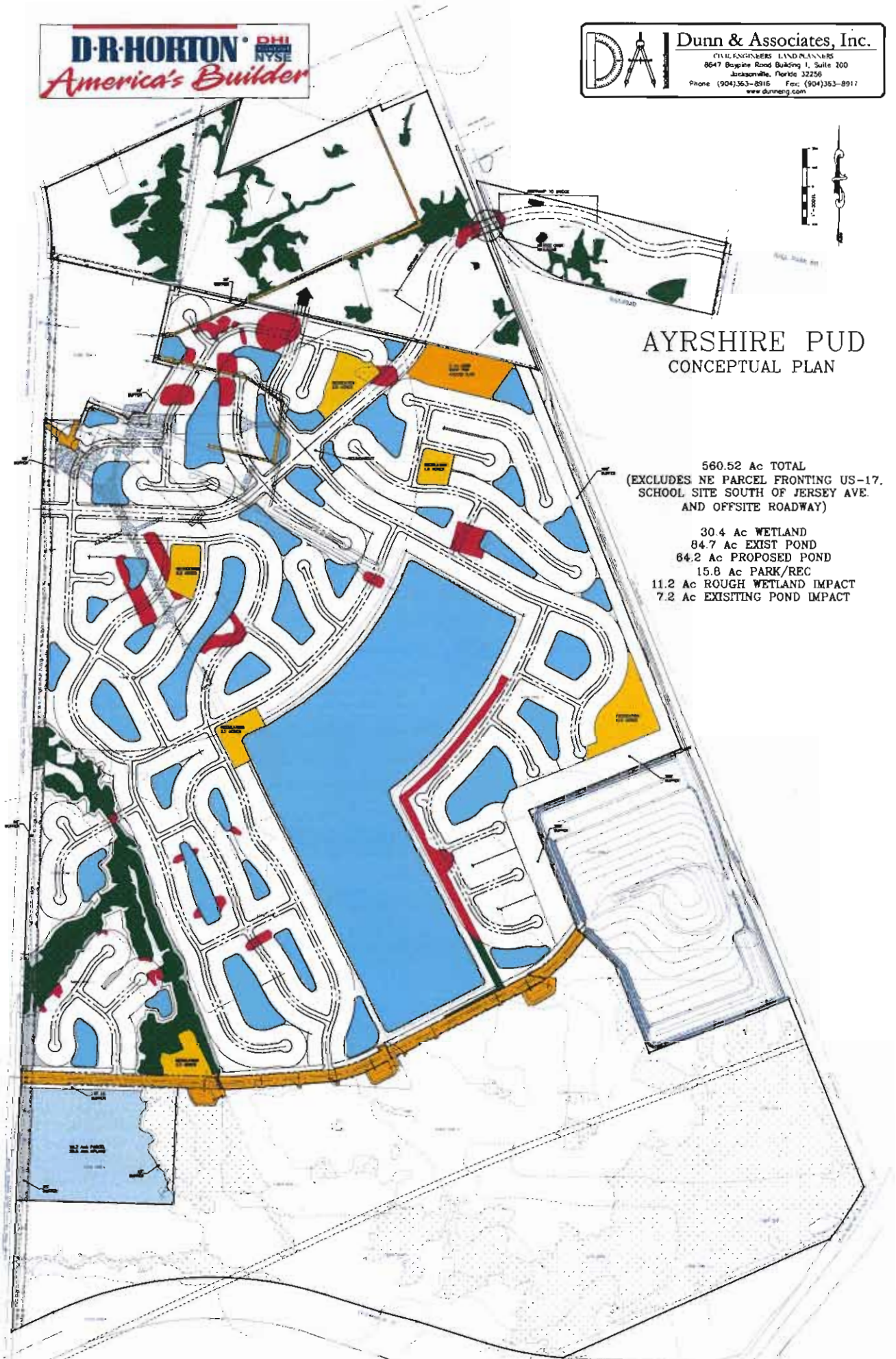
**(Source: Dunn and Associates, Inc.)**



# AYRSHIRE PUD CONCEPTUAL PLAN

560.52 Ac TOTAL  
(EXCLUDES NE PARCEL FRONTING US-17,  
SCHOOL SITE SOUTH OF JERSEY AVE.  
AND OFFSITE ROADWAY)

- 30.4 Ac WETLAND
- 84.7 Ac EXIST POND
- 64.2 Ac PROPOSED POND
- 15.8 Ac PARK/REC
- 11.2 Ac ROUGH WETLAND IMPACT
- 7.2 Ac EXISTING POND IMPACT



# ***Attachment B***

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Clay County Roadway System  
Capacity Analysis Spreadsheet





# ***Attachment C***

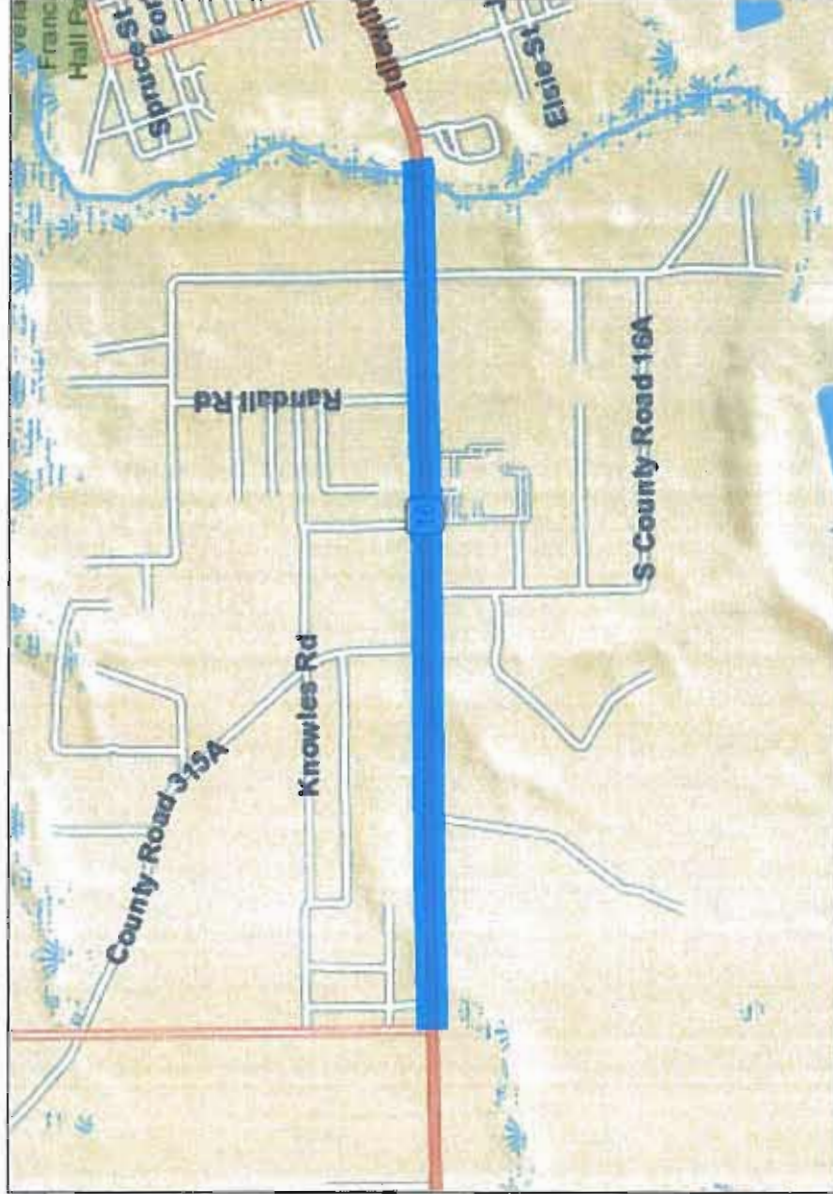
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FDOT District 2 LOS Summary  
Reports and FDOT Traffic Counts



**SR 16 from CR-315 to W. City Limit Of Green Cove Springs**

Attribute	Value
Segment ID:	626
Segment Length (miles):	1.744 mi
Location:	Clay County
County:	Clay
Roadway ID:	71050000
Begin MP:	20.373
End MP:	22.117
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Undivided
Directionality:	Two-Way
Posted Speed:	45-55 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.05
Data Sources:	RCI; TCI; NERPM AB; GUATS; FLSWM
Google Street View:	<a href="http://maps.google.com/maps?y=31.18077_81.7166290848394">http://maps.google.com/maps?y=31.18077_81.7166290848394</a>



Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	2	2	2	4	4	4	4
AAADT	11,800	13,910	19,185	24,460	29,736	35,011	40,286
Peak Hour Maximum Service Volume at LOS Standard	1,680	1,680	1,680	3,759	3,759	3,759	3,759
Peak Hour Traffic Volume	1,062	1,252	1,727	2,201	2,676	3,151	3,626
Peak Hour LOS	C	C	F	C	C	C	D

Notes: Four lanes by 2030 per LRTP (add two lanes); Facility is an Arterial with right turn lanes causing a +5% adjustment factor to be applied.



SR 16 from Paso Fino Rd to CR-315

Attribute	Value	2018	2020	2025	2030	2035	2040	2045
Segment ID:	290	2	2	2	4	4	4	4
Segment Length (miles):	3.285 mi	11,122	13,346	18,907	24,468	30,029	35,590	41,151
Location:	Clay County	1,550	1,550	1,550	4,460	4,460	4,460	4,460
County:	Clay	1,001	1,201	1,702	2,202	2,703	3,203	3,704
Roadway ID:	71050000	C	C	D	B	B	C	C
Begin MP:	17.087							
End MP:	20.373							
SIS:	No							
SIS Type:	Non SIS							
Median Treatment:	Undivided							
Directionality:	Two-Way							
Posted Speed:	55 mph							
Facility Type:	Highway							
Area Type:	Transition							
Standard K:	9.0%							
FDOT LOS Standard:	C							
Max. Service Vol. Adj. Factor:	0.00							
Data Sources:	RCI; TCI; NERPM AB; GUATS; FLSWM							
Google Street View:	<a href="http://maps.google.com/maps?hl=de&amp;cid=290831439307032_#l=756545706321">http://maps.google.com/maps?hl=de&amp;cid=290831439307032_#l=756545706321</a>							
<b>Projected Values</b>								
Number of Lanes		2	2	2	4	4	4	4
AADT		11,122	13,346	18,907	24,468	30,029	35,590	41,151
Peak Hour Maximum Service Volume at LOS Standard		1,550	1,550	1,550	4,460	4,460	4,460	4,460
Peak Hour Traffic Volume		1,001	1,201	1,702	2,202	2,703	3,203	3,704
Peak Hour LOS		C	C	D	B	B	C	C

Notes: Four lanes by 2030 per LRTP (add two lanes)

**FDOT D2 LOS Report**  
An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	SR 23 / First Coast Expwy. from SR 21 / Blanding Blvd to Oakleaf Plantation Pkwy.
County	Clay
Roadway	SR 23 / First Coast Expwy.
Segment Extent	SR 21 / Blanding Blvd to Oakleaf Plantation Pkwy.
Segment ID	10,000
Location	Clay County
Roadway ID	71293000
Begin MP	2.275
End MP	6.313
Segment Length (mi)	4.038
Median Treatment	1
Directionality	0
Posted Speed	n/a
SIS	Yes
SIS Type	SIS Future Corridor
Area Type	Urbanized
Facility Type	Freeway
Max. Service Vol. Adjustment Factor	Null
Standard K-Factor	9%
FDOT LOS Standard	Null
Lanes 2018	0
AADT 2018	0
Peak Volume 2018	0

Attribute	Value
Peak Max. Service Vol. 2018	Null
Peak LOS 2018	#N/A
Lanes 2020	4
AADT 2020	7,707
Peak Volume 2020	694
Peak Max. Service Vol. 2020	Null
Peak LOS 2020	B
Lanes 2025	4
AADT 2025	12,240
Peak Volume 2025	1,102
Peak Max. Service Vol. 2025	Null
Peak LOS 2025	B
Lanes 2030	4
AADT 2030	16,773
Peak Volume 2030	1,510
Peak Max. Service Vol. 2030	Null
Peak LOS 2030	B
Lanes 2035	4
AADT 2035	21,307
Peak Volume 2035	1,918
Peak Max. Service Vol. 2035	Null
Peak LOS 2035	B
Lanes 2040	4
AADT 2040	25,840
Peak Volume 2040	2,326

Attribute	Value
Peak Max. Service Vol. 2040	Null
Peak LOS 2040	B
Lanes 2045	4
AADT 2045	30,373
Peak Volume 2045	2,734
Peak Max. Service Vol. 2045	Null
Peak LOS 2045	B
Comments	First Coast ExpressWay - Four lanes by 2020 per FCX (new road construction)
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.1271240767067,-81.830653249936">http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.1271240767067,-81.830653249936</a>

**FDOT D2 LOS Report**  
An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	SR 23 / First Coast Expwy. from Henley Rd to new interchange at Paso Fino Rd
County	Clay
Roadway	SR 23 / First Coast Expwy.
Segment Extent	Henley Rd to new interchange at Paso Fino Rd
Segment ID	9.998
Location	Clay County
Roadway ID	71493000
Begin MP	9.202
End MP	14.266
Segment Length (mi)	5.064
Median Treatment	1
Directionality	0
Posted Speed	n/a
SIS	Yes
SIS Type	SIS Future Corridor
Area Type	Transition
Facility Type	Freeway
Max. Service Vol. Adjustment Factor	Null
Standard K-Factor	9%
FDOT LOS Standard	Null
Lanes 2018	0
AADT 2018	0
Peak Volume 2018	0

**Attribute Value**

Peak Max. Service Vol. 2018	Null
Peak LOS 2018	#N/A
Lanes 2020	0
AADT 2020	0
Peak Volume 2020	0
Peak Max. Service Vol. 2020	Null
Peak LOS 2020	#N/A
Lanes 2025	4
AADT 2025	5,100
Peak Volume 2025	459
Peak Max. Service Vol. 2025	Null
Peak LOS 2025	B
Lanes 2030	4
AADT 2030	6,000
Peak Volume 2030	540
Peak Max. Service Vol. 2030	Null
Peak LOS 2030	B
Lanes 2035	4
AADT 2035	6,900
Peak Volume 2035	621
Peak Max. Service Vol. 2035	Null
Peak LOS 2035	B
Lanes 2040	4
AADT 2040	7,800
Peak Volume 2040	702



Attribute	Value
Peak Max. Service Vol. 2040	Null
Peak LOS 2040	B
Lanes 2045	4
AADT 2045	8,700
Peak Volume 2045	783
Peak Max. Service Vol. 2045	Null
Peak LOS 2045	B
Comments	First Coast ExpressWay - Four lanes by 2025 per FCX (new road construction). LOS calculated with seg. in place by 2025. This seg. is on advancing request ph. for 2019 WP cycle. Approval pending for adoption into LRTP for 2017, please check for updates.
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.056664992917,-81.7798082324671">http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.056664992917,-81.7798082324671</a>

**FDOT D2 LOS Report**  
 An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	SR 23 / First Coast Expwy. from New interchange at Paso Fino Rd to SR 16
County	Clay
Roadway	SR 23 / First Coast Expwy.
Segment Extent	New interchange at Paso Fino Rd to SR 16
Segment ID	9.997
Location	Clay County
Roadway ID	71493000
Begin MP	14.266
End MP	17.079
Segment Length (mi)	2.813
Median Treatment	1
Directionality	0
Posted Speed	n/a
SIS	Yes
SIS Type	SIS Future Corridor
Area Type	Transition
Facility Type	Freeway
Max. Service Vol. Adjustment Factor	Null
Standard K-Factor	9%
FDOT LOS Standard	Null
Lanes 2018	0
AADT 2018	0
Peak Volume 2018	0

Attribute	Value
Peak Max. Service Vol. 2018	Null
Peak LOS 2018	#N/A
Lanes 2020	0
AADT 2020	0
Peak Volume 2020	0
Peak Max. Service Vol. 2020	Null
Peak LOS 2020	#N/A
Lanes 2025	4
AADT 2025	5,100
Peak Volume 2025	459
Peak Max. Service Vol. 2025	Null
Peak LOS 2025	B
Lanes 2030	4
AADT 2030	6,167
Peak Volume 2030	555
Peak Max. Service Vol. 2030	Null
Peak LOS 2030	B
Lanes 2035	4
AADT 2035	7,233
Peak Volume 2035	651
Peak Max. Service Vol. 2035	Null
Peak LOS 2035	B
Lanes 2040	4
AADT 2040	8,300
Peak Volume 2040	747

Attribute	Value
Peak Max. Service Vol. 2040	Null
Peak LOS 2040	B
Lanes 2045	4
AADT 2045	9,367
Peak Volume 2045	843
Peak Max. Service Vol. 2045	Null
Peak LOS 2045	B
Comments	First Coast ExpressWay - Four lanes by 2025 per FCX (new road construction). LOS calculated with seg. in place by 2025. This seg. is on advancing request ph. for 2019 WP cycle. Approval pending for adoption into LRTP for 2017, please check for updates.
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.0012174623461,-81.7708090367672">http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.0012174623461,-81.7708090367672</a>

**FDOT D2 LOS Report**  
An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	SR 23 / First Coast Expwy. from Oakleaf Plantation Pkwy. to Clay/Duval Co. Line
County	Clay
Roadway	SR 23 / First Coast Expwy.
Segment Extent	Oakleaf Plantation Pkwy. to Clay/Duval Co. Line
Segment ID	302
Location	Clay County
Roadway ID	71393000
Begin MP	0
End MP	2.275
Segment Length (mi)	2.275
Median Treatment	0
Directionality	0
Posted Speed	45-65 mph
SIS	Yes
SIS Type	SIS Future Corridor
Area Type	Urbanized
Facility Type	Highway
Max. Service Vol. Adjustment Factor	0
Standard K-Factor	9%
FDOT LOS Standard	D
Lanes 2018	4
AADT 2018	23,000
Peak Volume 2018	2,070

Attribute	Value
Peak Max. Service Vol. 2018	5,900
Peak LOS 2018	B
Lanes 2020	4
AADT 2020	22,673
Peak Volume 2020	2,041
Peak Max. Service Vol. 2020	6,700
Peak LOS 2020	B
Lanes 2025	4
AADT 2025	30,860
Peak Volume 2025	2,777
Peak Max. Service Vol. 2025	6,700
Peak LOS 2025	B
Lanes 2030	4
AADT 2030	36,327
Peak Volume 2030	3,269
Peak Max. Service Vol. 2030	6,700
Peak LOS 2030	B
Lanes 2035	4
AADT 2035	41,793
Peak Volume 2035	3,761
Peak Max. Service Vol. 2035	6,700
Peak LOS 2035	B
Lanes 2040	4
AADT 2040	47,260
Peak Volume 2040	4,253

Attribute	Value
Peak Max. Service Vol. 2040	6,700
Peak LOS 2040	C
Lanes 2045	4
AADT 2045	52,727
Peak Volume 2045	4,745
Peak Max. Service Vol. 2045	6,700
Peak LOS 2045	C
Comments	<Null>
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbl=30.1730662355349,-81.8314627627484">http://maps.google.com/maps?q=&amp;layer=c&amp;cbl=30.1730662355349,-81.8314627627484</a>

# FDOT D2 LOS Report

An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	SR 23 / First Coast Expwy. from SR 16 to US17
County	Clay
Roadway	SR 23 / First Coast Expwy.
Segment Extent	SR 16 to US17
Segment ID	9,996
Location	Clay County
Roadway ID	71493000
Begin MP	17.079
End MP	23.947001
Segment Length (mi)	6.868
Median Treatment	1
Directionality	0
Posted Speed	n/a
SIS	Yes
SIS Type	SIS Future Corridor
Area Type	Transition
Facility Type	Freeway
Max. Service Vol. Adjustment Factor	Null
Standard K-Factor	9%
FDOT LOS Standard	Null
Lanes 2018	0
AADT 2018	0
Peak Volume 2018	0



**Attribute Value**

Peak Max. Service Vol. 2018	Null
Peak LOS 2018	#N/A
Lanes 2020	0
AADT 2020	0
Peak Volume 2020	0
Peak Max. Service Vol. 2020	Null
Peak LOS 2020	#N/A
Lanes 2025	4
AADT 2025	4,000
Peak Volume 2025	360
Peak Max. Service Vol. 2025	Null
Peak LOS 2025	B
Lanes 2030	4
AADT 2030	5,100
Peak Volume 2030	459
Peak Max. Service Vol. 2030	Null
Peak LOS 2030	B
Lanes 2035	4
AADT 2035	6,200
Peak Volume 2035	558
Peak Max. Service Vol. 2035	Null
Peak LOS 2035	B
Lanes 2040	4
AADT 2040	7,300
Peak Volume 2040	657

Attribute	Value
Peak Max. Service Vol. 2040	Null
Peak LOS 2040	B
Lanes 2045	4
AADT 2045	8,400
Peak Volume 2045	756
Peak Max. Service Vol. 2045	Null
Peak LOS 2045	B
Comments	First Coast ExpressWay - Four lanes by 2025 per FCX (new road construction). LOS calculated with seg. in place by 2025. This seg. is on advancing request ph. for 2019 WP cycle. Approval pending for adoption into LRTP for 2017, please check for updates.
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbl=29.9450146102147,-81.7242561200839">http://maps.google.com/maps?q=&amp;layer=c&amp;cbl=29.9450146102147,-81.7242561200839</a>

**FDOT D2 LOS Report**  
 An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	SR 23 / First Coast Expwy. from SR 21 / Blanding Blvd to Henley Rd
County	Clay
Roadway	SR 23 / First Coast Expwy.
Segment Extent	SR 21 / Blanding Blvd to Henley Rd
Segment ID	9,999
Location	Clay County
Roadway ID	71493000
Begin MP	6.313
End MP	9.202
Segment Length (mi)	2.889
Median Treatment	1
Directionality	0
Posted Speed	n/a
SIS	Yes
SIS Type	SIS Future Corridor
Area Type	Urbanized
Facility Type	Freeway
Max. Service Vol. Adjustment Factor	Null
Standard K-Factor	9%
FDOT LOS Standard	Null
Lanes 2018	0
AADT 2018	0
Peak Volume 2018	0

Attribute	Value
Peak Max. Service Vol. 2018	Null
Peak LOS 2018	#N/A
Lanes 2020	0
AADT 2020	0
Peak Volume 2020	0
Peak Max. Service Vol. 2020	Null
Peak LOS 2020	#N/A
Lanes 2025	4
AADT 2025	6,100
Peak Volume 2025	549
Peak Max. Service Vol. 2025	Null
Peak LOS 2025	B
Lanes 2030	4
AADT 2030	9,033
Peak Volume 2030	813
Peak Max. Service Vol. 2030	Null
Peak LOS 2030	B
Lanes 2035	4
AADT 2035	11,967
Peak Volume 2035	1,077
Peak Max. Service Vol. 2035	Null
Peak LOS 2035	B
Lanes 2040	4
AADT 2040	14,900
Peak Volume 2040	1,341

Attribute	Value
Peak Max. Service Vol. 2040	Null
Peak LOS 2040	B
Lanes 2045	4
AADT 2045	17,833
Peak Volume 2045	1,605
Peak Max. Service Vol. 2045	Null
Peak LOS 2045	B
Comments	First Coast ExpressWay - Four lanes by 2025 per FCX (new road construction). LOS calculated with seg. in place by 2025. This seg. is on advancing request ph. for 2019 WP cycle. Approval pending for adoption into LRTP for 2017, please check for updates.
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.0797439825294,-81.8297545780703">http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.0797439825294,-81.8297545780703</a>

# FDOT D2 LOS Report

An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	SR 23 / First Coast Expwy. from US 17 to St Johns County Line
County	Clay
Roadway	SR 23 / First Coast Expwy.
Segment Extent	US 17 to St Johns County Line
Segment ID	9.995
Location	Green Cove Springs
Roadway ID	71493000
Begin MP	23.947001
End MP	27.299
Segment Length (mi)	3.352
Median Treatment	1
Directionality	0
Posted Speed	n/a
SIS	Yes
SIS Type	SIS Future Corridor
Area Type	Urbanized
Facility Type	Freeway
Max. Service Vol. Adjustment Factor	Null
Standard K-Factor	9%
FDOT LOS Standard	Null
Lanes 2018	0
AADT 2018	0
Peak Volume 2018	0

Attribute	Value
Peak Max. Service Vol. 2018	Null
Peak LOS 2018	#N/A
Lanes 2020	0
AADT 2020	0
Peak Volume 2020	0
Peak Max. Service Vol. 2020	Null
Peak LOS 2020	#N/A
Lanes 2025	0
AADT 2025	0
Peak Volume 2025	0
Peak Max. Service Vol. 2025	Null
Peak LOS 2025	#N/A
Lanes 2030	6
AADT 2030	11,833
Peak Volume 2030	1,065
Peak Max. Service Vol. 2030	Null
Peak LOS 2030	B
Lanes 2035	6
AADT 2035	14,867
Peak Volume 2035	1,338
Peak Max. Service Vol. 2035	Null
Peak LOS 2035	B
Lanes 2040	6
AADT 2040	17,900
Peak Volume 2040	1,611

Attribute	Value
Peak Max. Service Vol. 2040	Null
Peak LOS 2040	B
Lanes 2045	6
AADT 2045	20,933
Peak Volume 2045	1,884
Peak Max. Service Vol. 2045	Null
Peak LOS 2045	B
Comments	First Coast ExpressWay - Six lanes by 2030 per FCX (new road construction)
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=29.9751086230152,-81.6490584183635">http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=29.9751086230152,-81.6490584183635</a>







US 17 from Margarets Walk Rd to CR 220

Attribute	Value	2018	2020	2025	2030	2035	2040	2045
Segment ID:	268	6	6	6	6	6	6	6
Segment Length (miles):	3.218 mi	39,125	42,651	51,469	60,286	69,103	77,921	86,738
Location:	Clay County	8,840	8,840	8,840	8,840	8,840	8,840	8,840
County:	Clay	3,521	3,839	4,632	5,426	6,219	7,013	7,806
Roadway ID:	71020000	B	B	B	C	C	D	D
Begin MP:	5.042							
End MP:	8.261							
SIS:	Yes							
SIS Type:	SIS Corridor							
Median Treatment:	Divided							
Directionality:	Two-Way							
Posted Speed:	45-55 mph							
Facility Type:	Highway							
Area Type:	Urbanized							
Standard K:	9.0%							
FDOT LOS Standard:	D							
Max. Service Vol. Adj. Factor:	0.00							
Data Sources:	RCI; TCI; NERPM AB; GUATS; FLSWM							
Google Street View:	<a href="https://maps.google.com/maps?hl=en&amp;map=30.0789457657485...81.7067302477085">https://maps.google.com/maps?hl=en&amp;map=30.0789457657485...81.7067302477085</a>							
<b>Projected Values</b>								
Number of Lanes								
AADT								
Peak Hour Maximum Service Volume at LOS Standard								
Peak Hour Traffic Volume								
Peak Hour LOS								

Notes:





US 17 from CR 226 to CR 209 (S.C.L. of Green Cove Springs)

Attribute	Value	2018	2020	2025	2030	2035	2040	2045
Segment ID:	1017							
Segment Length (miles):	3.177 mi							
Location:	Clay County							
County:	Clay							
Roadway ID:	71010000							
Begin MP:	5.859							
End MP:	9.037							
SIS:	Yes							
SIS Type:	SIS Corridor							
Median Treatment:	Divided							
Directionality:	Two-Way							
Posted Speed:	60 mph							
Facility Type:	Highway							
Area Type:	Transition							
Standard K:	9.0%							
FDOT LOS Standard:	C							
Max. Service Vol. Adj. Factor:	0.00							
Data Sources:	RCI; TCI; NERPM AB; GUATS; FLSWM							
Google Street View:	<a href="http://maps.google.com/maps?hl=Abayer-c&amp;rl=79.8416307749461.-81.684226538783">http://maps.google.com/maps?hl=Abayer-c&amp;rl=79.8416307749461.-81.684226538783</a>							
<b>Projected Values</b>								
Number of Lanes		4	4	4	4	4	4	4
AADT		9,873	10,696	12,756	14,816	16,876	18,936	20,996
Peak Hour Maximum Service Volume at LOS Standard		4,460	4,460	4,460	4,460	4,460	4,460	4,460
Peak Hour Traffic Volume		889	963	1,148	1,334	1,519	1,704	1,890
Peak Hour LOS		B	B	B	B	B	B	B

Notes:



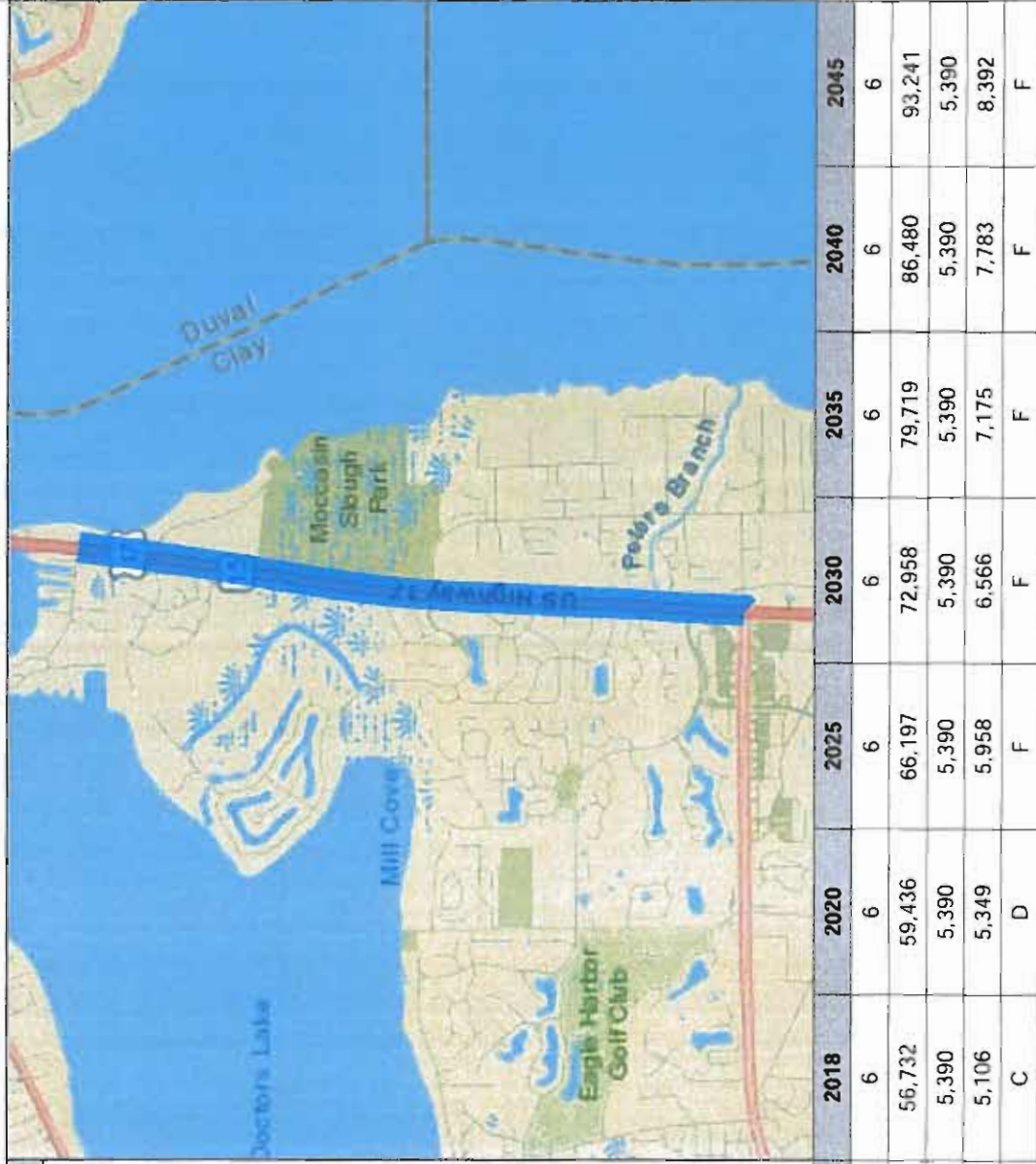
US 17 from CR-220 to Creighton Road

Attribute	Value
Segment ID:	269
Segment Length (miles):	2.758 mi
Location:	Clay County
County:	Clay
Roadway ID:	71020000
Begin MP:	8.261
End MP:	11.019
SIS:	Yes
SIS Type:	SIS Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	45-50 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPMA; GUATS; FLSWM

Google Street View:

<http://maps.google.com/maps?hl=en&layer=c&cbll=30.122238740635,-81.7043951185217>



Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	6	6	6	6	6	6	6
AADT	56,732	59,436	66,197	72,958	79,719	86,480	93,241
Peak Hour Maximum Service Volume at LOS Standard	5,390	5,390	5,390	5,390	5,390	5,390	5,390
Peak Hour Traffic Volume	5,106	5,349	5,958	6,566	7,175	7,783	8,392
Peak Hour LOS	C	D	F	F	F	F	F

Notes:



US 17 from Creighton Road to Elbow Rd

Attribute	Value	2018	2020	2025	2030	2035	2040	2045
Segment ID:	942							
Segment Length (miles):	1.199 mi							
Location:	Orange Park							
County:	Clay							
Roadway ID:	71020000							
Begin MP:	11.019							
End MP:	12.218							
SIS:	Yes							
SIS Type:	SIS Corridor							
Median Treatment:	Divided							
Directionality:	Two-Way							
Posted Speed:	45-50 mph							
Facility Type:	Arterial							
Area Type:	Urbanized							
Standard K:	9.0%							
FDOT LOS Standard:	D							
Max. Service Vol. Adj. Factor:	0.00							
Data Sources:	RCI; TCI; NERPM AB; GUATS; FLSWM							
Google Street View:	<a href="https://maps.google.com/maps?hl=en&amp;layer=c&amp;coll=30,1507305965683,-81,7006792498254">https://maps.google.com/maps?hl=en&amp;layer=c&amp;coll=30,1507305965683,-81,7006792498254</a>							
<b>Projected Values</b>								
Number of Lanes		6	6	6	6	6	6	6
AADT		56,325	58,805	65,006	71,208	77,409	83,611	89,812
Peak Hour Maximum Service Volume at LOS Standard		5,390	5,390	5,390	5,390	5,390	5,390	5,390
Peak Hour Traffic Volume		5,069	5,292	5,851	6,409	6,967	7,525	8,083
Peak Hour LOS		C	D	F	F	F	F	F

Notes:

**FDOT D2 LOS Report**  
An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	US 17 from N. City Limit of Green Cove Springs to Margarets Walk Rd
County	Clay
Roadway	US 17
Segment Extent	N. City Limit of Green Cove Springs to Margarets Walk Rd
Segment ID	266
Location	Clay County
Roadway ID	71020000
Begin MP	1.263
End MP	5.042
Segment Length (mi)	3.779
Median Treatment	1
Directionality	0
Posted Speed	35-55 mph
SIS	Yes
SIS Type	SIS Corridor
Area Type	Urbanized
Facility Type	Highway
Max. Service Vol. Adjustment Factor	0
Standard K-Factor	9%
FDOT LOS Standard	D
Lanes 2018	4
AADT 2018	33,571
Peak Volume 2018	3,021

**Attribute Value**

Peak Max. Service Vol. 2018	5,900
Peak LOS 2018	B
Lanes 2020	4
AADT 2020	36,117
Peak Volume 2020	3,251
Peak Max. Service Vol. 2020	5,900
Peak LOS 2020	B
Lanes 2025	4
AADT 2025	42,482
Peak Volume 2025	3,823
Peak Max. Service Vol. 2025	5,900
Peak LOS 2025	C
Lanes 2030	4
AADT 2030	48,847
Peak Volume 2030	4,396
Peak Max. Service Vol. 2030	5,900
Peak LOS 2030	C
Lanes 2035	4
AADT 2035	55,212
Peak Volume 2035	4,969
Peak Max. Service Vol. 2035	5,900
Peak LOS 2035	D
Lanes 2040	4
AADT 2040	61,577
Peak Volume 2040	5,542

Attribute	Value
Peak Max. Service Vol. 2040	5,900
Peak LOS 2040	D
Lanes 2045	4
AADT 2045	67,942
Peak Volume 2045	6,115
Peak Max. Service Vol. 2045	5,900
Peak LOS 2045	E
Comments	Null
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.028349842853,-81.70765556110402">http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.028349842853,-81.70765556110402</a>





US 17 from Putnam Co. Line to CR 226



Attribute	Value
Segment ID:	291
Segment Length (miles):	5.859 mi
Location:	Clay County
County:	Clay
Roadway ID:	71010000
Begin MP:	0.000
End MP:	5.859
SIS:	Yes
SIS Type:	SIS Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	60 mph
Facility Type:	Highway
Area Type:	Transition
Standard K:	9.5%
FDOT LOS Standard:	C
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RC; TCI; NERPM AB; GUATS; FLSWM  
 Google Street View:  
<https://maps.google.com/maps?gq=1&hl=en&call=29.18171805266518,-81.6546973427114>

Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	8,400	9,082	10,790	12,497	14,204	15,911	17,619
Peak Hour Maximum Service Volume at LOS Standard	4,460	4,460	4,460	4,460	4,460	4,460	4,460
Peak Hour Traffic Volume	798	863	1,025	1,187	1,349	1,512	1,674
Peak Hour LOS	B	B	B	B	B	B	B

Notes:



US 17 from SR 16 E to SR 16 W



Attribute	Value	2018	2020	2025	2030	2035	2040	2045
Segment ID:	4624	4	4	4	4	4	4	4
Segment Length (miles):	0.630 mi	22,274	23,601	26,919	30,237	33,556	36,874	40,192
Location:	Green Cove Springs	3,580	3,580	3,580	3,580	3,580	3,580	3,580
County:	Clay	2,005	2,124	2,423	2,721	3,020	3,319	3,617
Roadway ID:	71010000	C	C	C	C	C	C	F
Begin MP:	10.647							
End MP:	11.277							
SIS:	Yes							
SIS Type:	SIS Corridor							
Median Treatment:	Divided							
Directionality:	Two-Way							
Posted Speed:	30-45 mph							
Facility Type:	Arterial							
Area Type:	Urbanized							
Standard K:	9.0%							
FDOT LOS Standard:	D							
Max. Service Vol. Adj. Factor:	0.00							
Data Sources:	RCI; TCI; NERPM AB; GUATS; FLSWM							
Google Street View:	<a href="http://maps.google.com/maps?z=14&amp;ll=29.88763028268,-81.6773528949144">http://maps.google.com/maps?z=14&amp;ll=29.88763028268,-81.6773528949144</a>							
<b>Projected Values</b>								
Number of Lanes		4	4	4	4	4	4	4
AADT		22,274	23,601	26,919	30,237	33,556	36,874	40,192
Peak Hour Maximum Service Volume at LOS Standard		3,580	3,580	3,580	3,580	3,580	3,580	3,580
Peak Hour Traffic Volume		2,005	2,124	2,423	2,721	3,020	3,319	3,617
Peak Hour LOS		C	C	C	C	C	C	F

Notes:

**FDOT D2 LOS Report**  
 An Interactive Mapping and Reporting Application

Level of Service Segments

Attribute	Value
Segment Description	US 17 from Elbow Rd to SR 224 / Kingsley Ave
County	Clay
Roadway	US 17
Segment Extent	Elbow Rd to SR 224 / Kingsley Ave
Segment ID	943
Location	Orange Park
Roadway ID	71020000
Begin MP	12.218
End MP	12.65
Segment Length (mi)	0.432
Median Treatment	1
Directionality	0
Posted Speed	40-45 mph
SIS	Yes
SIS Type	SIS Corridor
Area Type	Urbanized
Facility Type	Arterial
Max. Service Vol. Adjustment Factor	0
Standard K-Factor	9%
FDOT LOS Standard	D
Lanes 2018	6
AADT 2018	56,000
Peak Volume 2018	5,040

Attribute	Value
Peak Max. Service Vol. 2018	5,390
Peak LOS 2018	C
Lanes 2020	6
AADT 2020	58,077
Peak Volume 2020	5,227
Peak Max. Service Vol. 2020	5,390
Peak LOS 2020	C
Lanes 2025	6
AADT 2025	63,270
Peak Volume 2025	5,694
Peak Max. Service Vol. 2025	5,390
Peak LOS 2025	F
Lanes 2030	6
AADT 2030	68,462
Peak Volume 2030	6,162
Peak Max. Service Vol. 2030	5,390
Peak LOS 2030	F
Lanes 2035	6
AADT 2035	73,655
Peak Volume 2035	6,629
Peak Max. Service Vol. 2035	5,390
Peak LOS 2035	F
Lanes 2040	6
AADT 2040	78,848
Peak Volume 2040	7,096

Attribute	Value
Peak Max. Service Vol. 2040	5,390
Peak LOS 2040	F
Lanes 2045	6
AADT 2045	84,041
Peak Volume 2045	7,564
Peak Max. Service Vol. 2045	5,390
Peak LOS 2045	F
Comments	Null
Google Street View	<a href="http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.1625520482506,-81.7008760226497">http://maps.google.com/maps?q=&amp;layer=c&amp;cbll=30.1625520482506,-81.7008760226497</a>



**US 17 from SR-16 to N. City Limit (.09 m N of Governor St)**



Attribute	Value
Segment ID:	625
Segment Length (miles):	1.263 mi
Location:	Green Cove Springs
County:	Clay
Roadway ID:	71020000
Begin MP:	0.000
End MP:	1.263
SIS:	Yes
SIS Type:	SIS Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	30-35 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00

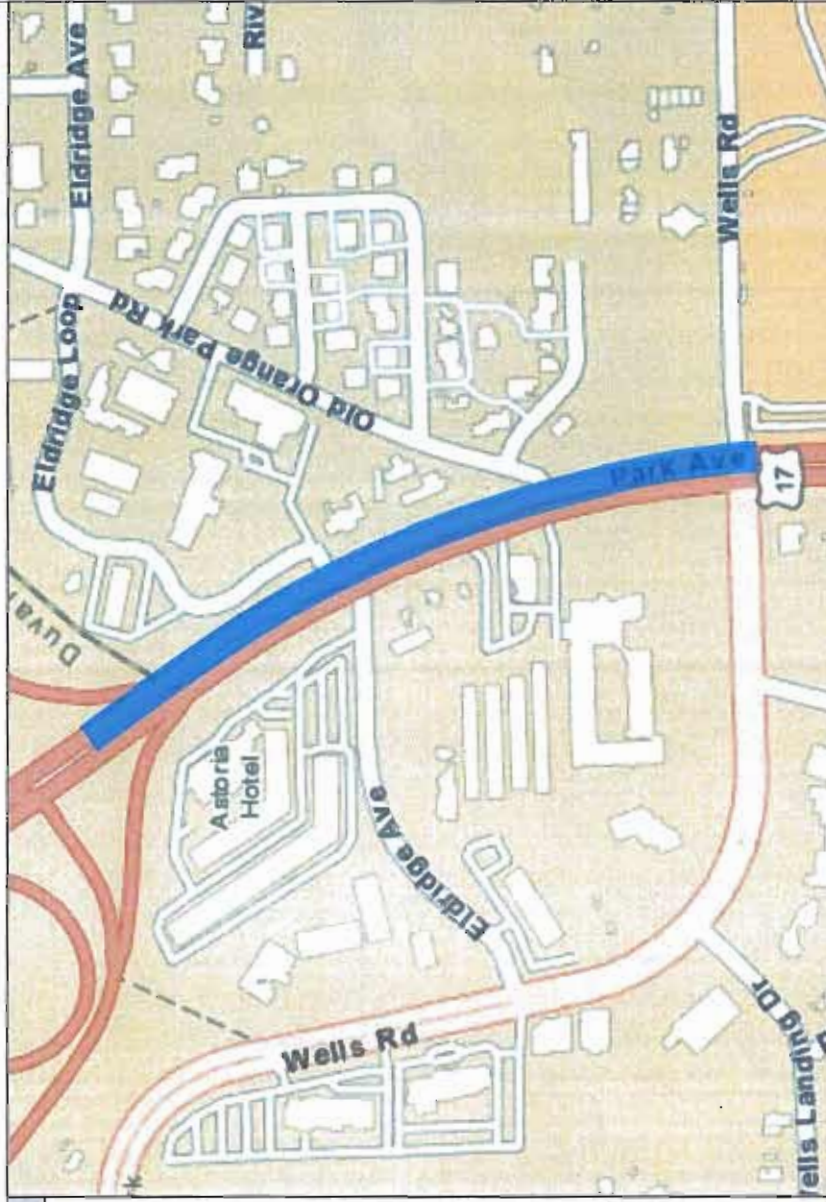
Data Sources: RCI, TCI; NERPM AB; GUATS; FLSWM  
 Google Street View:  
<https://maps.google.com/maps?z=14&layer=c&cbll=30.0001460202537,-81.6831769623117>

Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	24,705	27,022	32,816	38,610	44,404	50,198	55,992
Peak Hour Maximum Service Volume at LOS Standard	2,920	2,920	2,920	2,920	2,920	2,920	2,920
Peak Hour Traffic Volume	2,223	2,432	2,953	3,475	3,996	4,518	5,039
Peak Hour LOS	D	D	E	F	F	F	F

Notes:



US 17 from Wells Rd to Duval Co. Line



Attribute	Value
Segment ID:	945
Segment Length (miles):	0.368 mi
Location:	Orange Park
County:	Clay
Roadway ID:	71020000
Begin MP:	13.997
End MP:	14.365
SIS:	Yes
SIS Type:	SIS Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	40-45 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.16

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM  
 Google Street View:  
[http://maps.google.com/maps?z=1&layer=satellite-30.18177865308877\\_-81.7025265074099](http://maps.google.com/maps?z=1&layer=satellite-30.18177865308877_-81.7025265074099)

Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	8	8	8	8	8	8	8
AADT	85,500	86,216	88,006	89,797	91,597	93,378	95,168
Peak Hour Maximum Service Volume at LOS Standard	8,411	8,411	8,411	8,411	8,411	8,411	8,411
Peak Hour Traffic Volume	7,695	7,759	7,921	8,082	8,243	8,404	8,565
Peak Hour LOS	C	C	C	C	C	D	F

Notes: A capacity adjustment of 16.67% was applied due to the irregularity in geometry seen on this segment.



**US 17 from SR 224 / Kingsley Ave to Wells Rd**

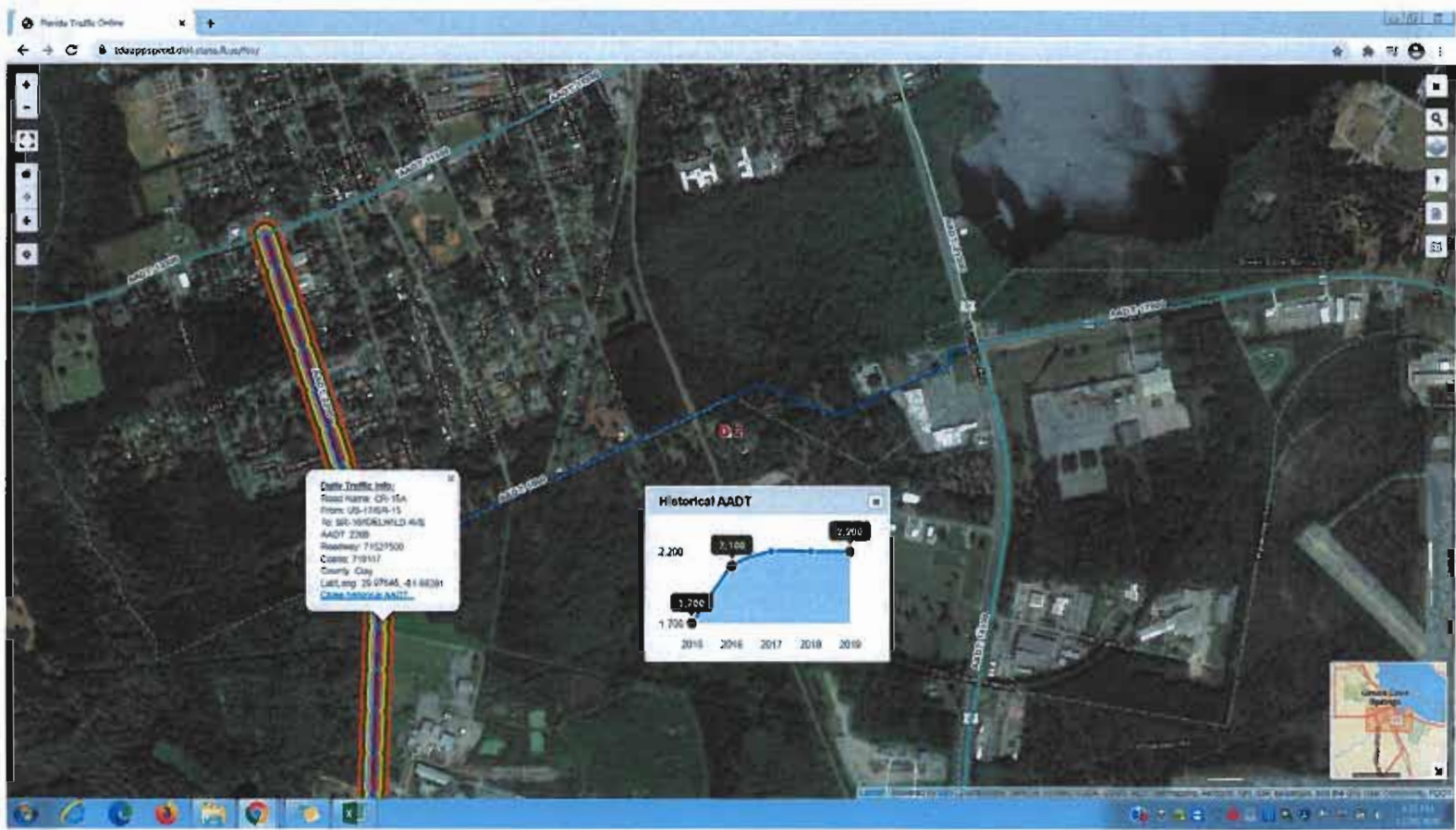
Attribute	Value
Segment ID:	944
Segment Length (miles):	1.347 mi
Location:	Orange Park
County:	Clay
Roadway ID:	71020000
Begin MP:	12.650
End MP:	13.997
SIS:	Yes
SIS Type:	SIS Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	40 mph
Facility Type:	Arterial
Area Type:	Urbanized
Standard K:	9.0%
FDOT LOS Standard:	D
Max. Service Vol. Adj. Factor:	0.00
Data Sources:	RCI; TCI; NERPM AB; GUATS; FLSWM
Google Street View:	<a href="http://maps.google.com/maps?hl=en&amp;ll=30.175466779824,-81.7014105219722">http://maps.google.com/maps?hl=en&amp;ll=30.175466779824,-81.7014105219722</a>

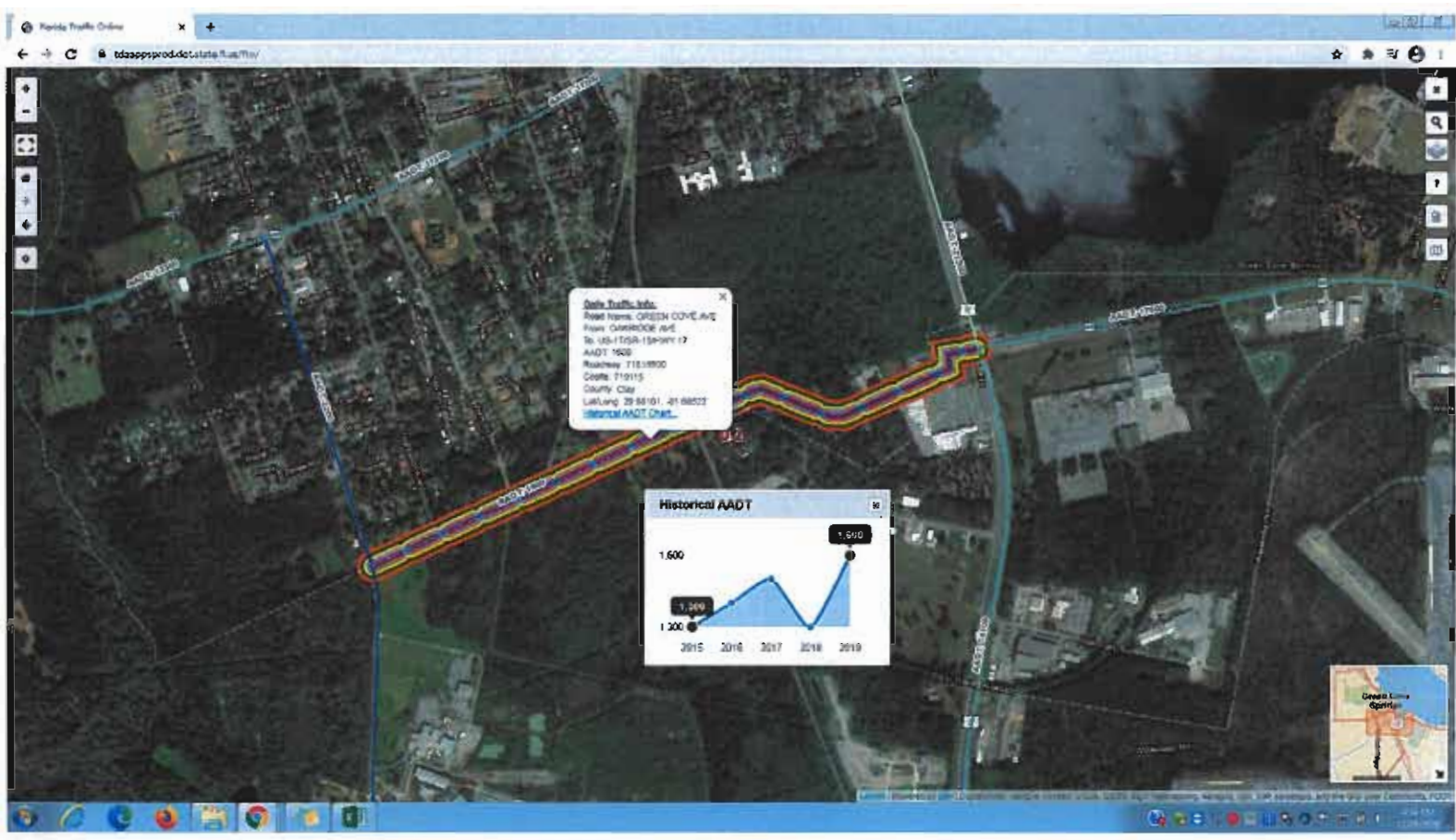


Projected Values	2018	2020	2025	2030	2035	2040	2045
Number of Lanes	6	6	6	6	6	6	6
AADT	66,000	67,334	70,669	74,005	77,340	80,676	84,011
Peak Hour Maximum Service Volume at LOS Standard	5,390	5,390	5,390	5,390	5,390	5,390	5,390
Peak Hour Traffic Volume	5,940	6,060	6,360	6,660	6,961	7,261	7,561
Peak Hour LOS	F	F	F	F	F	F	F

Notes:







# ***Attachment D***

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## **Planned and Programmed Improvements**



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# County Road 220 PD&E Study

- About this Project
- Photos
- Documents
- Public Events

## Overview

The FDOT is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to enhance safety and provide additional capacity to meet existing and future traffic needs on CR 220. FDOT encourages you to get involved throughout the study by providing comments, concerns, questions and/or suggestions to the Study Team.

Video (<https://vimeo.com/343447112/c87592abaa>)

## Project Details

<b>Project Start:</b>	TBD
<b>Expected Completion:</b>	TBD
<b>Cost:</b>	TBD
<b>Project #:</b>	430719-2
<b>Roads</b>	County Road 220
<b>Counties</b>	Clay
<b>Cities</b>	Orange Park

## Contact



**David Tyler, P.E.** (<mailto:david.tyler@dot.state.fl.us>)  
(386) 961-7842

County Road 220 PD&E Study

## Overview



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FIRST COAST EXPRESSWAY  
Florida's Dynamic System of Transportation



## FIRST COAST EXPRESSWAY

Florida Department of Transportation

The First Coast Expressway (FCE, SR 23) is a multi-lane, limited access toll road that, once completed, will cross parts of Duval, Clay and St. Johns counties. Expressway traffic will pass through electronic toll gantries without stopping. The gantries will contain an electronic system that will either detect the vehicle's SunPass transponder device or scan the vehicle's license plate for a toll-by-plate invoice in the mail. The total length of the proposed roadway is approximately 46 miles. The FCE will reduce congestion on other major roadways in the region, important not only for daily commuters but also critically important during times of storm-related evacuation.

Toll collection on the First Coast Expressway began in July 2019.

For questions or information regarding SunPass transponder registration, SunPass accounts or toll invoices, please contact SunPass at SunPass.com (<http://www.sunpass.com>) or 1-888-865-5352.

- List of Projects
- About
- Schedule
- Documents
- FAQ

Below are the list of individual projects. Click to learn more.

[First Coast Expressway from I-10 to N. of Argyle Forest Blvd \(http://nfiroads.com/ProjectDetails?p=5003\)](http://nfiroads.com/ProjectDetails?p=5003)  
[First Coast Expressway from N. of Argyle Forest Blvd to Blanding Blvd \(http://nfiroads.com/ProjectDetails?p=5010\)](http://nfiroads.com/ProjectDetails?p=5010)  
[First Coast Expressway from State Road 21 to North of State Road 16 \(http://nfiroads.com/ProjectDetails?p=5152\)](http://nfiroads.com/ProjectDetails?p=5152)  
[First Coast Expressway from North of State Road 16 to East of County Road 209 \(http://nfiroads.com/ProjectDetails?p=5248\)](http://nfiroads.com/ProjectDetails?p=5248)  
[First Coast Expressway – New St. Johns River Bridge \(http://nfiroads.com/ProjectDetails?p=5136\)](http://nfiroads.com/ProjectDetails?p=5136)  
[First Coast Expressway — East of County Road 16A Spur to I-95 \(http://nfiroads.com/ProjectDetails?p=5337\)](http://nfiroads.com/ProjectDetails?p=5337)

## List of Projects

**Below are the list of individual projects. Click to learn more.**

[First Coast Expressway from I-10 to N. of Argyle Forest Blvd \(http://nfiroads.com/ProjectDetails?p=5003\)](http://nfiroads.com/ProjectDetails?p=5003)  
[First Coast Expressway from N. of Argyle Forest Blvd to Blanding Blvd \(http://nfiroads.com/ProjectDetails?p=5010\)](http://nfiroads.com/ProjectDetails?p=5010)  
[First Coast Expressway from State Road 21 to North of State Road 16 \(http://nfiroads.com/ProjectDetails?p=5152\)](http://nfiroads.com/ProjectDetails?p=5152)  
[First Coast Expressway from North of State Road 16 to East of County Road 209 \(http://nfiroads.com/ProjectDetails?p=5248\)](http://nfiroads.com/ProjectDetails?p=5248)  
[First Coast Expressway – New St. Johns River Bridge \(http://nfiroads.com/ProjectDetails?p=5136\)](http://nfiroads.com/ProjectDetails?p=5136)  
[First Coast Expressway — East of County Road 16A Spur to I-95 \(http://nfiroads.com/ProjectDetails?p=5337\)](http://nfiroads.com/ProjectDetails?p=5337)

## About

Construction on the northwestern, first segment of the FCE (Blanding Boulevard/SR 21 in Clay County north to I-10/US 90 in Duval County) began in 2013 and was completed in summer 2019, with toll collection beginning July 13, 2019.

The central, second segment of the FCE project involves new roadway from Blanding Boulevard/SR 21 in Middleburg running south and then east through Green Cove Springs and includes a new bridge over Black Creek near the Byron Road/Lake Asbury community.

The second segment is being divided into two separate projects:

The north project (FIN 422938-6), which runs from north of SR 16 to north of SR 21, will be built by Sacyr Construction at a cost of \$230 million. Construction began in March 2019 and is expected to be completed in 2025, weather and schedule permitting.

The south project (FIN 422938-5), which runs from east of CR 209 to north of SR 16, will be built by Superior Construction at a cost of \$180 million. Construction began in April 2019 and is expected to be completed in 2026, weather and schedule permitting.

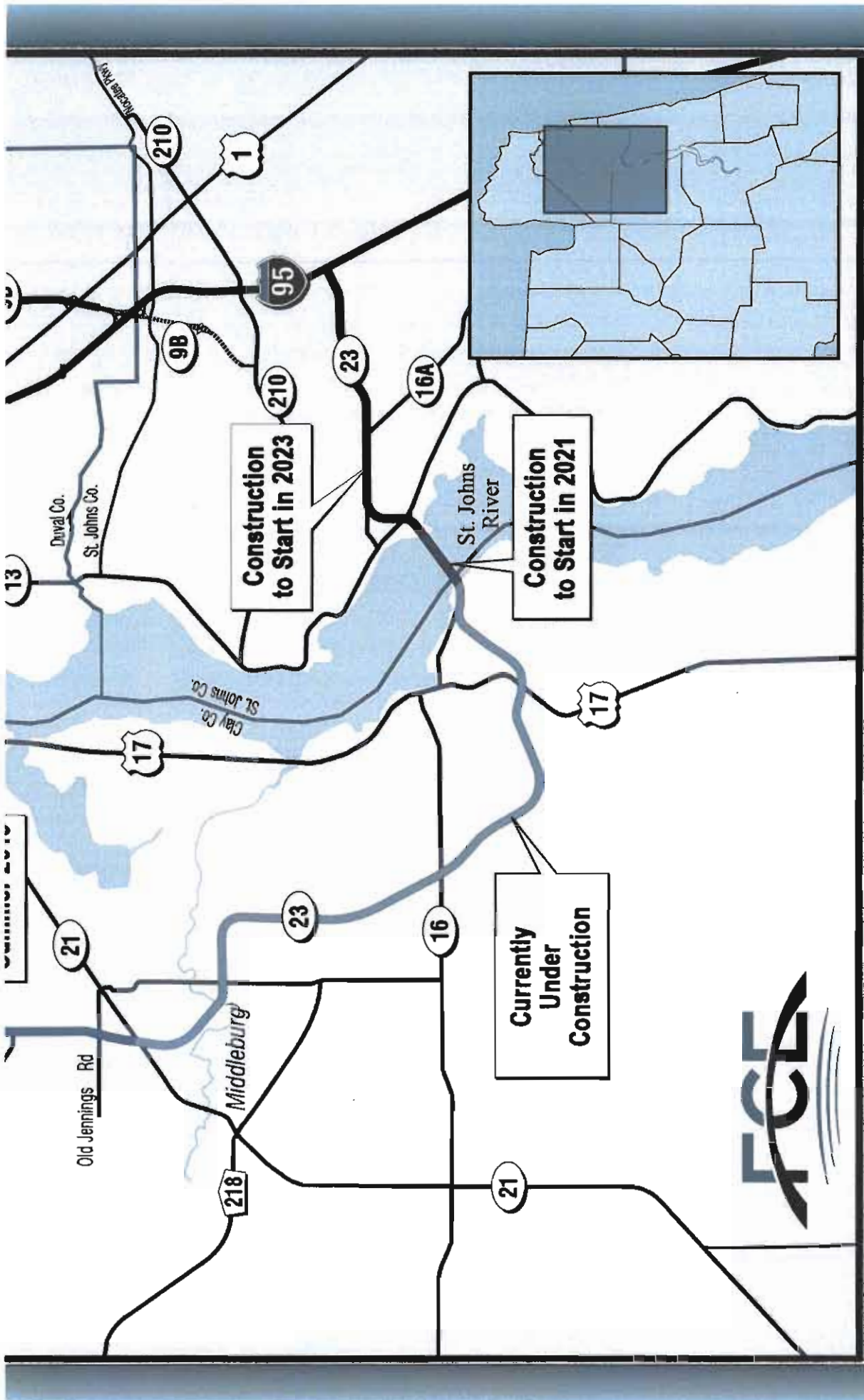
The third segment of the FCE is also being divided into two projects:

A new bridge over the St. Johns River just south of the existing Shands Bridge (FIN 422938-7), expected to begin construction in late 2021 and be completed in 2029 at a cost of approximately \$334 million.

New roadway from east of the County Road 16A Spur to I-95 in St. Johns County (FIN 422938-8), expected to begin construction in early 2023 and be completed in early 2030 at a cost of approximately \$303 million.







Contact

**Sara Pleasants** (mailto:Sara.pleasants@dot.state.fl.us)  
386-269-3490



View FCE Map with Tolls (FirstCoastExpressway/documents/2017-01-19-updated-fce-map-with-tolls.pdf)



View more information on being a SunPass user (<https://www.sunpass.com/en/home/index.shtml>)

### Schedule

#### FCE Segment 1

#### Completion Date

FCE South Project (Blanding Blvd to North of Argyle Blvd.)	Summer 2019
FCE North Project (North of Argyle Blvd. to I-10)	Summer 2019
FCE Extension Project (I-10 to Beaver Street/US 90)	Summer 2018

#### FCE Segment 2

#### Start Date      Est. Completion Date

FCE North (Blanding Blvd. in Middleburg to North of SR 16 in Green Cove Springs)	March 2019	2025
FCE South (North of SR 16 to South of U.S. 17 by river in Green Cove Springs)	April 2019	2026

#### FCE Segment 3

#### Est. Start Date      Est. Completion Date

New bridge over St. Johns River	2022	2029
New roadway from east of the County Road 16A Spur to I-95 in St. Johns County	2023	2030

## Documents

Document Name:	Date:
FCE Whole US 90 to SR 21 Map (FirstCoastExpressway/documents/2018-03-22-whole-fce-us-90-to-sr-21-map-2.pdf)	03/22/18
FCE Full Project Route Map (PIM) (FirstCoastExpressway/documents/FCE PIM 2019-08-23.pdf)	08/23/19
Aerial of Entire FCE Project (FirstCoastExpressway/documents/2017-02-14-sr-23-w-aerial.pdf)	02/14/17
Project Map from I-10 to Blanding Boulevard (FirstCoastExpressway/documents/2017-01-23-first-coast-i-10-to-sr-21.pdf)	01/23/17
FCE Map with Tolls (FirstCoastExpressway/documents/2017-01-19-updated-fce-map-with-tolls.pdf)	01/19/17
Public Meeting Handout (FirstCoastExpressway/documents/2015-12-10-public-meeting-handout.pdf)	12/10/15
Board 1 - Project Location Map (FirstCoastExpressway/documents/2016-03-24-fcx-board-project-location-map.pdf)	12/10/15
Board 2 - Project Details (FirstCoastExpressway/documents/2015-12-10-fcx-board-project-details.pdf)	12/10/15
Governor Invests \$9.9 Billion for Transportation Improvements (English) (FirstCoastExpressway/documents/2015-01-fdot-gov-scott-budget.pdf)	01/28/15
Governor Invests \$9.9 Billion for Transportation Improvements (Spanish) (FirstCoastExpressway/documents/2015-01-fdot-gov-scott-budget-spanish.pdf)	01/28/15
St. Johns River Crossing Record of Decision (FirstCoastExpressway/documents/2014-04-07-st-johns-river-crossing-record-of-decision.pdf)	04/07/14
St. Johns River Crossing Final Environmental Impact Statement (FirstCoastExpressway/documents/2013-10-11-st-johns-river-crossing-final-environmental-impact-statement.pdf)	10/11/13
Pile Driving Video ( <a href="https://vimeo.com/275861894/8efd7e71d0">https://vimeo.com/275861894/8efd7e71d0</a> )	5/17/19
FCE Full Project Map with Construction Timeline (FirstCoastExpressway/images/SR 23 FCE_Entire Project_LocationMap 11-24-20.jpg)	11/24/20

## Project Maps



FCE Project Maps - Click to download (FirstCoastExpressway/documents/FCE PIM 2019-08-23.pdf)



View more information on being a SunPass user (<http://www.sunpass.com>)

## FAQ

- What is a limited access highway?
- What portion of the roadway will be tolled?
- When will tolls start being collected?
- Won't tolls cause Congestion? Will I have to stop to pay a toll?
- What will the toll be?
- Under what circumstances could these toll rates be raised?
- Can I get a discount on the toll if I am a frequent traveler?
- What are the free routes which motorists can use to avoid paying tolls?
- Where is the money coming from to build this road?
- How does the toll bonding/construction cost funding system work?

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# I-295 at U.S. 17 Interchange Improvements

- About this Project
- Photos
- Documents
- Public Events

## Overview

The Florida Department of Transportation is conducting a Project Development & Environment (PD&E) Study for proposed widening and reconstruction of U.S. 17 (S.R. 15) from south of the Wells Road Intersection to Birmingham Avenue, a distance of 3 miles, in Clay and Duval Counties. Additional improvements include ramp and intersection improvements at U.S. 17 and the I-295 off ramps, Eldridge Avenue, Old Orange Park Road, and Wells Road. Traffic operations within the project study area show excessive delay and heavy queuing at the intersections along U.S. 17 during peak hours as well as at the on and off-ramps to I-295. With expectations of continued traffic operation issues, this PD&E study is investigating alternatives to meet capacity needs, intersection operations, and safety within the study area.

## Project Details

**Project Start:** 2022  
**Expected Completion:** TBD  
**Cost:** \$13.7 million  
**Project #:** 4355751  
**Roads:** Interstate 295, U.S. 17  
**Counties:** Clay, Duval  
**Cities:**

## Contact



**Sara Pleasants** (mailto:Sara.pleasants@dot.state.fl.us)  
386-269-3490

I-295 at U.S. 17 Interchange Improvements





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# First Coast Expressway from North of State Road 16 to East of County Road 209

- About this Project
- Traffic Alerts
- Photos
- Documents
- Public Events

## Overview

Superior Construction is the contractor for the First Coast Expressway/State Road 23 from east of County Road 209 to north of State Road 16 in Clay County (9.7 miles).

### Construction activities:

- Constructing 9.7 miles of new multi-lane, limited access toll road
- Constructing a drainage system for the new roadway, including a series of storm water ponds
- Installing traffic signals, lighting, highway signing and guardrails
- Building 15 new bridges
- Constructing two new toll facilities featuring overhead gantries with electronic tolling just west of County Road 15A and east of County Road 209.

## Project Details

<b>Project Start:</b>	Spring 2019
<b>Expected Completion:</b>	2028
<b>Cost:</b>	\$180 million
<b>Project #:</b>	422938-5
<b>Roads</b>	State Road 13, State Road 16, State Road 23
<b>Counties</b>	Clay
<b>Cities</b>	

## Contact



**Sara Pleasants** (mailto:Sara.pleasants@dot.state.fl.us)  
386-269-3490



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# First Coast Expressway from State Road 21 to North of State Road 16

- About this Project
- Traffic Alerts
- Photos
- Documents
- Public Events

## Overview

Sacyr Construction began construction March 4, 2019 on the second phase of the First Coast Expressway (State Road 23) from north of State Road 16 to just north of Blanding Boulevard (State Road 21) through Clay County (10.5 miles)

Construction activities include:

- Adding 10.5 miles of new multi-lane, limited access toll roadway to State Road 23

- Constructing a drainage system for the new roadway with a series of storm water ponds

- Installing new lighting, highway signing and guardrails

- Building three new tolling facilities with overhead gantries and electronic tolling east of Baxley Road, west of the County Road 218 exit and just west of the State Road 16 exit

- Building 26 bridges along the roadway, including two new bridges over Black Creek in the Lake Asbury community

- Building noise walls south of Sandridge Road in the Rolling Hills Community

- Constructing retaining walls along State Road 23

Traffic impacts:

Due to active sidewalks in the area, the contractor will be required to make necessary accommodations for pedestrians and physically handicapped during construction

Sacyr Construction will construct temporary access points at State Road 16 and State Road 21

## Project Details

**Project Start:** March 2019

**Expected Completion:** 2025

**Cost:** \$229 million

**Project #:** 422938-6

**Roads:** State Road 16, State Road 23

**Counties:** Clay

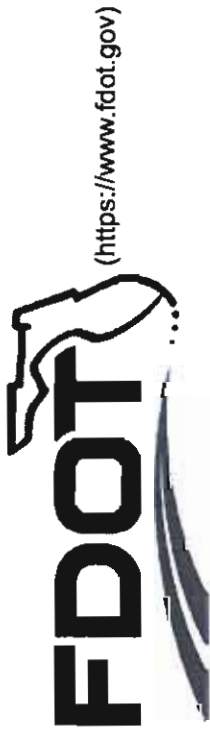
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# First Coast Expressway – New St. Johns River Bridge

- About this Project
- Photos
- Documents
- Public Events

## Overview

The third and final segment of the FCE includes a new four-lane bridge over the St. Johns River just south of where the Shands Bridge currently stands. Construction on the new bridge is expected to begin in 2022 and be completed in 2029 at a cost of approximately \$334 million. The vertical clearance height of the new bridge will be 65 feet from the water line, compared to the existing 45 feet of clearance. The additional 20 feet will match the Buckman Bridge's clearance and is an improvement for marine commerce in the region.

## Project Details

**Project Start:** 2022

**Expected Completion:** 2029

**Cost:** \$334 million

**Project #:** 422938-7

**Roads:** State Road 23

**Counties:** Clay, St. Johns

**Cities:**

## Contact



**Sara Pleasants** (mailto:Sara.pleasants@dot.state.fl.us)  
386-269-3490

First Coast Expressway – New St. Johns River Bridge

## Overview

RESOLUTION #2019/2020-67

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF CLAY COUNTY, FLORIDA, AMENDING SECTION II OF TABLE 1, THE NON-CAPITAL IMPROVEMENT ELEMENT IMPROVEMENTS, AND AMENDING TABLE 2, THE REVENUE SOURCES RELATING THERETO, BOTH OF WHICH ARE PART OF THE CLAY COUNTY CAPITAL IMPROVEMENTS PROGRAM; PROVIDING AN EFFECTIVE DATE.

Recitals

**WHEREAS**, on June 26, 2018, the Board of County Commissioners of Clay County, Florida (the Board), adopted Ordinance No. 2018-31, which adopted the Clay County 2040 Comprehensive Plan, as amended (the Plan); and

**WHEREAS**, Policy 1.1.2 of the Capital Improvements Element (CIE) of the Plan directs the County to monitor capital facilities to identify deficiencies, to evaluate whether improvements have met demands, and to identify needed maintenance; and

**WHEREAS**, certain tables are included in the CIE and contain both CIE improvements and Non-CIE improvements, as well as revenue sources for each, and together they make up the County's Capital Improvements Program; and;

**WHEREAS**, the table attached and incorporated herein as Exhibit A entitled "Clay County Capital Improvements" (Table 1), contains CIE improvements in Section I and Non-CIE improvements in Section II thereof; and

**WHEREAS**, the table attached and incorporated herein as Exhibit B entitled "Clay County Capital Program Revenue Sources" (Table 2), specifies revenue sources for both CIE improvements and Non-CIE improvements; and

**WHEREAS**, amendments to the list of Non-CIE improvements in Section II of Table 1 and related changes to the revenue sources in Table 2 may be accomplished by resolution.

Be It Resolved by the Board of County Commissioners of Clay County:

Section 1.

Section II of Table 1 is amended as set forth in Exhibit A in order to make necessary changes as directed by the Board.

Section 2.

Table 2 is amended as set forth in Exhibit B in order to make it consistent with Section II of Table 1.

Section 3.

With respect to the Tables referenced in Section 1 and Section 2 above, the legal effect of this Resolution is that upon its effective date:

- (A) Funds for capital projects identified in the Tables shall only be expended consistent therewith; and
- (B) To the extent that corrections, updates, and modifications concerning costs, revenue sources, and acceptance of facilities pursuant to dedications which are inconsistent with the Tables, or a change in the date of construction of the capital projects identified in the Tables are proposed, such may only be implemented by amendment hereto; and
- (C) Nothing in this Resolution shall have any effect on the improvements listed in Section I of Table 1. This Resolution shall be construed only to amend Section II of Table 1 and the related revenue sources in Table 2.

Section 4.

The revisions to the reserves, revenues, and appropriations for the Capital Improvement Project Fund set forth above are more particularly identified in the budget transfer form attached as Exhibit C.

Section 5.

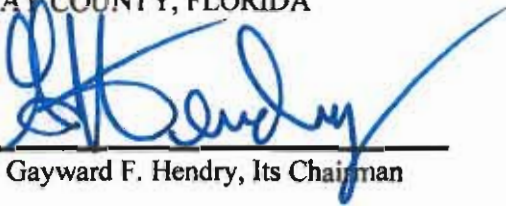
This resolution shall take effect immediately upon its adoption.



**DULY ADOPTED**, by the Board of County Commissioners, Clay County, Florida,  
this 12th day of May, 2020.

**BOARD OF COUNTY COMMISSIONERS  
OF CLAY COUNTY, FLORIDA**

By:



Gayward F. Hendry, Its Chairman

**ATTEST:**



Howard Wanamaker, County Manager and  
Clerk of the Board of County Commissioners

**Exhibit A**  
**Table I. Clay County Capital Improvements**  
**CLAY COUNTY, FLORIDA**  
**FY 2019-20**  
**CIP**  
**BCC - True Up 5/12/20**

		2019-20	2020-21	2021-22	2022-23	2023-24
		Budget	Budget	Budget	Budget	Budget
<b>Section I COMPREHENSIVE PLAN CAPITAL IMPROVEMENTS</b>						
<b><u>Traffic Circulation Element</u></b>						
6076A	Atlantis Drive (State Funded)	2,843,760	-	-	-	-
6083	CR 218 Extension	-	9,000,000	-	-	-
6065	CR 220 (CR209 to Knight Boxx)	2,713,690	-	-	-	-
6064B	Tynes Blvd Ext.	152,759	-	-	-	-
6094	CR 315C - CR 214 (State Funded)	3,083,887	-	-	-	-
6095	CR224 (College) RR-CR-220 to SR-21 Blanding (RW widening)	4,010,382	-	-	-	-
7084	Intersection Improvement/Minor Capacity	500,000	500,000	500,000	500,000	500,000
6096	State Road 23 Access/Frontage Roads	680,727	-	-	-	-
6096A	State Road 23/Frontage Trail Ridge	3,000,000	-	-	-	-
6098	County Road 220 RRR - Swimming Pen Creek to US 17	3,580,699	-	-	-	-
<b>Total Capital Improvement Plan Improvements</b>		<b>20,565,904</b>	<b>9,500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>
<b>Section II NON-PLAN CAPITAL IMPROVEMENTS</b>						
<b><u>Transportation</u></b>						
6059	Equipment - Transportaton	2,123,515	1,452,000	387,714	1,082,250	500,000
6093	Bridge Improvements	500,000	500,000	-	-	-
	Oakleaf Plantation/Eagle Landing Signal	-	500,000	-	-	-
<b><u>Parks and Recreation</u></b>						
	Fairgrounds Master Plan Improvements	-	2,510,000	-	-	-
6058	Parks and Recreation Equipment	65,000	-	-	-	-
6062	Multipurpose Field @ Fleming Island (FLAA)	300,000	-	-	-	-
6063	Fleming Island Baseball Park	814,593	-	-	-	-
6068	Omega Park	103,783	-	-	-	-
6088	Keystone Heights Trailhead*	46,000	-	-	-	-
<b><u>Environmental</u></b>						
	Animal Services - Building	-	714,000	4,789,500	2,236,000	-
6051	Equipment - Animal Services	-	-	-	-	-
<b><u>Public Safety</u></b>						
6049	Public Safety Training Facility	153,000	408,000	4,532,000	-	-
6107	Burn Building	-	-	-	135,200	-
6106	Gun Range	150,000	1,816,000	2,532,000	2,201,600	-
6054	800 MHz	4,225,867	-	-	-	-
6055	Station 11 Replacment	47,120	-	-	-	-
6089	Fire Station 20 - GCS	3,330,000	-	-	-	-
	Fire Station 15	-	-	309,000	3,120,000	-
	Fire Station 17	-	-	-	312,000	4,500,000
6057	Equipment - Public Safety	3,544,563	1,077,148	1,494,976	2,864,527	1,703,027
6078	Sheriff Capital Equipment & Vehicles	1,924,930	1,326,000	1,545,000	1,560,000	1,640,000
<b><u>Public Works</u></b>						
27	Road Resurfacing	6,568,344	4,000,000	4,000,000	4,000,000	4,000,000
6005	Road Paving	1,084,787	500,000	500,000	500,000	500,000
6040	Drainage Storm Water	1,969,599	1,000,000	400,000	400,000	400,000
6080	Public Works Building	1,131,620	-	-	-	-
6090	Infrastructure Studies	205,400	211,200	-	-	-
7086	Indigo Branch Drainage	-	3,000,000	-	-	-
	Moody Ave - Drainage Improvement	-	216,240	-	-	-
6092A	Ridaught Landing Drainage Improvements	31,364	-	-	-	-
6092F	Greenwood Drainage Improvements	136,280	-	-	-	-
6092C	Knight Box and CR220 Drainage Improvements	126,262	-	-	-	-
6092D	Tumbleweed Dr - Tanglewood Village Drainage Improv	42,138	-	-	-	-

**Exhibit A**  
**Table 1. Clay County Capital Improvements**  
**CLAY COUNTY, FLORIDA**  
**FY 2019-20**  
**CIP**  
**BCC - True Up 5/12/20**

	2019-20	2020-21	2021-22	2022-23	2023-24	
	Budget	Budget	Budget	Budget	Budget	
<b>Other Projects</b>						
6056	Equipment-General Government	553,396	500,000	500,000	500,000	500,000
6067	Fairgrounds Improvements	938,050	-	-	-	-
6067A	Fairgrounds Improvements - FDACS FG Exhibit Hall Remodeling	500,000	-	-	-	-
6079	Equipment-Libraries	-	-	-	-	-
7083	Equipment-Extension Services	31,500	-	-	-	-
6042	School Board Aid	1,600,000	-	-	-	-
7087	Municipal Grants *	330,000	-	-	-	-
<b>Debt Service</b>						
4205	Debt Financing - transfer to Debt Service Fund	-	-	-	-	-
<b>Total Non-Plan Improvements</b>		32,577,111	19,730,588	20,990,190	18,911,577	13,743,027
<b>Grand Total - Improvements</b>		53,143,015	29,230,588	21,490,190	19,411,577	14,243,027

Includes \$7,000,000 in Developer Funding and \$2,000,000 in County Funding.
True Up Changes
Now from 10 yr

**Exhibit B**  
**Table 2. Clay County Capital Program Revenue Sources**  
**CLAY COUNTY, FLORIDA**  
**Revenue Analysis for Capital Improvement Element**  
**CIP**  
**FY 2019-20**  
**BCC - True Up 5/12/20**

	2019-20 Budget	2020-21 Budget	2021-22 Budget	2022-23 Budget	2023-24 Budget
<b>Revenues</b>					
Prior Year Carry Forward	43,646,472	21,330,627	12,966,465	6,164,337	1,830,597
Local Option Sales Tax Receipts	8,015,256	-	-	-	-
Transfer In from Fund 120 - ISS Revenue Fund	9,619,052	11,802,815	12,206,137	12,621,035	13,037,920
2nd Local Option Gas Tax Receipts	3,110,500	3,151,253	3,244,390	3,239,781	3,304,577
Interest Earnings	115,000	10,000	10,000	10,000	10,000
Subtotal	64,506,280	36,294,695	28,426,992	22,035,153	18,183,094
<b>Other Revenues</b>					
Interfund Transfer	591	591	591	591	591
State Grant - Atlantis Dr	2,065,000	-	-	-	-
State Grant - FDACS Fairgrounds Project	500,000	-	-	-	-
State Grant - 315C	2,614,325	-	-	-	-
State Grant - SR23/Frontage Trail Ridge	3,000,000	-	-	-	-
Federal Grant - Ridaught Landing Drainage	23,523	-	-	-	-
Federal Grant - Knight Box CR222 Drainage Improvements	94,696	-	-	-	-
Federal Grant - Tumblewood Dr Tanglewood Drainage Improvements	31,603	-	-	-	-
Federal Grant - Greenwood Drainage Improvements	102,210	-	-	-	-
Developer Funding	-	7,000,000	-	-	-
Subtotal	8,431,948	7,000,591	591	591	591
<b>Total Funds</b>	72,938,228	43,295,286	28,427,583	22,035,744	18,183,685
Less 5% of Revenues	(1,464,588)	(1,098,233)	(773,056)	(793,570)	(817,654)
<b>Total Revenues Available to County</b>	71,473,640	42,197,053	27,654,527	21,242,174	17,366,031
<b>Expenditures</b>					
Plan Improvements	20,565,904	9,500,000	500,000	500,000	500,000
Non-Plan Improvements	32,577,111	19,730,588	20,990,190	18,911,577	13,743,027
Total	53,143,015	29,230,588	21,490,190	19,411,577	14,243,027
<b>Excess of Revenues Over Expenditures</b>					
Annually (total funds less expenditures)	19,795,213	14,064,698	6,937,393	2,624,167	3,940,658
<b>Over (Under) 95 Percent</b>	18,330,625	12,966,465	6,164,337	1,830,597	3,123,004

Includes \$7,000,000 in Developer Funding and \$2,000,000 in County Funding.
True Up Changes
New from 10 yr

EXHIBIT C

CLAY COUNTY BOARD OF COUNTY COMMISSIONERS  
BUDGET TRANSFER AUTHORIZATION (TRANSFER OF APPROPRIATIONS)

FY 19/20

**TYPE OF REQUEST:**

Budget Transfer # \_\_\_\_\_

- Transfer within same Cost Center
- Transfer between Cost Centers within same Fund (Contact Budget Director)
- Transfer In/Out of Contingency within same Fund (Contact Budget Director)
- Receipt of unanticipated funds (Submit information for Resolution below)
- Transfer between Funds (Contact Budget Director)
- Transfer within CIP Fund (Contact Budget Director)
- Carryforward of Grant Funds (For use by Budget Office Only - Requires Resolution)

AMOUNTS to TRANSFER

ACCOUNT NUMBER			ACCOUNT DESCRIPTION	INCREASE	DECREASE
Fund	Division	Account (Object Code)			
<b>REVENUE</b>					
305	305	312600	Discr Sales Surtaxes		(12,821,757.00)
305	305	381120	Transfer 2020 Bond Revenue Fund	9,619,052.00	
305	305	399001	5% Of Budgeted Revenues		(16,807.00)
<b>Total Revenue Adjustment</b>					<b>(3,219,512.00)</b>
<b>APPROPRIATIONS</b>					
305	6031	563000	Infrastructure		(4,500,000.00)
305	6040	563000	Infrastructure	1,000,000.00	
305	6076	563000	Infrastructure		(778,760.00)
305	6076A	563000	Infrastructure	2,843,760.00	
305	6080	563000	Infrastructure	157,000.00	
305	6092	563000	Infrastructure		(1,616,000.00)
305	6095	563000	Infrastructure	451,942.00	
305	6097	563000	Infrastructure		(1,823,042.00)
305	6098	563000	Infrastructure	403,520.00	
305	6100	563000	Infrastructure		(2,065,000.00)
305	7085	563000	Infrastructure		(384,938.00)
305	7086	563000	Infrastructure		(737,300.00)
305	7088	563000	Infrastructure		(60,600.00)
305	7089	563000	Infrastructure		(42,420.00)
305	6049	562000	Buildings		(150,000.00)
305	6106	562000	Buildings	150,000.00	
305	9912	599100	Reserve - Contingency	2,434,038.00	
305	9912	599200	Reserve - Cash Balance		(889,432.00)
305	9912	599800	Reserve For Capital Improvements	2,387,720.00	
<b>Total Appropriation Increase/Decrease</b>				<b>9,827,980.00</b>	<b>(13,047,492.00)</b>
<b>Total Appropriation Adjustment</b>					<b>(3,219,512.00)</b>

**JUSTIFICATION:**

This budget amendment is needed to true up CIP funding after the issuance of the 2020 Series Revenue Bond for road construction projects.

REQUESTED BY: \_\_\_\_\_

DATE REQUESTED: \_\_\_\_\_

ADMINISTRATIVE USE ONLY

BUDGET OFFICE APPROVAL

COUNTY MANAGER APPROVAL

BY: \_\_\_\_\_

BY: \_\_\_\_\_

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_



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# State Road 21 from CR-218 to Black Creek Improvements

- About this Project
- Traffic Alerts
- Photos
- Documents
- Public Events

## Overview

The Florida Department of Transportation began a widening and resurfacing project on State Road 21 (Blanding Boulevard) from County Road 218 to Black Creek in February 2020.

Once completed, this project will add two lanes of capacity to the four-lane section of Blanding Boulevard between County Road 218 and Black Creek and provide more efficient east-west movements at the intersection of Blanding Boulevard and County Road 218. The County Road 218 bridge over Black Creek will be replaced to provide a wider bridge in order to accommodate the improvements within the project corridor. The County Road 218 bridge will remain to traffic open during construction.

\$acyr Construction was selected to complete the \$16.4 million project. Construction is estimated to begin this month and be completed in fall 2021, weather and unforeseen circumstances permitting.

## Project Details

<b>Project Start:</b>	February 2020
<b>Expected Completion:</b>	Winter 2021
<b>Cost:</b>	\$16.4 million
<b>Project #:</b>	208211-5-52-01
<b>Roads</b>	County Road 218, State Road 21
<b>Counties</b>	Clay
<b>Cities</b>	Middleburg

## Contact



**Samantha Rambeau** (mailto:Samantha.Rambeau@atkinsglobal.com)  
386-269-3602



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## Blanding Boulevard (SR 21) Widening and Reconstruction From Allie Murray Road to Long Bay Road (CR 220A)

- About this Project
- Traffic Alerts
- Photos
- Documents
- Public Events

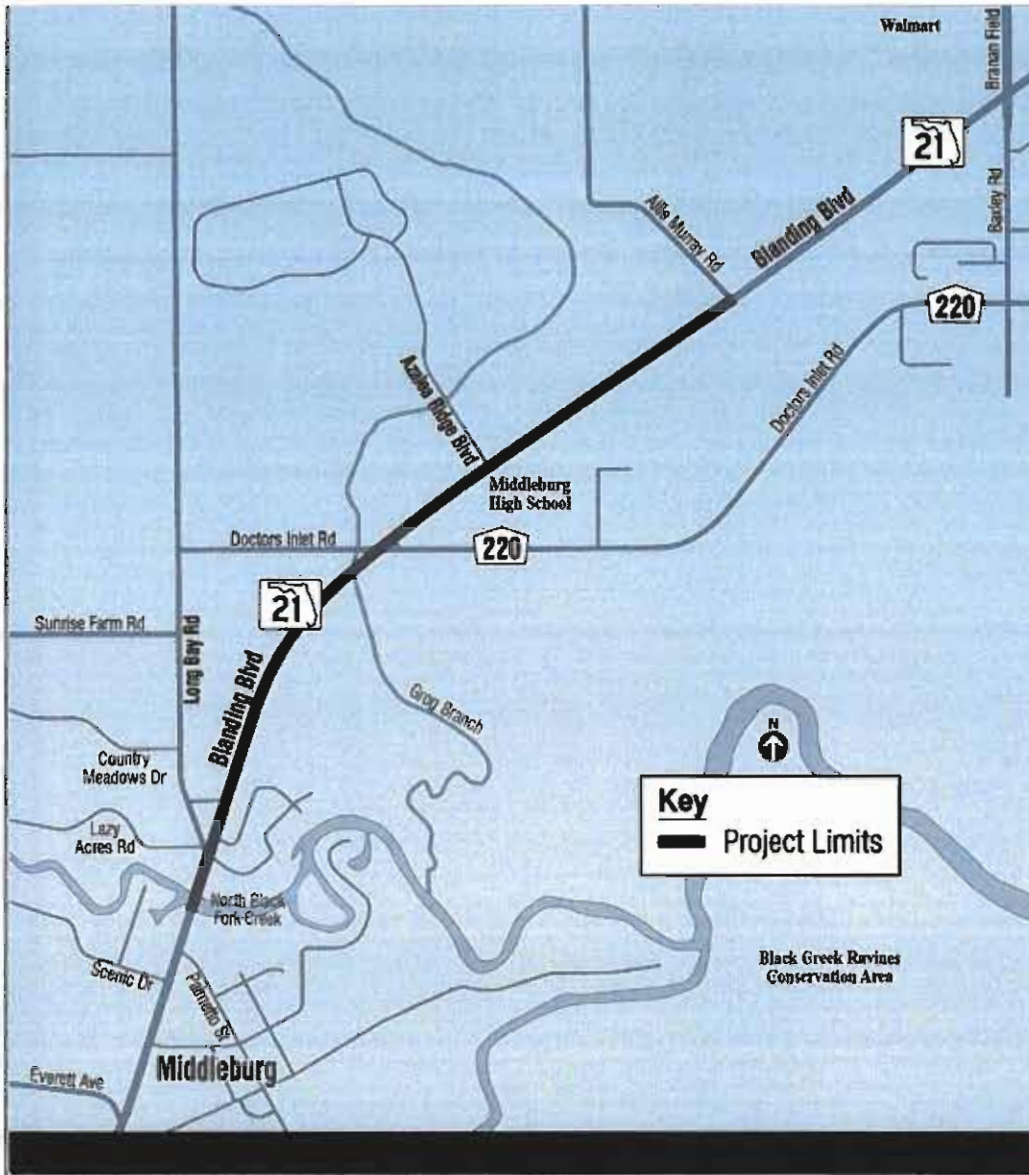
### Overview

Construction on this segment of State Road 21/Blanding Boulevard in Clay County from Allie Murray Road to Long Bay Road (CR 220A) involves full reconstruction and widening to six lanes of the roadway in this area. Construction on this \$18 million project also includes adding four-foot bike lanes and six-foot sidewalk in both directions, replacing traffic signals, adding street lights, and constructing a new drainage system including new pipes, inlets and small ponds. Medians are being narrowed to allow for the roadway widening and curb construction and some intersection realignment work will be done to better facilitate traffic signals and new travel lane alignment. The project contractor is R.B. Baker Construction Company.

This project is a continuation of other recently-completed Blanding Widening projects that increased to six lanes the segment of Blanding Boulevard/State Road 21 from Old Jennings Road to Branam Field Road and from there south to Allie Murray Road. Motorists should anticipate similar, occasional lane closures necessary during construction once it begins. Standard overnight lane closure times may be adjusted as-needed based on work schedules, weather and traffic flow levels.

A construction open house for this project was held December 10 at the Middleburg Civic Center to answer questions and discuss project details.





## Project Details

**Project Start:** Early 2019

**Expected Completion:** Fall 2021

**Cost:** \$19.1 million

**Project #:** 208211-8

**Roads:** County Road 220A, State Road 21

**Counties:** Clay

**Cities:** Middleburg

## Contact



**Sara Pleasants** (mailto:Sara.pleasants@dot.state.fl.us)  
386-269-3490



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# State Road 21 (South Lawrence Blvd.) Improvements

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## Overview

This is a resurfacing improvement project. It is scheduled to start in June 2020 and Anderson Columbia is the contractor. The location is State Road 21 from the Putnam C/L to Commercial Circle in Keystone Heights. Cost is \$6.9 million. Completion summer 2021.

The FDOT is proposing to mill and resurface SR 21 from the Putnam county line to north of Commercial Circle in Keystone Heights. Portions of this project are in Bradford, Clay and Putnam Counties. In addition to the milling and resurfacing, the Department will be improving the safety of the roadway by widening the paved shoulders, improving the lighting within the Town of Keystone Heights, and adding mid-block crossings and bulb-outs as part of the Town's Streetscape project. Additionally, signal and pedestrian improvements at the intersection with SR-100 are also being proposed.

## Project Details

**Project Start:** June 2020

**Expected Completion:** Summer 2021

**Cost:** \$6.9 million

**Project #:** 439399-1

**Roads:** State Road 21

**Counties:** Bradford, Clay, Putnam

**Cities:** Keystone Heights

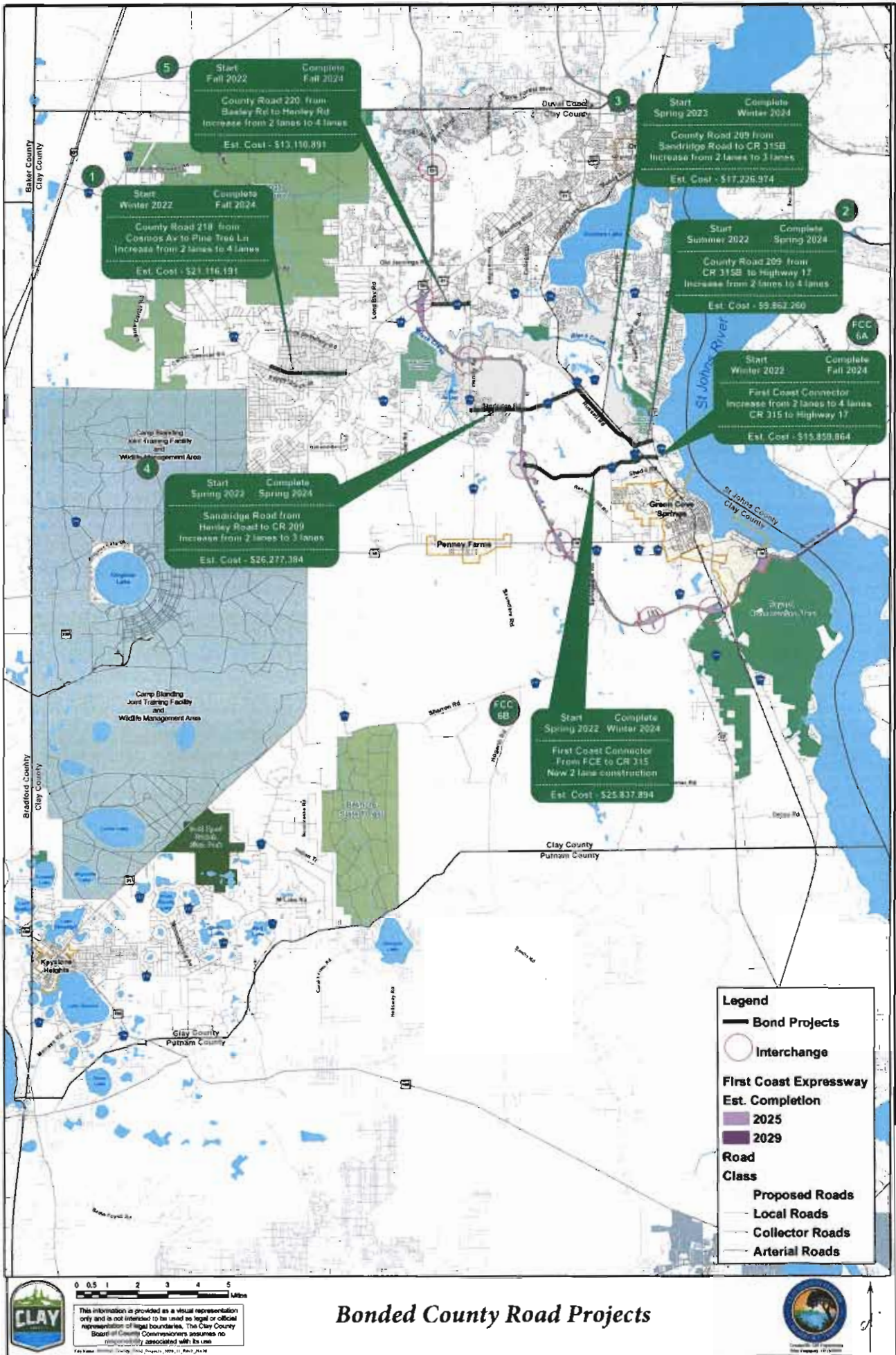
## Contact



**Troy Roberts** (mailto:Troy.Roberts@dot.state.fl.us)  
386-961-7830

State Road 21 (South Lawrence Blvd.) Improvements

Commissioner/District	Project Description	Project Limits	Length	# Lanes	Typical Section / Description	City Liability	Construction Start Date	Construction End Date
						Budget		
Betsy Condon / D4	No. 1 Middleburg CR 218	Cosmos Ave to Pine Tree Lane	2.7	4.0	Widen (2) lane urban section roadway to (4) lanes with median/turn lanes, bike lanes, curb and gutter, and sidewalks.	\$ 21,116,180.61	Fall 2022	Summer 2024
Mike Cella / D1	No. 2 Lake Asbury CR 209 (Russell Rd)	CR 3189 to US 17	0.8	4.0	Reconstruct (2) lane urban roadway section to (4) lanes with median/turn lanes, bike lanes, curb and gutter, and sidewalks.	\$ 9,862,260.35	Summer 2022	Spring 2024
Kristen Burke / D5	No. 3 Lake Asbury CR 209 (Russell Rd)	Sandridge Rd to CR 315B	2.6	3.0	Reconstruct (2) lane urban roadway section to (3) lanes with turn lanes, bike lanes and sidewalks.	\$ 17,226,973.97	Summer 2023	Winter 2024
Kristen Burke / D5	No. 4 Lake Asbury (Sandridge Rd)	Henley Rd to CR 208 (Russell Rd)	3.75	3.0	Reconstruct (2) lane urban roadway to (3) lanes with turn lanes, bike lanes, curb and gutter and sidewalks.	\$ 29,277,383.91	Summer 2022	Summer 2024
Kristen Burke / D5	No. 5 Middleburg CR 220	Baxley Rd to Henley Rd	1.8	4.0	Reconstruct (2) lane urban roadway to (4) lanes with median/turn lanes, bike lanes, curb and gutter and sidewalks.	\$ 13,110,891.05	Spring 2023	Fall 2024
Mike Cella / D1	No. 6A Green Cove Springs / Lake Asbury (First Coast Connector)	US 17 to CR 315	1.6	4.0	Reconstruct (2) lane urban roadway to (4) lanes with median/turn lanes, bike lanes, curb and gutter and sidewalks.	\$ 15,859,863.61	Winter 2022	Summer 2024
Kristen Burke / D5	No. 6B Green Cove Springs (First Coast Connector)	SR 23 to CR 315	2.9	2.0	New (2) lane roadway with grass median, bike lanes and sidewalks.	\$ 25,837,893.88	Spring 2022	Spring 2024
			16.0		<b>TOTAL BUDGET</b>	<b>\$ 129,291,457.38</b>		
					<b>GRAND TOTAL</b>	<b>\$129,291,457.38</b>		



# ***Attachment E***

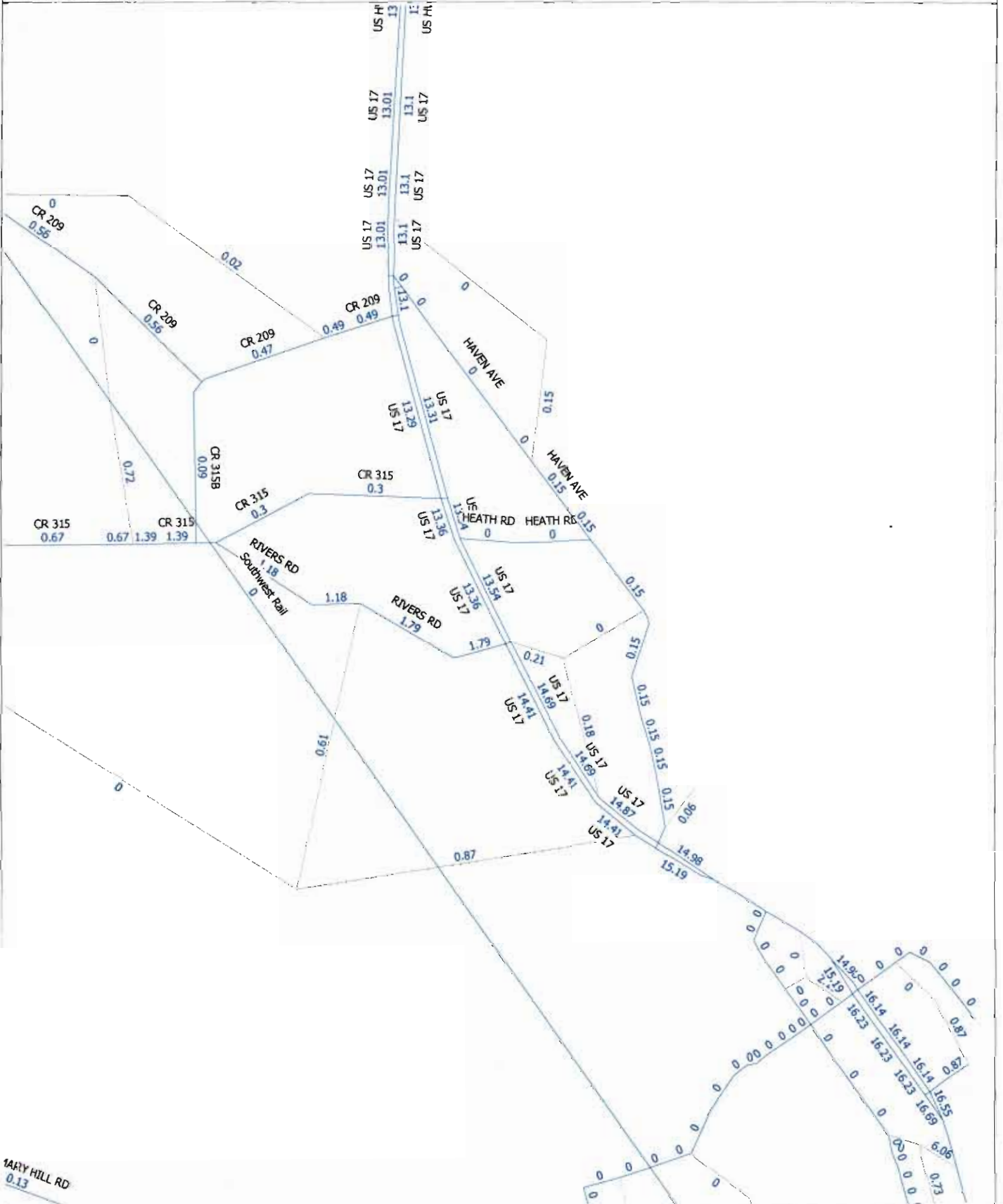
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## Travel Demand Model Plots

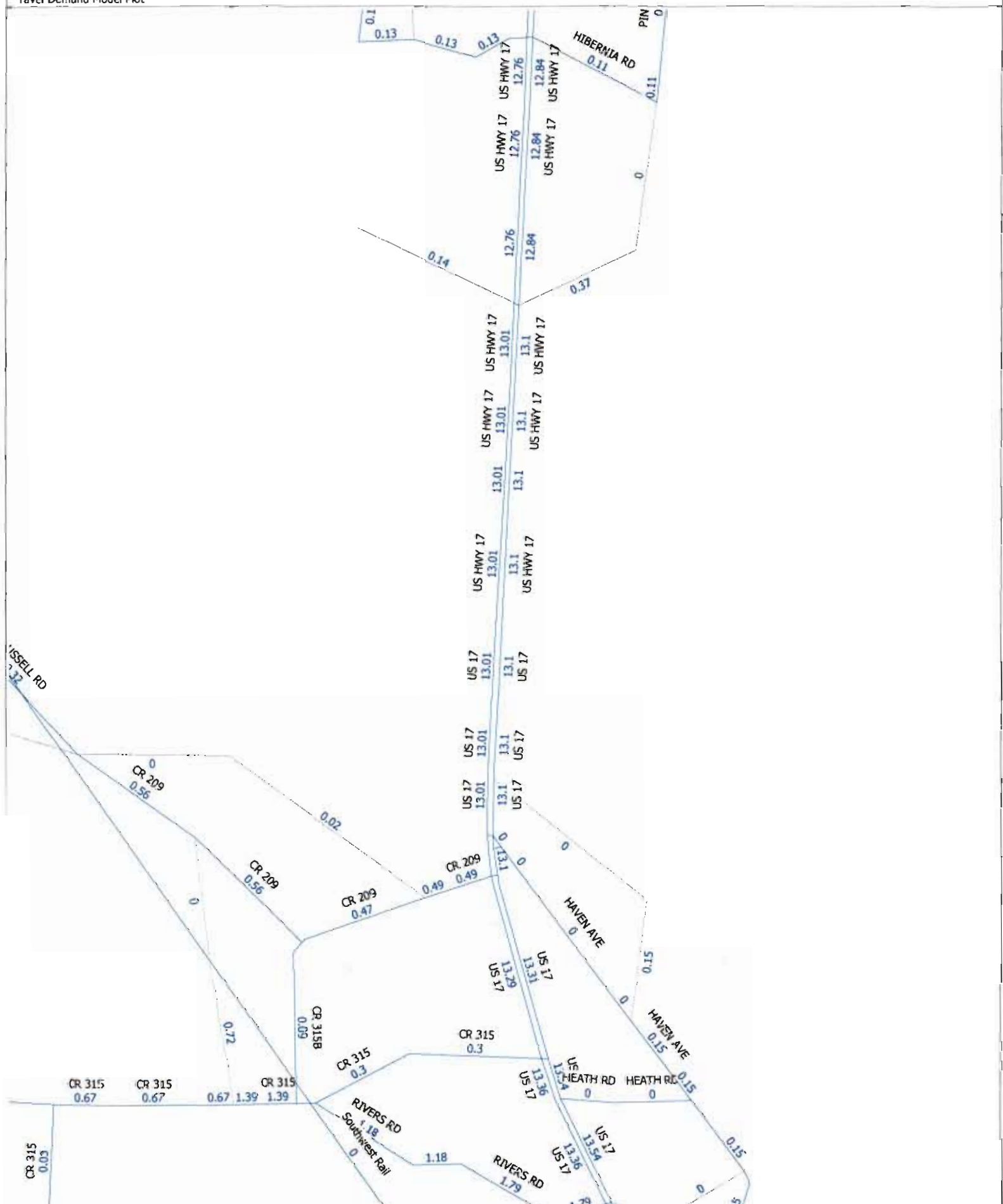








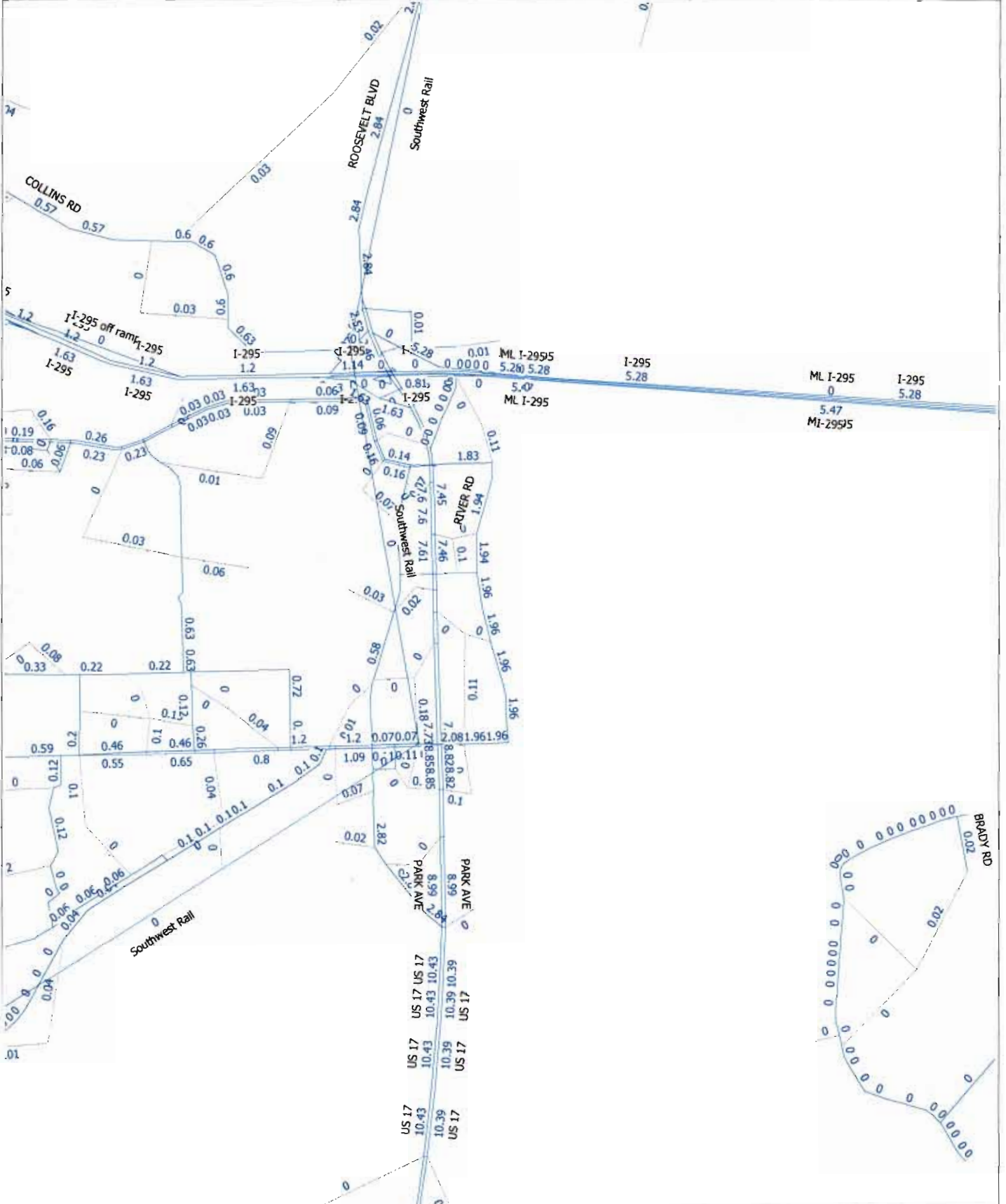
MARY HILL RD  
0.13

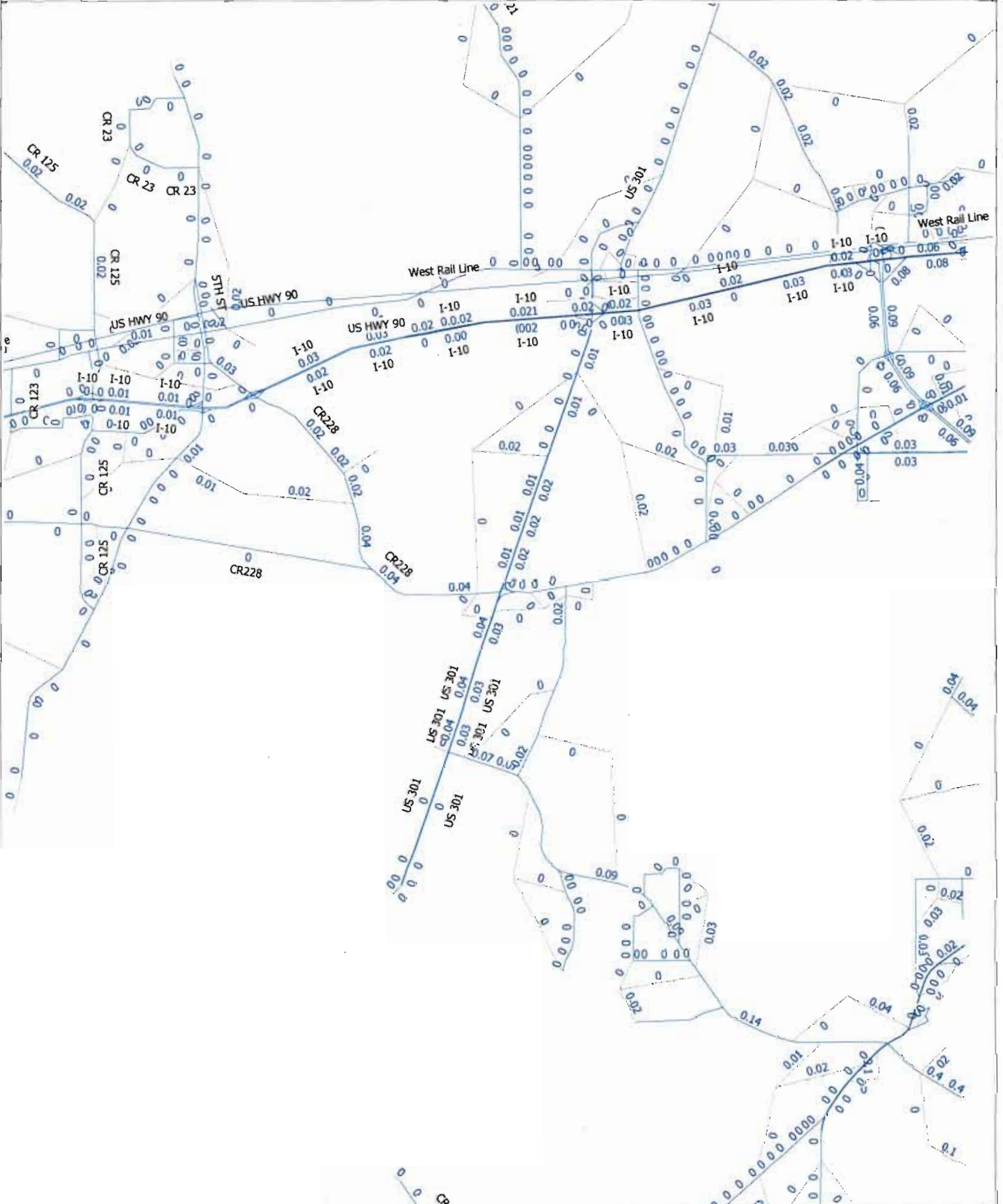


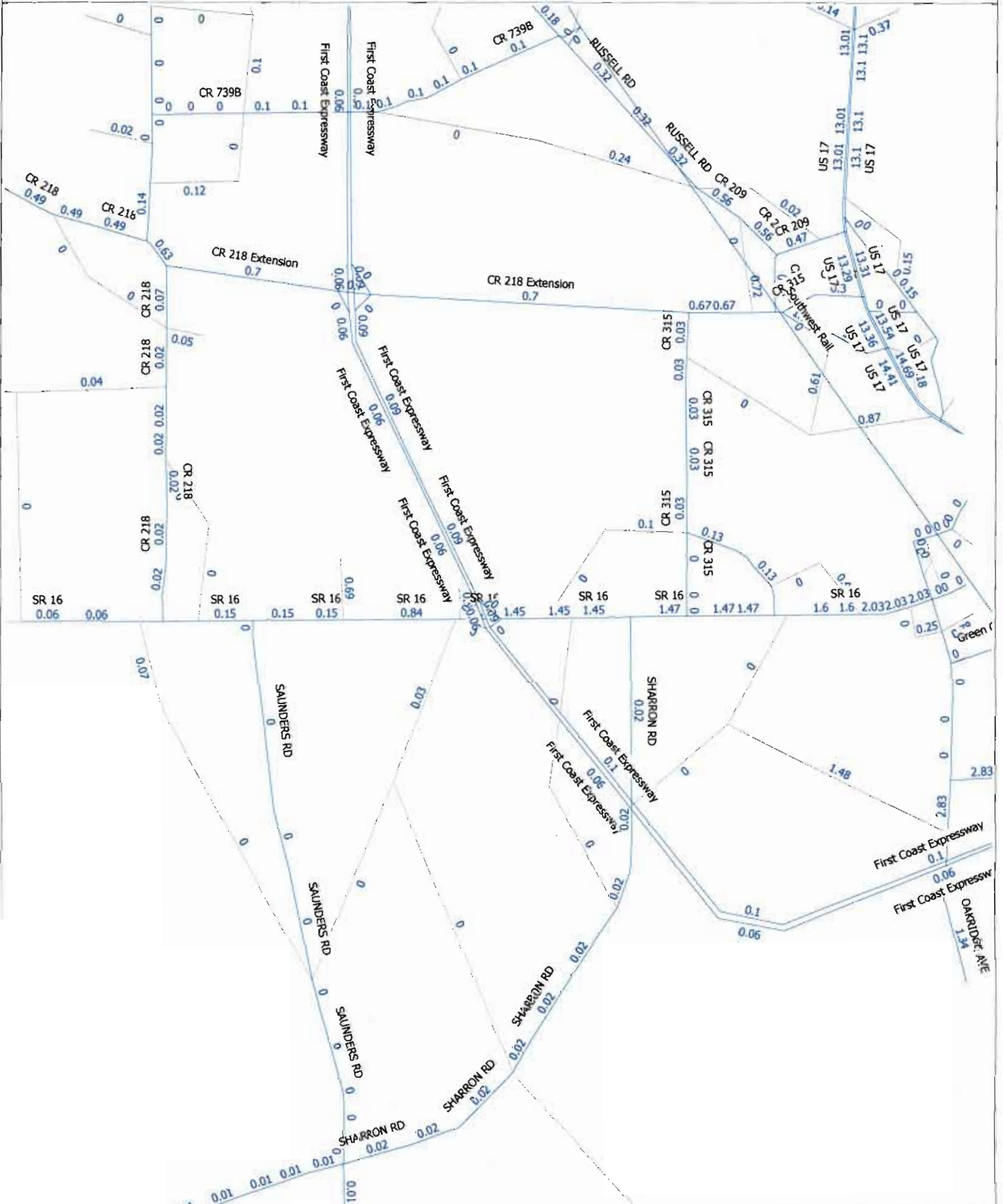




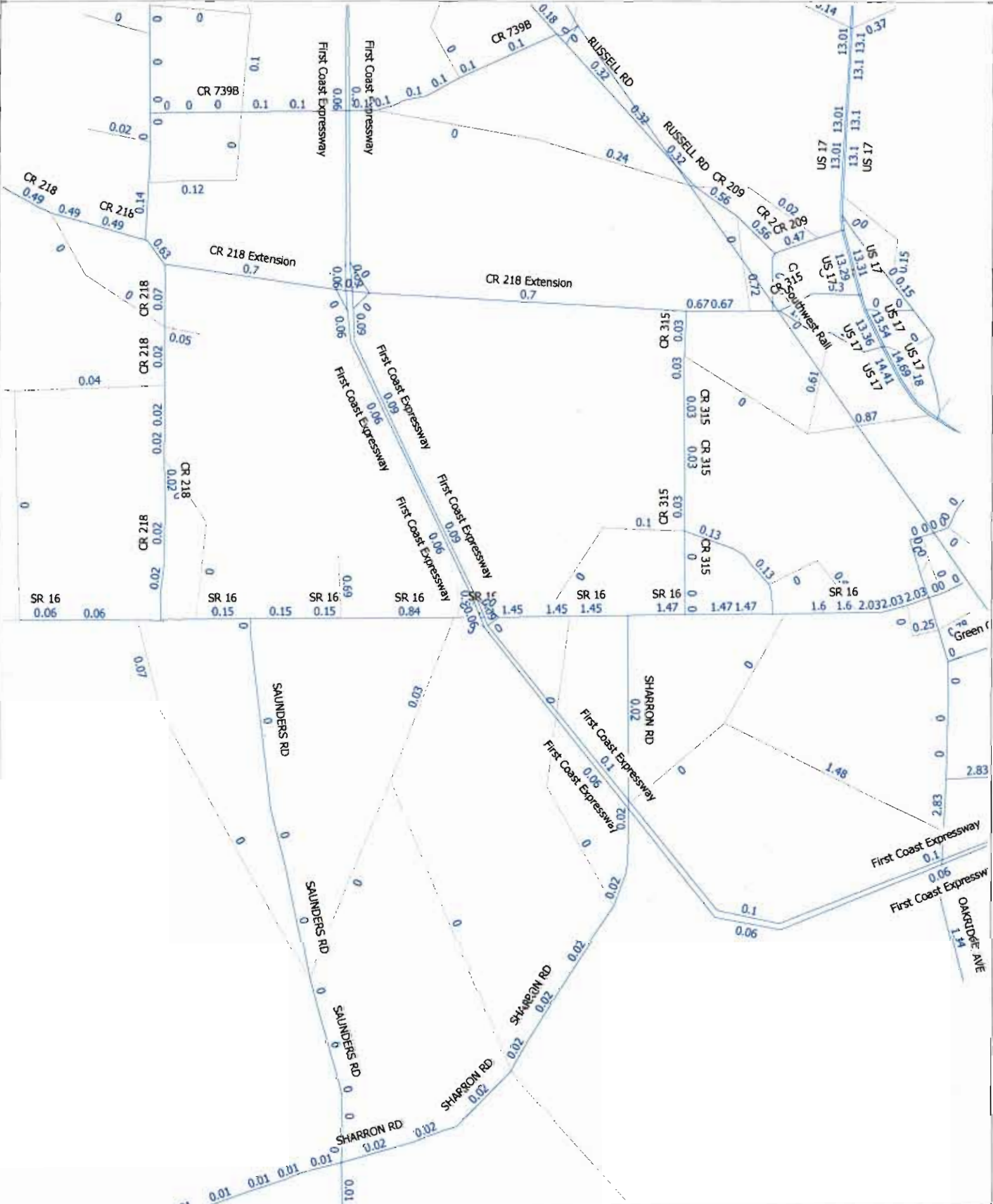






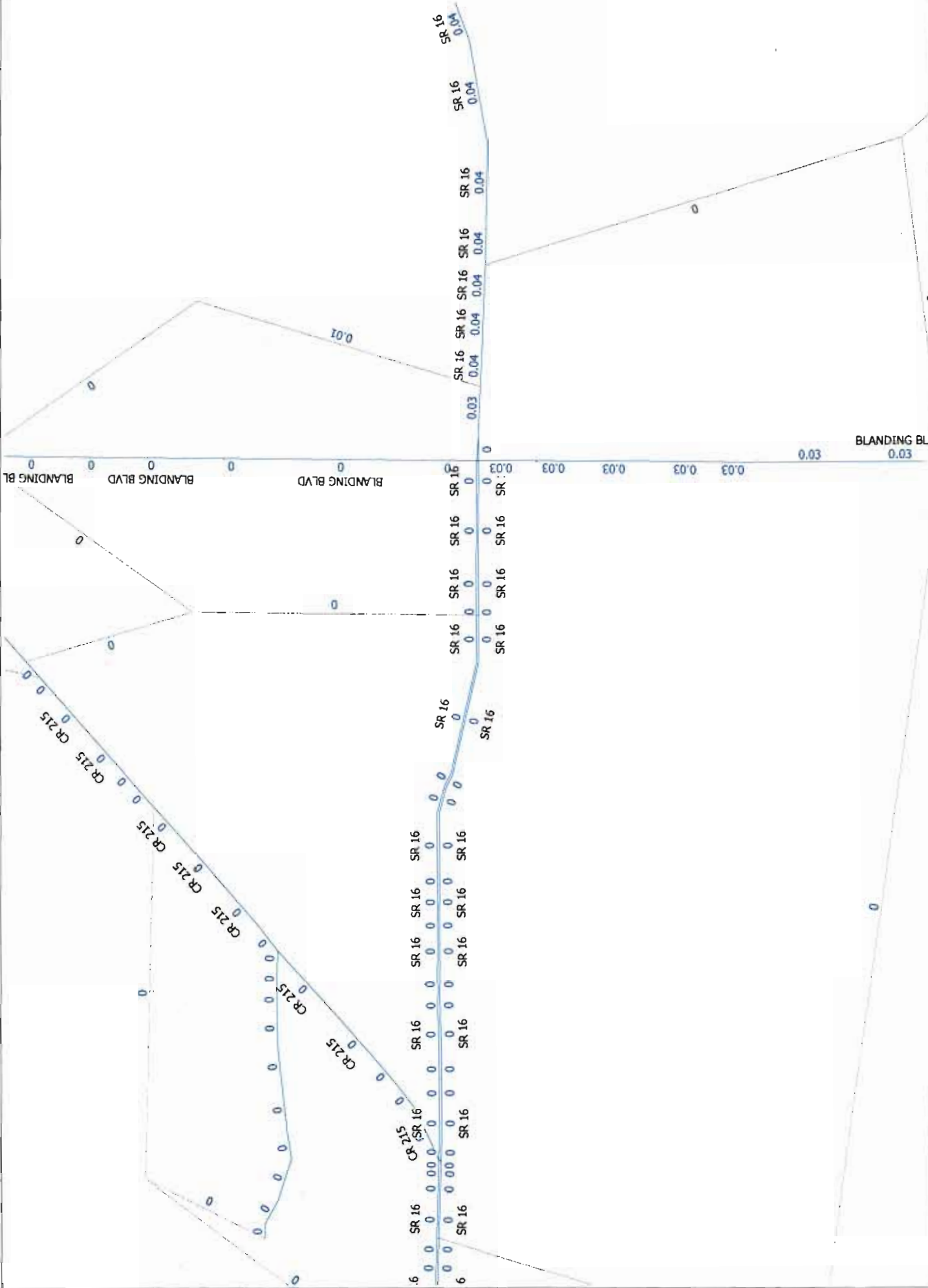


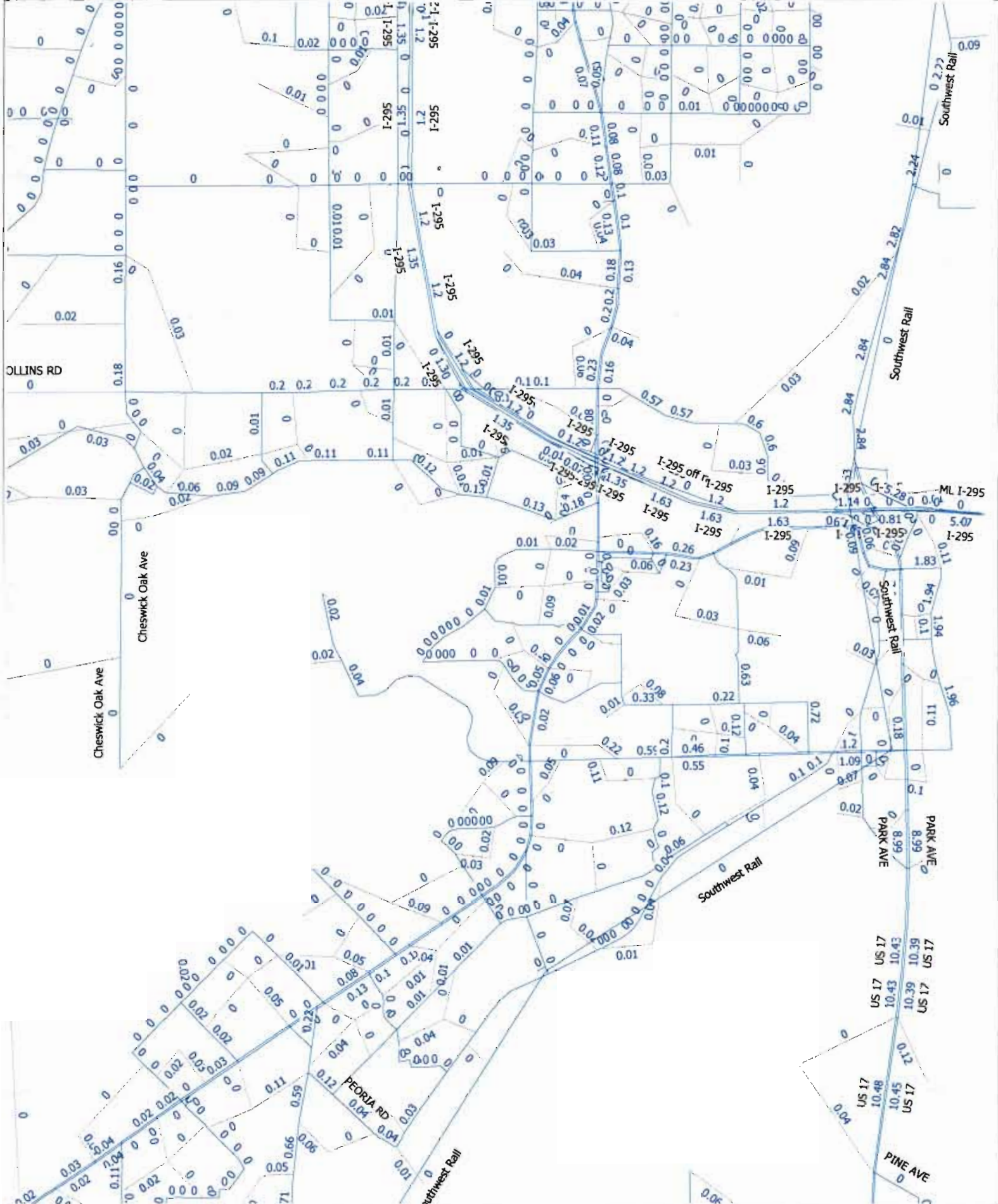


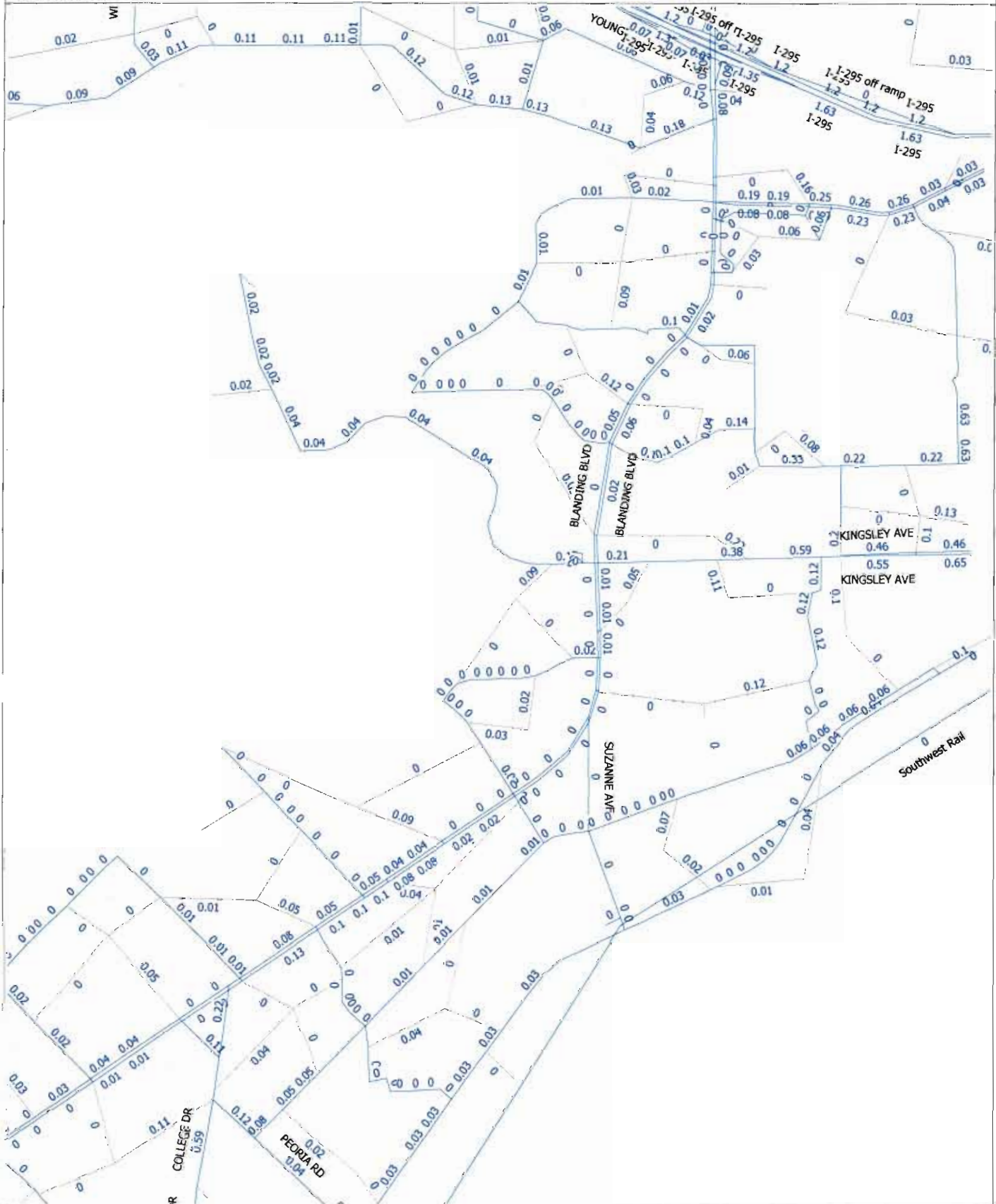










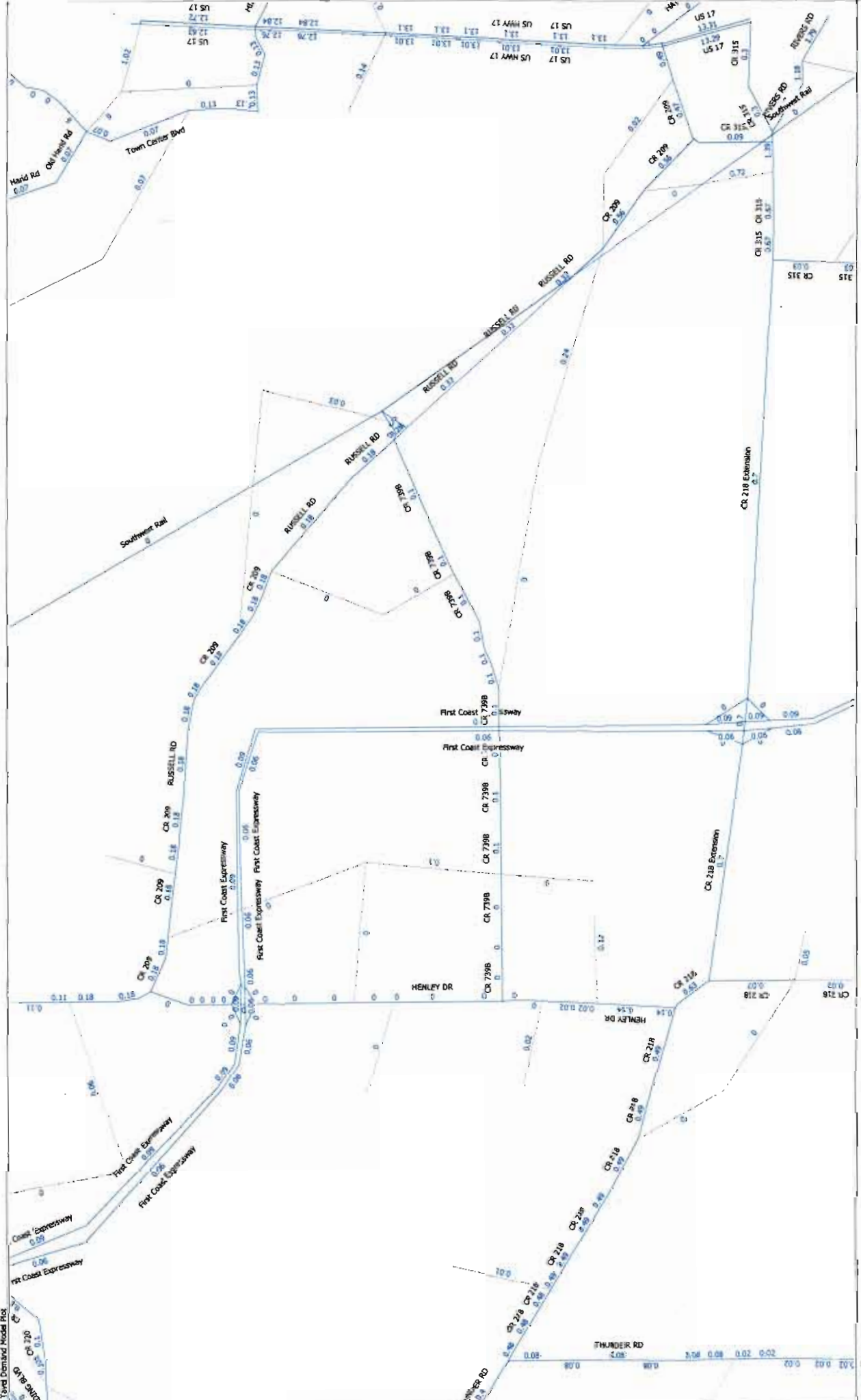








Arthur Blvd  
1000 WEPH\_433V1  
Third Demand Model Plot



(Licensed to Chindalur Traffic Solutions, Inc.)

CAUTION



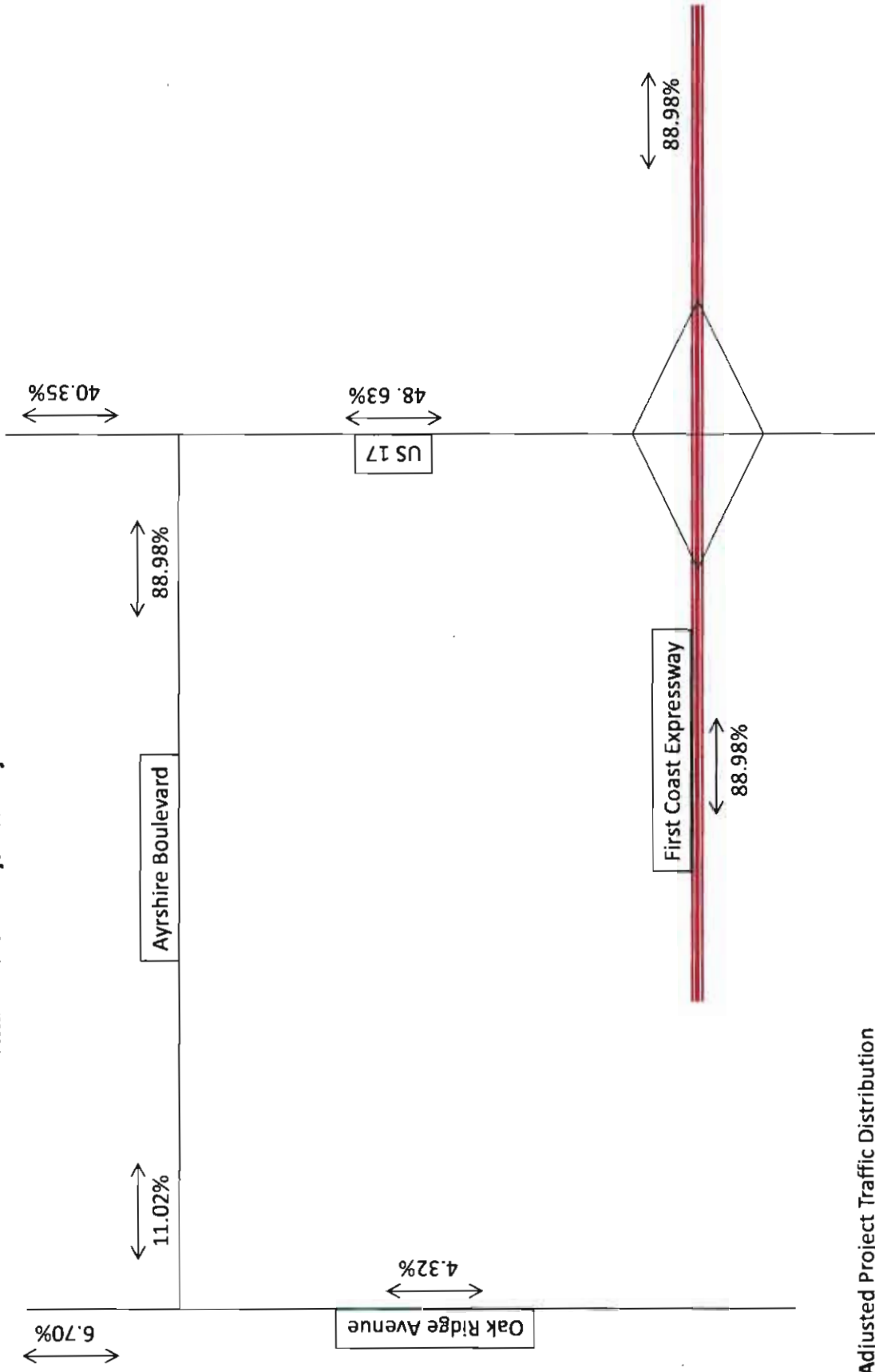


# ***Attachment F***

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## **Adjusted Project Traffic Distribution**

**Attachment F – Adjusted Project Traffic Distribution**



11.02% Adjusted Project Traffic Distribution

Adjusted Distribution Based on FDOT's Year 2030 Traffic Projections on US 17 at First Coast Expressway Interchange

