BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

In re: Application for Original Certificate of Authorization and Initial Rates and Charges for Water and Wastewater Service in Duval, Baker and Nassau Counties, Florida by FIRST COAST REGIONAL UTILITIES, INC.	)))))	DOCKET NO. 20190168-WS FILED: January 27, 2022

JEA'S REQUEST FOR OFFICIAL RECOGNITION

Pursuant to the April 17, 2020 Order Establishing Procedure ("Order") and sections 90.202, 90.203, and 120.569(2)(i), Florida Statutes, JEA seeks official recognition of the following documents:

1. Charter Laws, Charter Of The City Of Jacksonville, Florida, Article 21 JEA.
2. Interlocal Agreement Regarding Franchise Fee.
3. Nassau County/JEA Water And Wastewater Interlocal Agreement.
4. City of Jacksonville Ordinance 2021-692-E.
5. City of Jacksonville Ordinance 2021-693-E.

Copies of the referenced documents are attached.

WHEREFORE, JEA requests the Commission take official recognition of the referenced materials.

Respectfully submitted this 27th day of January, 2022.

/s/ Thomas A. Crabb

Thomas A. Crabb, FBN 25846
Susan F. Clark, FBN 179580
Christopher B. Lunny, FBN 8982
Radey Law Firm
301 South Bronough Street, Suite 200
Tallahassee, FL 32301
(850) 425-6654
tcrabb@radeylaw.com
sclark@radeylaw.com
clunny@radeylaw.com
Attorneys for JEA

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a copy of the foregoing has been furnished via electronic mail to the following this 27th day of January, 2022.

Melinda Watts
Bianca Lherisson
Jennifer Crawford
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, FL 32399-0850
mwatts@psc.state.fl.us
BLheriss@psc.state.fl.us
jcrawfor@psc.state.fl.us

William E. Sundstrom
Robert C. Brannan
Sundstrom & Mindlin, LLP
2548 Blairstone Pines Drive
Tallahassee, FL 32301
wsundstrom@sfflaw.com
rbrannan@sfflaw.com

Office of Public Counsel
Mary Wessling
The Florida Legislature
111 W. Madison Street, Room 812
Tallahassee, FL 32399
wessling.mary@leg.state.fl.us

John L. Wharton
Dean Mead and Dunbar
215 South Monroe Street, Suite 815
Tallahassee, FL 32301
jwharton@deanmead.com
hschack@deanmead.com

/s/ *Thomas A. Crabb*

1. Charter Laws, Charter of The City Of Jacksonville, Florida, Article 21 JEA

ARTICLE 21. JEA

Section 21.01. JEA created and continued; audits.

(a) *Creation.* There is hereby created and established a body politic and corporate to be known as JEA, which is authorized to own, manage and operate for the benefit of the City of Jacksonville the utilities systems within and without the City of Jacksonville. JEA is created for the express purpose of acquiring, constructing, operating, financing and otherwise having plenary authority with respect to electric, water, sewer, natural gas and such other utility system as may be under its control now or in the future. The utilities systems may be owned, operated or managed by JEA for the benefit of the City of Jacksonville separately or in such combined or consolidated manner as JEA may determine and JEA may use such name or names in the conduct of its business in connection therewith as it may determine. It is the specific purpose of this Article to repose in JEA all powers with respect to electric, water, sewer, natural gas and such other utility system which are now, in the future could be, or could have been but for this Article, exercised by the City of Jacksonville. JEA created and established by this Article is the same Jacksonville Electric Authority previously created and established by Chapter 67-1569, Laws of Florida, as amended, (including as added to Chapter 67-1320, Laws of Florida by Chapter 78-538, Laws of Florida and, as amended and readopted by Chapters 80-515, and 92-341, Laws of Florida) and, except as otherwise provided or authorized by this Article, JEA shall continue to function under this Article the same as it previously functioned under Chapter 67-1569, Laws of Florida, as amended (including as added to Chapter 67-1320, Laws of Florida by Chapter 78-538, Laws of Florida and, as amended and readopted by Chapters 80-515 and 92-341, Laws of Florida).

(b) *Audits.* JEA shall be subject to the council auditor's authority set forth in Section 5.10 of the Charter.

(Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 84-1307-754, § 25; Laws of Fla., Ch. 92-341, § 1; Ord. 93-82-1385, § 1; Ord. 97-12-E, § 2; Ord. 98-253-E, § 1; Ord. 2020-419-E , § 2)

Section 21.02. Definitions.

In the interpretation of this Article, unless the context otherwise requires:

(a) The term "utilities systems" means the electric utility system and the water and sewer utility system now operated by JEA which shall include, except where inconsistent with Chapter 80-513, Laws of Florida, as amended, or where the context otherwise requires, any "system" or "project" authorized pursuant to the provisions of Chapter 80-513, Laws of Florida, as amended and any natural gas utility system to be operated in the future by JEA together with any other additional utility system as may be hereafter designated as a part of the utilities systems operated by JEA as provided in Section 21.04(v) herein.

(b) The term "member" means an individual confirmed by the council to serve on the governing body of JEA pursuant to this Article.

(c) The term "managing director" means the chief executive officer of JEA.

(d) The term "utility system" shall mean any separate utility system operated by JEA such as its electric utility system, its water utility system, its wastewater utility system, its natural gas utility system or any other additional utility system as may be hereafter designated as a part of the utilities systems operated by JEA as provided in Section 21.04(v) herein.

(e) The terms "sewer utility system" and "wastewater utility system" shall each have the same meaning as the other and these terms shall be interpreted as meaning the same.

(f) The term "district energy system" or "DES" shall mean a system of centrally located chillers designed to provide chilled or heated water via pipes for the purposes of providing heating and cooling within a designated area.

(g) The term "governing body of JEA" means the governing body of JEA consisting of seven members.

(Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 84-1307-754, § 25; Laws of Fla., Ch. 92-341, § 1; Ord. 93-82-1385, § 1; Ord. 97-12-E, § 2; Ord. 98-253-E, § 1; Ord. 2015-764-E , § 2; Ord. 2020-419-E , § 2)

Section 21.03. Composition; compensation; officers; meetings.

(a) *Composition; qualifications; removal.* The governing body of JEA shall consist of seven members, each of whom shall serve for a term of four years or until such member's successor has been appointed and has qualified. Four members shall be nominated by the council president and confirmed by the council, and three members shall be appointed by the mayor and shall be confirmed by the council. With regard to one member appointed by council through open application, the council president shall nominate an applicant who has one of the following qualifications: was a former JEA employee, or person recommended by an employee, union or group of current or former JEA employees. To the extent feasible and regarding member appointments generally, individuals who have demonstrated corporate, executive or administrative experience working in public or private organizations, including, but not limited to, non-profit and government organizations, are preferred, but not required, to serve on the governing body of JEA. Each member shall have been a resident and elector of the city for at least six consecutive months prior to such member's appointment. No member shall hold any other public office or position. If at any time during a member's tenure on the governing body of JEA, such member shall cease to possess the qualifications required for membership on the governing body of JEA, such member shall cease to be a member and a vacancy shall exist on JEA. Any vacancy on the governing body of JEA, however created, shall be filled for the unexpired term in the same manner as the position was originally filled, and the person filling the vacancy shall have and shall retain all the qualifications prescribed for membership on JEA. Any member appointed to the governing body of JEA for two consecutive full terms shall not be eligible for the succeeding term. The members appointed by the mayor may be removed by the mayor at any time with or without cause, but a removal must be approved by a two-thirds vote of the council. The members appointed by the council may be removed by the council at any time with or without cause, but a removal must be approved by a two-thirds vote of the council.

(b) *Compensation; applicable laws.* Members shall not be entitled to pension or other retirement benefits on account of service on the governing body of JEA, but members shall be entitled to payment or reimbursement for reasonable expenses incurred (e.g., travel expenses) as prescribed by the council by ordinance. Members shall be subject to the provisions of F.S. § 286.012, as amended, relating to voting at meetings of JEA, and the provisions of F.S. §§ 112.311 through 112.3175, as amended, relating to financial disclosure and conflicts of interest. Additionally, Members shall be subject to all other relevant and applicable laws and ordinances, including but not limited to, F.S. Ch. 286 (Public Business: Miscellaneous Provisions), as amended; F.S. Ch. 112, Part III (Code of Ethics for Public Officers and Employees), as amended; and F.S. Ch. 119 (Public Records), as amended, and Chapter 602 (Jacksonville Code of Ethics), Ordinance Code of the City of Jacksonville, as amended.

(c) *Officers; meetings; quorum; governing documents.* The governing body of JEA shall elect a chairperson, vice-chairperson and secretary of JEA and may elect one or more assistant secretaries of JEA, each of whom shall serve for one year or until such officer's successor is chosen. JEA may meet at such times and places designated by the governing body of JEA and shall hold regular meetings as necessary. Generally, JEA shall

meet once a month, but in no event less than eight (8) times a year. Special meetings may be held upon the call of the chairperson or any three (3) members. JEA meetings shall be subject to F.S. § 286.011 (Florida Open Meetings Laws), as amended. A majority of the membership shall constitute a quorum for the purpose of meeting and transacting business. Each member shall have one vote. The governing body of JEA shall adopt governing documents, including, but not limited to, bylaws, a board policy manual, and such other rules and regulations not inconsistent with this Article, the charter or general law. Unless otherwise provided herein, the governing body of JEA shall annually review and update its governing documents. JEA's bylaws, board policy manual, and other governing documents, including any amendments thereto, shall be posted on JEA's website in a conspicuous manner for the public to view.

(d) *Office-holding; oath.* JEA membership shall be considered an office and limited by the office holding provisions as provided for under the Florida Constitution. No member shall be eligible to serve as a member while holding another office or being an employee of JEA. Members shall be required to take an oath of office consistent with the oath of office taken by other public officials serving on city boards and commissions.

(e) *Transparency in meetings.* JEA should hold its meetings in the most open and transparent manner practicable for the benefit of the public and citizens of the City of Jacksonville. JEA shall adopt procedural rules regarding the publication of meeting agendas, meeting materials, meeting minutes, and public participation during all meetings, including regular, special and committee meetings, where action by the governing body of JEA or committee is contemplated. To the greatest extent feasible, JEA is encouraged to adhere to best practices and recommendations regarding openness and transparency contained in the latest published edition of Florida's Government-In-the Sunshine Law Manual prepared by the Office of the Attorney General. At a minimum, such procedural rules should require JEA to (i) publish an agenda and any meeting materials for its regular, special and committee meetings in a conspicuous manner on JEA's official website; (ii) promptly post meeting minutes generally within 72 hours after each meeting; and (iii) provide the timeframe for when an agenda and any meeting materials must be made available to the public in advance of such meetings. Such procedural rules should also require JEA to deliver copies of its meeting agendas, including regular, special and committee meeting agendas, and any meeting materials related thereto, to the council auditor in substantially the same timeframe and content as provided to members. Nothing in this subsection shall prohibit JEA from amending previously published meeting agendas and meeting materials in accordance with its bylaws, board policy manual, or other applicable governing documents.

(Ord. No. 2020-100-E , § 2 (Referendum of November 3, 2020); Ord. 2020-419-E , §§ 1, 2)

Editor's note(s)—Ord. 2020-419-E , §§ 1 and 2, amended the Charter by repealing former § 21.03 in its entirety and adding a new § 21.03. Former § 21.03 pertained to similar subject matter, and derived from Laws of Fla., Ch. 75-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 83-693-582, § 1; Ord. 84-1307-754, § 25; Laws of Fla., Ch. 92-341, § 1; Ord. 93-82-1385, § 1; Ord. 98-253-E, § 1; and Ord. 2016-764-E , § 2. Amendments made by Ord. 2020-100-E , § 2, were retained and incorporated into Ord. 2020-419-E .

Section 21.04. Powers.

JEA shall have the following powers, in addition to powers otherwise conferred:

(a) To construct, own, acquire, establish, improve, extend, enlarge, reconstruct, reequip, maintain, repair, finance, manage, operate, and promote the utilities systems.

(b) To acquire for the use of the utilities systems by grant, purchase, gift, devise, condemnation by eminent domain proceedings, exchange, lease or in any other manner, all property, real or personal, or any estate or interest therein, including without limitation, property used:

(1) In connection with the generation, transmission and distribution of electric power and energy;

(2) In connection with the collection, storage, treatment, processing, disposal, transmission and distribution of water and wastewater including, but not limited to, raw water, potable water, non-potable water, chilled water and reused water; however, JEA shall have no power or authority for the function of stormwater runoff and drainage management;

(3) In connection with the production, procurement, extraction, manufacture, transmission, transportation, distribution, and storage of natural gas; and

(4) In connection with the production of steam, the mining, extraction, development, production, manufacture, procurement, transportation, handling, storage, processing or reprocessing of fuel of any kind, to likewise acquire any facility or rights with respect to the supply of water, any rights with respect to minerals, including but not limited to coal, petroleum coke, natural gas and oil and bio-mass facilities for the processing of by-products derived from the operation of the utilities systems, solid waste disposal and environmental protection facilities, communication and computer facilities, and any other property, equipment, facilities or property rights whatsoever determined by JEA to be necessary or convenient in connection with the operation, promotion, financing, construction, management, improvement, extension, enlargement, reconstruction, re-equipment, maintenance, repair, decommissioning or disposal of the utilities systems or any part thereof, and to sell, lease or otherwise transfer, with or without consideration, any such property when in JEA's discretion it is no longer needed or useful, or such sale, lease or transfer otherwise is in the best interest of JEA, all upon such terms and conditions as JEA shall by resolution fix and determine.

The right of eminent domain conferred herein shall be exercised by JEA in the manner provided by law. If JEA leases any real property to another agency, firm, corporation, entity, or individual, it shall cause a memorandum of said lease to be recorded in the official records with the clerk of the circuit court where the property is located. For any real property that exceeds either an assessed value or just market value of $50,000 as determined by the property appraiser of the county where the real property is located, JEA shall not sell such real property for less than the appraised value as certified by an MAI certified appraiser, unless approved by the council.

Regarding any real property interests acquired or disposed of by JEA pursuant to this subsection, the governing body of JEA shall approve real estate rules and procedures and any amendments thereto governing the reporting, acquisition, sale, purchase, lease, license, transfer, and disposition of real property. Such real estate rules and procedures shall not be inconsistent with this Article, including, but not limited to, the express prohibitions set forth in Section 21.11 herein. The governing body of JEA shall review its real estate rules and procedures no less than biennially. The governing body of JEA shall not delegate its approval authority of such real estate rules and procedures, including any amendments thereto, to the managing director or any other officer, employee or agent of JEA. JEA shall post such real estate rules and procedures, including any amendments thereto, on JEA's website in a conspicuous manner for the public to view.

(c) To furnish electricity, water, sanitary sewer service, natural gas and other utility services as authorized herein to any person or entity, public or private, within or without the city and for said purposes shall have the right to construct and maintain electric lines, pipelines, water and sewer mains, natural gas lines and related facilities in and along all public highways and streets within or without the city.

(d) To sell power and energy, water, sanitary sewer service, natural gas and other utility services as authorized herein at wholesale and retail and/or to provide transmission or other services of any kind to any person or entity, public or private, within or without the State of Florida, directly by JEA, indirectly through other entities and jointly through associations with other utilities or entities engaged in these activities.

(e) To enter into contracts with any person or entity, public or private, deemed necessary or desirable by JEA in connection with carrying out its powers and duties, except as otherwise prohibited in this Article or the charter.

(f) To fix, pledge to establish or establish, levy, regulate, impose and collect rates, assessments, fees and charges for the use or benefit of the utilities system and to alter and amend same from time to time, which rates, assessments, fees and charges shall result in JEA receiving or possessing an amount which, together with accumulated balances from prior years available therefore is not less than is required to operate and maintain a self-liquidating or self-sustaining utilities system. When establishing or altering rates, assessments, fees or charges for retail service, JEA shall first give notice of and hold a public hearing in the City of Jacksonville. The notice shall be published not less than one (1) week in advance in at least one (1) newspaper of general circulation in the city. Said notice shall be at least one-fourth page in size, inviting the public to be present and heard. JEA shall have the power to impose sanctions to enforce compliance with any rule or regulation which JEA may adopt in the management and operation of, or the sale or use of any utility service provided by JEA from the utilities system including, without limitation, electricity, water, sewer and natural gas services. The city and other public bodies shall be required to pay for any utility services provided by JEA upon the same basis as other users.

(g) To sue and be sued, implead and be impleaded, complain and defend in all courts, to adopt and use a corporate seal, to apply for, hold and own patents and copyrights, to sell or license patents, copyrights, patented or copyrighted materials to other public or private entities. Prices or fees for such sales or licensing may be based upon market considerations. JEA may designate how proceeds from such sales or licensing shall be used. Prices or fees for the sale of copyrighted data processing software, as defined in F.S. § 119.011, shall be established pursuant to § 119.084, as amended.

(h) To make or cause to be made such surveys, investigations, studies, borings, maps, drawings and estimates of cost and revenues as it may deem necessary, and to prepare and adopt a comprehensive plan or plans for the location, relocation, construction, improvement, revision and development of the utilities system.

(i) (1) To issue revenue bonds or revenue certificates of JEA for the purpose of financing or refinancing the utilities system, including without limitation the financing of any one or more enlargements, expansions, developments, replacements, acquisitions or modernization of the utilities system, any expenses of the utilities system, any reserves deemed necessary or desirable by JEA and any other purpose not otherwise prohibited by law, and retiring any bond, note or revenue certificate issued under this Article, or any bond, note or revenue certificate issued by or on behalf of the city to finance the water and sewer utilities previously owned or operated by the city, and for any combination of one or more such purposes in any single issue of revenue bonds or revenue certificates. At the discretion of JEA, such bonds or revenue certificates may be issued for any one or more of the several utility systems of JEA (or any combination thereof).

(2) The bonds or revenue certificates of each issue shall be authorized by resolution of JEA, which resolution shall contain such provisions relating to the protection and security of the holders of the bonds or revenue certificates, including their rights and remedies, and the rights, powers, privileges, duties and obligations of JEA with respect to the same. Such resolution may also contain provisions providing for the pledge of all or any part of the revenues of the utilities system, to which may, at JEA's discretion, be limited to the revenues of one or more of the several utility systems, to secure the payment of the bonds or revenue certificates of any issue and may provide for the pledge of other funds and accounts of JEA. Such resolution also shall determine the timing and manner of sale, which may be public or private; maturities; rate or rates of interest, which may be fixed or may vary at such time or times as provided or in accordance with a specified formula or method of determination (subject to any legal limitations on interest, as established by F.S. § 215.84, or according to said Section as it may from time to

time be amended); and other terms and conditions of the bonds or revenue certificates, provided that JEA may delegate to the chairperson, managing director or other officer or employee of JEA designated by JEA the power to determine any such terms or conditions. However, the amounts and maturities of such bonds or revenue certificates and the interest rate or rates of such bonds or revenue certificates shall be within the limits prescribed by JEA and its resolution delegating to the chairperson, managing director or such other officer or employee of JEA the power to authorize the issuance and sale of such bonds or revenue certificates, and, in the case of the total aggregate amount of bonds or revenue certificates issued by JEA, within the limits prescribed by ordinance of the council. In case any officer whose signature or facsimile of whose signature shall appear on any bonds or revenue certificates shall cease to be such officer before the delivery of such bonds or revenue certificates, such signature or such facsimile shall nevertheless be valid and sufficient for all purposes the same as if such officer had remained in office until such delivery. All bonds and revenue certificates issued under the provisions of this Article shall have and are hereby declared to have all the qualities and incidents of negotiable instruments under the negotiable instruments law of the state. The issuance of such bonds and revenue certificates shall not be subject to any limitations or conditions contained in any other law.

(3) Bonds or revenue certificates and refunding bonds or refunding revenue certificates issued pursuant to this Article if sold by bid shall be sold to the bidder whose bid produces the lowest true interest cost to JEA. JEA may restrict the bidders in any sale by pre-qualification or otherwise and may reserve the right to reject any or all bids. Prior to any sale by bid of bonds or revenue certificates JEA shall cause notice to be given in such manner and at such time as JEA shall determine. Said notice shall specify such matters relating to the bonds or revenue certificates offered for sale as JEA shall determine and shall state the manner in which bids shall be given. JEA may reserve the right to waive any informalities or irregularities if JEA determines that such actions are in its best interest. In no event shall said bonds or revenue certificates be sold at a net interest cost to JEA in excess of the legal limit, as established by F.S. § 215.84, or according to said Section as it may from time to time be amended.

(4) In no event shall general obligation bonds be issued hereunder.

(5) Bonds or revenue certificates may be issued by resolution of JEA, subject only to the approval by ordinance of the council of the aggregate principal amount of such bonds or revenue certificates.

(j) To borrow money and to issue notes for any purpose or purposes for which bonds or revenue certificates may be issued under the provisions of this Article, in accordance with the provisions of this Article relating to the issuance of bonds or revenue certificates, and to refund the same and to issue notes in anticipation of the receipt of the proceeds of the sale of any such bonds or revenue certificates.

(k) To borrow money from the city, for any period not to exceed one year, to provide JEA with working capital to meet routine or emergency cash requirements and to maintain adequate inventories, at such interest rates and upon such conditions concerning the method of borrowing, the time and manner of payment and the maximum amount that may be on loan at any time, as are determined by ordinance of the council; to lend money from one of its utilities operations to another of its utilities operations for such period, at such interest rates and upon such other conditions concerning the method of borrowing, the time and manner of payment and the maximum amount that may be on loan at any time, all as determined by JEA; and to borrow money from lending institutions, including, without limitation, borrowing as part of a commercial paper or other short-term note financing program which may include provision for payment upon demand by the purchaser or purchasers, as authorized by resolution of JEA. When authorized by resolution of JEA, such notes, including renewals thereof, may be sold or placed by officers of JEA at public or private sale and delivered by such officers to the purchaser or purchasers thereof within the limitations and restrictions contained in such resolution.

Such loans between utility systems and such borrowings from lending institutions, or between one or more of the utility systems, including borrowing as part of a commercial paper or other short-term note financing program, will not require the approval of the council.

(l) To enter into contracts determined by JEA to be necessary or desirable for the prudent management of JEA's funds, debt or fuels, and any and all other commodities used for the several utility systems including, without limitation, interest rate swaps, option contracts, futures contracts, contracts for the future delivery or price management of power, energy, natural gas or other related commodities, hedging contracts, other risk management techniques, securities lending agreements and forward purchase contracts.

(m) To invest money of JEA not required for immediate use, including proceeds from the sale of any bonds, revenue certificates or notes, in such obligations, securities, and other investments as JEA shall deem prudent, subject to any agreement with bondholders, revenue certificate holders or note holders.

(n) To enter into joint project agreements as provided by Part II of F.S. Ch. 361, as amended, for the purpose of implementing a project, as such term is defined in Part II of F.S. Ch. 361. A copy of all such joint project agreements shall be filed with the council, the council auditor, and the mayor at least thirty days prior to the effective date of the agreement. Anything in this provision to the contrary notwithstanding, (i) any joint project agreement that involves a transfer of the electric system, function or operation that is subject to the requirements and limitations of Section 21.11 herein or (ii) any joint project agreement that involves the issuance of debt not previously authorized by Section 21.04(i)(2) herein, shall require prior approval of the council.

(o) To enter into agreements with one or more other electric utilities, public or private, and related contracts with respect to joint electric power projects as provided in Section 2 of Chapter 80-513, Laws of Florida, as amended. The provisions of said Chapter 80-513 shall govern and control JEA in all respects in the carrying out of a joint electric power project authorized thereunder notwithstanding any provision of the charter or of the Ordinance Code of the City of Jacksonville which may be in conflict therewith.

(p) To provide, supply, transfer, sell, finance, or lease services, products, by-products, and activities developed or used by JEA incident to the exercise of the powers conferred by this Article in the delivery of the utilities systems in the following manner:

(1) *JEA governing body approval.* The governing body of JEA shall approve in advance all services, products, by-products or activities developed or used by JEA in accordance with this subsection (p) at a duly noticed meeting. The governing body of JEA shall not delegate its approval authority under this subsection to the managing director or any other officer, employee or agent of JEA.

(2) *Permitted services, products, by-products and activities.* The services, products, by-products and activities expressly permitted to be developed or used by JEA pursuant to this subsection (p) shall include providing, supplying, transferring, selling, financing or leasing the following: (i) energy performance contracting; (ii) water, sewer and natural gas (and any other utility service hereafter provided by JEA) contracting; (iii) power marketing services; (iv) testing and maintenance of customer-owned facilities such as transformers, capacitors, lighting, HVAC systems, water cooling and heating systems, energy management systems, etc.; (v) temporary leasing of JEA facilities such as oil storage tanks; (vi) steam or other thermal energy services and contracting; (vii) services regarding specially conditioned power on the premises of customers; (viii) services or products to build, transfer, lease, finance, operate or sell cogeneration facilities, small power production facilities, specially conditioned power, energy conservation, energy efficiency and dispersed generation to other electric utilities both within and without the state or to any wholesale or retail customers of JEA, upon such terms and conditions as JEA shall by resolution

fix and determine; and (ix) financing, testing, maintenance and operation of customer owned facilities used in water, wastewater and natural gas functions.

(3) *Required notice of additional services or products not expressly listed in subsection (p)(2) above.* JEA may provide "additional services or products" not listed in subsection (p)(2) above. However, JEA shall not provide, supply, transfer, sell, finance or lease any additional service, product, by-product or activity not expressly listed in subsection (p)(2)(i)—(ix) above ("additional service or product") to any person or entity under this subsection without first providing written notice as provided herein of such additional service or product to the council auditor no less than 60 days prior to such date that the governing body of JEA is scheduled to approve such additional service or product in accordance with subsection (p)(1). JEA's required written notice to the council auditor shall include the following information regarding such additional service or product: (i) an express reference in the notice that the notice is being provided pursuant to this subsection; (ii) a detailed description of the additional service or product; (iii) a copy of any applicable business plans; (iv) a copy of any proposed contracts or contract forms; (v) a financial analysis, including projected revenues and expenses; and (vi) any other information developed by JEA or third parties regarding the additional service or product. Any action by JEA to provide, supply, transfer, sell, finance or lease an additional service or product pursuant to this subsection shall be void without the required prior approval of the governing body of JEA and prior notice to the council auditor as provided herein. JEA shall provide the mayor and council with a notice containing the information in items (i) and (ii) above regarding such additional service or product concurrent with the required council auditor notice provided herein.

(4) *Annual report.* JEA shall provide a comprehensive annual written report to the mayor, council, and council auditor regarding all services, products, or by-products developed or used by JEA pursuant to this subsection (p). JEA shall post such written report on JEA's website in a conspicuous manner for the public to view.

(5) *Prohibition.* JEA shall not exercise any powers pursuant to this subsection (p) that are expressly prohibited in the charter or this Article, including, but not limited to, the express prohibitions set forth in Section 21.11 herein.

(q) To implement giving programs in the following manner:

(1) Upon approval of the governing body of JEA, to collect from customers and ratepayers monthly or one-time voluntary contributions to be deposited into an elderly and/or handicapped or low-income customer emergency trust fund administered by JEA. The proceeds of such trust fund may be expended periodically by JEA for the purpose of providing financial assistance to elderly and/or handicapped or otherwise needy low-income residents living within the service area of JEA for the payment of their utilities needs. The method of administration of such trust fund, including the collection and distribution thereof, shall be as provided by ordinance of the council. The results of such giving program shall be reported annually each July 1st to the council.

(2) Upon approval of the governing body of JEA, to collect monthly or one-time voluntary contributions from customers and ratepayers, for a charitable, scholastic, or public service community giving program. Contributions from any such program shall be passed through to an appropriate non-profit entity for administration and distribution and shall not be administered by JEA. The results of such giving program shall be reported annually each July 1st to the council.

(3) Upon approval of the governing body of JEA, to collect monthly or one-time voluntary contributions from customers, ratepayers or other contributors for other customer assistance programs directly related to services or utilities provided by JEA. Contributions from any such program shall be passed through to an appropriate non-profit entity for administration and

distribution and shall not be administered by JEA. The results of any such giving program shall be reported annually each July 1st to the council.

(r) To jointly or separately plan, finance, operate, use, share costs of, sponsor, publicize or otherwise participate in projects, systems, programs or measures to promote or implement electric and natural gas energy, electrotechnologies, water, wastewater and natural gas conservation and efficiency, power conditioning and load management, including, but not limited to, energy, water and wastewater conservation, energy efficiency and conditioning or load reducing or load shaping modifications to the maintenance and operating procedures and facilities of a building or facility or in the installation therein; energy, water and wastewater conserving and energy efficiency modifications to windows and doors, pipes, pumps and motors; caulking and weatherstripping; insulation; automatic energy control systems; load management systems; hot water systems; replacements or modifications of lighting fixtures; and energy recovery and recycling systems; and research and development relating thereto within or without the state.

(s) Except as otherwise prohibited herein, to delegate any act authorized pursuant to this Article to any officer, employee or agent of JEA as it may deem necessary or desirable for the prudent management of JEA.

(t) To do all acts and deeds necessary, convenient or desirable, incidental to the exercise and performance of the powers and duties granted to JEA in this Article.

(u) Express authority is given JEA to enter into any contracts, leases or other agreements with other governmental bodies (either local, state or federal) for the purpose of carrying out any of the provisions, powers or purposes of this Article. JEA is expressly prohibited from appropriating or expending any of its funds for payments, contributions or transfer to any non-profit organization or any other group, association or entity other than those whose primary purpose directly involves the electric, water, wastewater and natural gas utility, (or any other utility which may, in the future, be operated by JEA) industries, or electric energy, water, wastewater and natural gas (or any other utility which may, in the future, be operated by JEA) related matters.

(v) If JEA determines that it is necessary or appropriate for it to provide, operate or maintain any other utility system or function other than electric, water wastewater and natural gas, JEA shall by resolution identify such additional utility system or systems or function or functions and indicate its desire to provide such utility service or services or function or functions to the council. Sixty days prior to JEA filing the JEA resolution via legislation with the council, JEA shall provide written notice to the council auditor regarding the additional utility system, function, or utility service that JEA desires to provide, operate and maintain. Such notice to the council auditor shall include the following information regarding such additional utility system, function, or utility service: (i) an express reference in the notice that the notice is being provided pursuant to this subsection; (ii) a detailed description of the additional utility system, function or utility service; (iii) a copy of any applicable business plans; (iv) a copy of any proposed contracts or contract forms; (v) a financial analysis, including projected revenues and expenses; and (vi) any other information developed by JEA or third parties regarding the additional utility system, function, or utility service. The JEA resolution to be provided to council via legislation for adoption and approval by the council shall address relative real property tax treatment of JEA providing, operating or maintaining the additional utility system and shall include the information listed in (i)-(vi) above. Upon the adoption and approval of this resolution by JEA and the council, voting as separate entities, JEA, with respect to the specified system or systems, shall be vested with all powers set forth herein or in general law that would, but for the provisions of this Article, apply to such specified utility system or systems.

(w) To exercise all powers granted to the city with regard to sewage collection and disposal and to water supply pursuant to F.S. Chs. 170 and 180, including the issuance of bonds or notes in anticipation thereof payable from special assessments under said F.S. Ch. 170.

(x) To coordinate carefully with the Department of Public Works of the City of Jacksonville, the Jacksonville Transportation Authority, and other independent agencies, the planning and execution of engineering and construction projects involving underground work and streets and highways to seek to minimize the total cost of such projects and to reduce disruption to the citizens of the city to the maximum extent possible.

(y) To expend JEA funds up to one (1%) percent of the prior year's gross revenues to promote the efficient use of JEA's services through public education including exhibits, conferences, displays, tours and other events customary to the utilities industry and also to publicize, advertise and promote the objectives of this Article and to promote the objectives of JEA all in the manner set forth by resolution of JEA. Accordingly, JEA may expend its funds to make known to the users, potential users and public in general the advantages, facilities, resources, products, attractions and attributes of the services provided by JEA and to further create a favorable climate of opinion concerning the activities and projects authorized and indicated by this Article. JEA may also, to the extent permitted by the laws of the State of Florida, expend funds in cooperative efforts to and with other agencies, both public and private, in accomplishing the purposes enumerated and indicated by this Article; and in furtherance thereof. JEA may also authorize reasonable expenditures for any and all of the purposes herein enumerated, including but not limited to, reasonable food and beverage expenditures in the interest of promoting and engendering good will toward the activities and projects herein authorized. Whenever an expenditure of funds for any of the foregoing purposes is made by a member or employee of JEA, JEA may reimburse such member or employee therefor, but only after such expenditures have been duly authorized by JEA or its managing director if so delegated to do so. JEA will provide a list of proposed promotional expenditures for the current fiscal year to the council auditors on or before December 31st of each fiscal year. The spending limitation on promotional expenditures set forth in this subsection shall not apply to a newly approved utility system, function or utility service under subsection (v) herein and newly approved additional services or products under subsection (p) herein. For purposes of this subsection "newly approved" shall mean within seven years of the approval date by council for matters subject to the provisions of subsection (v) or by the governing body of JEA for matters subject to the provisions of subsection (p), as applicable. All funds expended by JEA as reimbursement for travel expenses shall be subject to Chapter 106, Part 7, of the Ordinance Code of the City of Jacksonville, as amended. JEA shall not exercise any powers pursuant to this subsection to promote the privatization, sale, transfer or reorganization of JEA as expressly prohibited in Section 21.11 herein or otherwise in this Article or the charter.

(z) To allocate costs between the electric, water, sewer, natural gas and any other utility system operated now or in the future by JEA on a cost accounted basis.

(aa) To assist the City of Jacksonville and any of its departments and independent agencies in the development of joint financing programs for the purpose of financing capital improvement programs for the City of Jacksonville and any of its departments and independent agencies.

(bb) To enter into such interlocal agreements authorized by, and to become a member of such separate legal entity or entities created pursuant to F.S. Ch. 163, as JEA shall determine by resolution are necessary or desirable to accomplish the purposes enumerated and indicated by this Article; and, to the extent permitted by the laws of the State of Florida, to enter into such joint ventures, partnerships, joint ownership arrangements, or other similar arrangements with other persons or entities, public or private, as JEA shall determine by resolution are necessary or desirable to accomplish the purposes enumerated and indicated by this Article.

(cc) To allocate and allot the sums appropriated by the council in JEA's annual budget for more specific purposes and to transfer from time to time during the fiscal year, without further council approval, appropriated funds including capital outlay funds from one of the purposes for which funds are appropriated to another of such purposes, if, in the discretion of JEA, such transfer is necessary to carry

out all of the purposes for which funds were appropriated, subject to applicable law; provided however, nothing in this Section shall authorize JEA to transfer appropriated funds from its operating budget to its capital outlay budget or vice versa, without prior approval of the council. This includes the financing of power conditioning and energy conservation equipment for both residential and nonresidential customers providing that the receivables at any point in time will not exceed ten (10) percent of the prior year's utilities system's revenues. A written summary of all budget transfers shall be provided to the council auditor at the end of each quarter.

(dd) To the extent permitted by the laws of the State of Florida, to have ownership and membership in separate organization entities, including but not limited to corporations, to conduct utility related activities and functions. A copy of all such ownership agreements, and any amendments thereto, shall be filed with the council and the mayor at least thirty (30) days prior to the effective date of the agreement.

(ee) (1) To shut off and discontinue the supplying of services of one utility system, to any and all users of the utilities system, for the nonpayment, when due, of the rates, assessments, fees or charges, for facilities or services of that particular utility system, or for facilities or services of any other utility system.

(2) To deny any application for services of one utility system, to any and all users or potential users of the utilities system for the nonpayment, when due, of rates, assessments, fees or charges for facilities or services of that particular utility system, or for facilities or services of any other utility system.

(ff) Subject to the prior approval of the governing body of JEA, to:

(1) Transfer to an entity by sale, lease, assignment or other disposition of up to, but not more than, the net capital assets calculation (as defined in Section 21.11) of an included system, or the management, function, or operation of any portion of an included system which comprises more than the net capital assets calculation of such included system;

(2) Explore, investigate or consummate a reorganization of JEA, or JEA's governance structure in a manner that would affect JEA's ownership or management control of up to, but not more than, the net capital assets calculation (as defined in Section 21.11) of an included system;

(3) Sell, lease, assign or otherwise transfer less than .01 or one percent (1%) of the service territory (as calculated in Section 21.11(d)) of a JEA included system to any entity; and

(4) Sell, lease, assign or otherwise transfer less than .01 or one percent (1%) of JEA's electric, water, or wastewater, customer accounts (as calculated in Section 21.11(d)) based on the latest available JEA monthly financial statements.

For purposes of this subsection and as applicable, terms and phrases used in this subsection shall have the meaning ascribed to them in Section 21.11 herein. This subsection (ff) is subject to the limitations and prohibitions on privatization, sale, reorganization, and service territory transfers set forth in Section 21.11

(Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Laws of Fla., Ch. 82-312, § 15; Ord. 84-1307-754, § 25; Ord. 86-164-454, § 1; Ord. 86-1458-879, § 1; Laws of Fla., Ch. 92-341, § 1; Ord. 93-82-1385, § 1; Ord. 94-1268-757, § 1; Ord. 97-12-E, § 2; Ord. 98-253-E, § 1; Ord. 2005-1032, § 1; Ord. 2015-764-E , § 2; Ord. 2018-142-E , § 1; Ord. 2020-419-E , § 2)

Section 21.05. Construction.

In addition to the express powers granted in this Article, JEA shall have all implied powers necessary or incidental to carrying out the expressed powers and the expressed purposes for which JEA is created. The express

powers granted to JEA in this Article shall be strictly construed, and the implied powers granted to JEA in this Section shall be strictly construed in relation to the relevant and applicable express power granted to JEA in this Article. The fact that this Article specifically states that JEA possesses a certain power does not mean that JEA must exercise such power unless this Article specifically so requires. JEA's power to levy special assessments shall not be deemed to be the power to levy taxes.

(Ord. 93-82-1385, § 1; Ord. 97-12-E, § 2; Ord. 98-253-E, § 1; Ord. 2020-419-E , § 2)

Section 21.06. Bonds and revenue certificates eligible for legal investments.

Notwithstanding any provisions of any other law or laws to the contrary, all revenue bonds and revenue certificates including refunding bonds and refunding revenue certificates, issued pursuant to this Article shall constitute legal investments for savings banks, trust companies, executors, administrators, trustees, guardians, and other fiduciaries, and for any board, body, agency or instrumentality of the State of Florida, or of any county, municipality, or other political subdivision of the State of Florida; and shall be eligible as security for deposits of state, county, municipal and other public funds.

(Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 84-1307-754, § 25; Ord. 93-82-1385, § 1)

Editor's note(s)—Former § 21.06, relative to transfer of property by the city, was deleted by § 1 of Ord. 93-82-1385, and former § 21.05 was subsequently renumbered as s. 21.06. The provisions of former § 21.06 derived from Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 84-1307-754, § 25 and Laws of Fla., Ch. 92-341, § 1.

Section 21.07. Fiscal and budgetary functions.

JEA shall have fiscal and budgetary functions, subject to the limitations herein expressed:

(a) The fiscal year of JEA shall commence on October 1 of each year and end on the following September 30.

(b) JEA shall prepare and submit its budget for the ensuing year to the city on or before July 1 of each year, setting forth its estimated gross revenues and other available funds, and estimated requirements for operations and maintenance expenses, capital outlay, debt service, and depreciation and reserve account. The council and the mayor shall approve or disapprove such budget in the manner provided in Article 14 for budgets of independent agencies.

(c) As consideration for the unique relationship between the City of Jacksonville and JEA, as a tax-exempt entity within the consolidated government, and in recognition of the shared attributes with the consolidated City of Jacksonville in connection with its electric, water, and sewer distribution systems, there shall be assessed upon JEA in each fiscal year, for the uses and purposes of the city, from the revenues of the electric system and the water and sewer system operated by JEA available after the payment of all costs and expenses incurred by JEA in connection with the operation of such electric system and water and sewer system (including, without limitation, all costs of operation and maintenance, debt service on all obligations issued by JEA in connection with such electric system and water and sewer system and required reserves therefore and the annual deposit to the depreciation and reserve account required pursuant to Section 21.07(g)), an amount as provided herein. Effective October 1, 2016, consistent with the provisions of this Section 21.07(c), JEA shall pay the city combined assessment for the electric system and the water and sewer system. The combined assessment for the electric system and the water and sewer system shall equal, but not exceed the greater of (A) the sum of (i) the amount calculated by multiplying 7.468 mills by the gross kilowatt-hours delivered by JEA to retail users of electricity in JEA's service area and to wholesale customers under firm contracts having

an original term of more than one year (other than sales of energy to Florida Power and Light Company from JEA's St. Johns River Power Park System, exception ending December 31, 2017) during the twelve-month period ending on April 30 of the fiscal year immediately preceding the fiscal year for which such assessment is applicable plus (ii) the amount calculated by multiplying 389.20 mills by the number of K-Gals (1=1000 gallons) potable water and sewer service, excluding reclaimed water service, provided to consumers during the twelve-month period ending on April 30 of the fiscal year immediately preceding the fiscal year for which such assessment is applicable, or (B) a minimum calculated amount which increases by 1% per year from fiscal year 2016-2017 through fiscal year 2022-2023 using the fiscal year 2015-16 combined assessment of $114,187,538 as the base year. The amounts applicable to clause (B) above are: for fiscal year 2016-2017 - $115,329,413; for fiscal year 2017-2018 - $116,482,708; for fiscal year 2018-2019 - $117,647,535; for fiscal year 2019-2020 - $118,824,010; for fiscal year 2020-2021 - $120,012,250; for fiscal year 2021-2022 - $121,212,373; and for fiscal year 2022-2023 - $122,424,496.

(d) The assessment calculations for the electric system and the water and sewer system shall be in effect until September 30, 2023. The council may reconsider the assessment calculations after October 1, 2022 and changes, if any, shall become effective October 1, 2023. The council may change the assessment calculations by ordinance within the provisions of this Section 21.07. Should the council not reconsider the assessment calculations, the assessments shall be calculated using the existing formulas specified in Section 21.07(c), including a minimum calculated amount in clause (B) therein, which increases by one percent per year for each fiscal year computed as provided in Section 21.07(c). In addition to the annual assessment as calculated in Section 21.07(c), JEA pursuant to the terms of an Interagency Agreement (as amended) with the City, agreed to provide total nitrogen water quality credit to the City to assist the City in meeting its Basin Management Action Plan load reduction goal (BMAP Credit). If JEA cannot provide the BMAP Credit pursuant to the terms of the Interagency Agreement dated March 22, 2016 (as amended), council and JEA shall work cooperatively to address the BMAP Credit shortfall or council may reconsider the assessment calculations.

(e) The council shall have the power to appropriate annually a portion of the available revenues of each utility system (other than the electric, water and sewer systems) operated by JEA for the uses and purposes of the city. This appropriation shall be based on a formula to be agreed upon by JEA and the council. Any covenants or pledges to lenders associated with such proposed additional utility system which impair council's ability to appropriate revenues from that additional utility system, other than a pledge of gross revenues to bondholders, shall be included in the JEA resolution required in s. 21.04(v) or any future resolution allowing for financing of activities associated with that additional utility system.

(f) JEA shall pay over to the city (i) the amounts assessed upon JEA pursuant to Section 21.07(c) and (ii) such portions of the funds actually appropriated by the council pursuant to Section 21.07(e) at such time as the council may request, but not in advance of collection. Although the calculation for (i) the amounts assessed upon JEA pursuant to Section 21.07(c) and (ii) the annual transfer of available revenue from JEA to the city pursuant to Section 21.07(e) is based upon formulas that are applied specifically to the respective utility systems operated by JEA, JEA, in its sole discretion, may utilize any of its revenues regardless of source to satisfy its total annual obligation to the city mandated by said Sections 21.07(c)and (e).

(g) JEA shall be required to set aside each year in a depreciation and reserve account established for each utility system it operates, an amount equal to not less than 10 percent of its annual net revenues for the previous year attributable to each such system. For such purpose, "annual net revenue" shall mean annual gross revenues derived by JEA from the operation of such system reduced by expenses for operation and maintenance allocable to such system and debt service allocable to such system. Funds set aside in each such depreciation and reserve account shall be used exclusively for enlargements, extensions, improvements and replacements of capital assets of the utility system for which such account was established or to pay or provide for the payment of JEA's bonds, notes or revenue

certificates relating specifically to such system; provided, however, that if JEA by resolution determines that it is in the best interests of JEA to use all or any portion of the funds set aside in the depreciation and reserve account established with respect to a particular utility system for the purposes of another utility system, then such funds may be so applied.

(h) JEA shall not be required to utilize the personnel, motor pool, purchasing, communication or information systems services of the city. By mutual agreement of JEA and the city such services may be provided from one party to the other but only on a cost-accounted basis. JEA shall be required to use the legal services of the city on a cost-accounted basis except in those cases when the chief legal officer of the city determines that the city legal staff cannot or should not provide legal services in the required legal area. JEA shall appropriate the funds necessary to meet the obligations for outside legal services as determined by the general counsel of the city. The general counsel shall consult with JEA before he or she selects outside counsel.

(i) Unless otherwise determined by JEA, all revenues and service charges receivable by JEA as payment for the sale of utilities services shall be collected and received by the tax collector. The tax collector shall deposit to the account of or otherwise turn over to JEA such funds at such times and in such manner as JEA may from time to time designate by resolution. JEA may provide for the collection of such revenues and service charges directly by JEA, provided that the council auditor shall be notified in writing of any proposed change from the current collection process utilizing the Tax Collector and that such change shall not take place until the next fiscal year after such notice is given.

(j) Reserved.

(k) JEA is authorized to pay over to other local governmental units outside the city annually a portion of available revenues derived from operations in such local governmental units' territories, for the uses and purposes of such local governmental units, an amount not to exceed that which would be calculated using the procedures in Sections 21.07(c)and (e), but only to the extent that JEA is able to, and does, include in the rates imposed only upon the customers in such local governmental units' territories the total amounts in respect of such payments.

(l) In addition to all other sums paid by JEA to the City of Jacksonville, JEA shall pay to the City of Jacksonville a franchise fee in an amount equal to three percent (3%) of the revenues of the electric system and the water and sewer system as set forth in Section 21.07(c) herein. The franchise fee will commence for revenues derived effective April 1, 2008 and shall be paid monthly with the first payment payable on June 1, 2008. The franchise fee shall be limited to (1) revenues derived within Duval County not including Urban Service Districts 2-5, and (2) per customer, total water and sewer rate revenues, and (3) up to a per customer maximum of $2,400,000 per fiscal year of electric rate revenues. The franchise fee shall be calculated each month by multiplying three percent (3%) by the sum of JEA's base rate electric revenues, fuel rate revenues, water rate revenues and sewer rate revenues for that month excluding unbilled revenues and uncollectible accounts. The franchise fee shall be calculated on revenues derived from the sale of gross kilowatt-hours and number of cubic feet of potable water and cubic feet of sewer service as set forth in Section 21.07(c). Notwithstanding the foregoing, no franchise fee shall be paid on franchise fees, state utility taxes, fuel related interchange sales, sales for resale, City of Jacksonville accounts, JEA accounts, investment income and other revenues. JEA shall be authorized to pass-through the amount of the franchise fees set forth herein and associated charges resulting from the stated three percent (3%) franchise fee calculation on rate revenues notwithstanding the $2,400,000 limit set forth herein to the customers of JEA, in accordance with the customers' proportionate share of rate revenues as calculated above. This franchise fee is in consideration of the administrative costs incurred by the City to coordinate functions and services with JEA, for the exclusive right to serve electric, water and sewer customers, for use by JEA of the public rights-of-way used by it in connection with its electric distribution system and its water and sewer distribution and collection system, and in further consideration of the unique relationship of JEA and

the City, in which JEA is a wholly owned public utility, and such other good and valuable consideration that has been agreed to between JEA and the City of Jacksonville. The gross franchise fee and the amount of the pass-through set forth herein may be increased by ordinance, initiated by the Mayor and approved by two-thirds supermajority of the City Council, but the franchise fee shall not exceed six percent (6%) of the gross utility revenues as calculated above. The JEA and the City shall enter into a Franchise Fee Agreement for the administration of the Franchise Fee.

(m) When JEA is in receipt of a request for information from the council auditor pursuant to the authority of the council auditor under Section 5.10 of the charter, it shall, within two business days of receipt of the request, 1) acknowledge receipt of the request by electronic mail to the council auditor, and 2) submit to the council auditor an estimated timeframe for which the information requested will be available to the council auditor for review. If the information requested by the council auditor is not within the purview of JEA or JEA is unsure of the request or unfamiliar with the information that is requested, it should provide such explanation in its response to the council auditor.

(Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 81-921-490, § 1; Ord. 84-1307-754, § 25; Ord. 89-1001-632, § 1; Laws of Fla., Ch. 92-341, § 1; Ord. 93-82-1385, § 1; Ord. 97-12-E, § 2; Ord. 98-253-E, § 1; Ord. 2003-1320-E, § 1; Ord. 2007-838-E, § 1; Ord. 2007-1132-E, § 1; Ord. 2015-764-E , § 2; Ord. 2018-747-E , § 2; Ord. No. 2020-40-E , § 1; Ord. 2020-419-E , § 2)

Sec. 21.08. Employees generally; managing director; employment contract restrictions.

(a) *Generally.* All employees of the utilities systems shall be employees of JEA and shall be subject to Articles 16 and 17 of the charter unless otherwise provided by the council, which shall be and continue to be the legislative body as provided in F.S. § 447.203(10), as amended. JEA shall be fully responsible for the administration and operation of all utility services as set out in this Article and in order to meet its administrative and operational responsibilities, JEA shall have full and independent authority to hire, transfer, promote, discipline, terminate and evaluate employees engaged to provide any and all of the utilities services for which it is responsible and accordingly, consistent with the provisions of Article 17 of the charter, JEA may establish employment policies relating to hiring, promotion, discipline and termination, and other terms and conditions of employment, and enter into negotiations with employee organizations with respect to wages, hours and terms and conditions of employment and take such other employment related action as needed to assure effective and efficient administration and operation of the utilities systems. In order to effectively implement the foregoing, JEA shall perform all functions with regard to its own employees that are performed by the City department or division which oversees city employees in regard to personnel matters. JEA, at its expense, shall provide accidental death benefits for all employees engaged in hazardous duty as determined by JEA, in the amount of $50,000 payable to the beneficiary named by the employee, or as otherwise provided, in the event said employee dies as a result of an accident occurring to any employee in the course of his/her employment. Nothing contained in this Section shall be construed to supersede or repeal any provision of Section 12 of Chapter 80-513, Laws of Florida, as amended.

(b) *Managing Director.* The governing body of JEA shall employ and fix the compensation of the managing director, who shall serve at the pleasure of the governing body of JEA. The managing director shall manage the affairs of the utilities systems under the supervision of the governing body of JEA. The entire working time of such managing director shall be devoted to the performance of the duties of such office and the managing director shall have no outside employment. Subject to the approval of the governing body of JEA, the managing director may engage in or have unrelated business interests so long as such business interests do not interfere with the managing director's duties as provided herein. The managing director shall be a graduate of an accredited college or university, and have at least five years executive experience within the utilities industry. The managing director shall have a fiduciary duty of loyalty, fidelity, and allegiance to act at all times in the best interests of JEA and will act in a manner consistent with the responsibilities of this Article

and other policies, rules and regulations governing the conduct of JEA employees. The managing director's employment agreement, if any, shall be subject to the provisions of subsection (d) below.

(c) *Other Employees.* The governing body of JEA may appoint and fix the compensation of staff assistants to the managing director, to serve at the pleasure of the governing body of JEA. JEA shall employ and fix the compensation of the department heads, deputy directors of departments, division chiefs and assistant division chiefs of the utilities systems. JEA may adopt position titles different from those recited herein, consistent with utility industry practice. The managing director, department heads, deputy directors of departments, staff assistants, division chiefs and assistant division chiefs shall not be included within the civil service system of the city. The managing director may employ such certified public accountants, consultants and other employees for special purposes, not within the civil service system, as it may require, and fix and pay their compensation. Whenever used in this Section 21.08, "compensation" shall mean both salary and benefits, exclusive of any city retirement benefits pursuant to Article 16 of the charter.

(d) *Employment contract restrictions.* JEA may have an employment contract with the managing director only. The managing director's employment contract shall be approved by the governing body of JEA. Nothing in this subsection, or in any employment agreement entered into pursuant to this subsection, may be construed as a guarantee of employment for the managing director at any time, or for any length of time. At a minimum, the managing director's employment contract shall satisfy the following requirements:

(1) The contract term, including any renewal term, shall not exceed five (5) years;

(2) The amount of severance pay, if any, shall not exceed the amounts allowed under Florida law and shall not be permitted if the managing director is terminated for cause or terminated for misconduct, as defined in F.S. § 443.036(29), as amended;

(3) The contract shall not contain a mandatory consulting, separation and transition, or similar agreement that is operative due to the managing director's termination without cause under the contract;

(4) JEA shall not be required to release, indemnify or hold harmless the managing director against any claims except as otherwise permitted by law;

(5) JEA shall not be required to pay for or provide legal counsel to the managing director beyond the legal counsel required of the Office of General Counsel pursuant to the charter or general law;

(6) The contract shall contain a provision that the managing director serves at the pleasure of the governing body of JEA and may be terminated without cause at any time, and such provision may provide for not more than 30 days advance notice to the managing director of such termination without cause;

(7) The contract may contain a provision for termination of the managing director for cause, provided that "cause" shall be defined consistent with the definition of cause as contained in Rule 9.05(a) of the Civil Service and Personnel Rules and Regulations of the City of Jacksonville;

(8) All compensation terms shall be reasonable and customary and similar to other public utilities comparable to JEA when taking into account the size of JEA's territory area, employee workforce, and utility systems; and

(9) Any such other terms as may be in the best interest of JEA and not inconsistent with this section.

Any managing director employment contract entered into by JEA that does not satisfy the minimum requirements above shall be null and void.

(e) *Pension Plan; Defined Contribution Plan; Deferred Compensation Plan.* All personnel appointed by JEA pursuant to this Section shall participate in one of the city's retirement plans, as governed by the rules and requirements of such retirement plans and in the same manner as other JEA employees who participate in such plan. JEA is authorized to maintain a separate single tax-qualified defined contribution program

pursuant to Section 401(a) of the Internal Revenue Code of 1986, as amended, for its employees that is supplemental to any city defined contribution program. Additionally, JEA is authorized to maintain a separate single eligible deferred compensation program pursuant to Section 457(b) of the Internal Revenue Code of 1986, as amended, for its employees that is supplemental to any city deferred compensation program. Such programs shall be approved by the governing body of JEA and shall be subject to and comply with all federal and state laws applicable to deferred compensation and defined contribution programs for public or government employees, including, but not limited to, the Internal Revenue Code of 1986, as amended, F.S. § 112.215, as amended, and Part VII of F.S. Ch. 112. JEA shall periodically provide the council auditor with a written report regarding such deferred compensation and defined contribution programs. JEA shall post such written report on JEA's website in a conspicuous manner for the public to view.

(f) *Employee Bonus Program.* JEA may implement or adopt an employee bonus plan or program ("bonus program") for JEA employees pursuant to F.S. § 215.425(3), as amended, subject to the prior approval of the governing body of JEA. The governing body of JEA shall approve such bonus program annually for each fiscal year, and if a bonus program is implemented in any fiscal year without first obtaining the approval of the governing body of JEA, such program shall be void. The governing body of JEA shall not delegate its approval authority regarding a bonus program under this subsection to the managing director or any other officer, employee or agent of JEA. Such bonus program must comply with F.S. § 215.425(3), as amended, the charter, and other applicable laws. The governing body of the JEA shall establish rules, procedures, and standards regarding such bonus program. Additionally, JEA shall include a budget line item and specific detailed plan regarding such bonus program as an exhibit to its annual budget submission to council. JEA shall also provide the council auditor with an annual end of fiscal year written report on or before December 31st of each fiscal year regarding the disbursements related to the bonus program. JEA shall post such written report on JEA's website in a conspicuous manner for the public to view.

(Ord. 2020-419-E , §§ 1, 2)

Editor's note(s)—Ord. 2020-419-E , §§ 1 and 2, amended the Charter by repealing former § 21.08 and adding a new § 21.08. Former § 21.08 pertained to employees, and derived from Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 84-1307-754, § 25; Ord. 87-203-345, § 1; Laws of Fla., Ch. 92-341, § 1; Ord. 97-12-E, § 2; Ord. 98-253-E, § 1; Ord. 2011-732-E; and Ord. 2015-764-E , § 3. Additionally, Ordinance 2007-839-E, § 18, authorized updated department/division names pursuant to reorganization.

Sec. 21.09. Procurement generally; contracts generally.

(a) *Applicability.* Unless otherwise provided herein, this Section shall apply to contracts entered into by JEA pursuant to this Article.

(b) *Procurement generally.*

(1) *Open and Fair Competition.* To the greatest extent reasonably practicable, JEA shall use open, fair, competitive, and generally accepted government procurement methods that seek to encourage the most competition and best price for the purchase of supplies, construction, professional and other contractual services. JEA should adhere to all applicable state procurement laws, including, but not limited to, laws governing the purchase of construction services and professional design services.

(2) *Procedures; governing body approval.* JEA shall not be required to follow the City's procurement procedures. JEA may establish its own procurement procedures regarding the purchase of goods, supplies, equipment, and services, subject to applicable state law. JEA's procurement procedures, including any amendments thereto, shall be reviewed and approved by the governing body of JEA. The governing body of JEA may not delegate its approval of the procurement procedures, including any amendments thereto, to the managing director or any other officer, employee or agent of JEA. In the absence of JEA established procurement procedures, JEA shall follow the city's procurement

procedures. JEA shall adhere to its procurement procedures in entering into procurement contracts, including but not limited to, contracts relating to the construction, reconstruction, repair, operation or maintenance of the utilities systems or the purchase of supplies, equipment, machinery and materials for the utilities systems or the contracting or otherwise purchasing for any advisory, professional or other services necessary or incidental to the operation of the utilities systems.

(3) *Jacksonville Small Emerging Business (JSEB) Program; Minority Business Enterprises.* JEA shall adhere to the city's Jacksonville Small Emerging Business (JSEB) Program, or successor city program, in its procurement procedures. Subject to applicable federal, state and local laws, JEA is authorized to implement and to take all actions necessary to administer a race-conscious purchasing and procurement program to remedy the present effects of past discrimination by JEA, if any, in the awarding of contracts. Any such race-conscious program implemented by JEA to remedy the present effects of past discrimination by JEA, if any, in the awarding of contracts must be supported by evidence and based on the required criteria and standards as set forth in applicable federal and state laws.

(4) *Certain solicitation specifications and standards prohibited; rejection of bids, proposals, and replies.* JEA should not develop solicitation specifications that are so narrowly tailored to an entity or entities that other qualified entities (i.e., bidders, respondents and vendors) are precluded from participating in such solicitation. Additionally, JEA should not develop standards that limit open competition and preclude qualified entities (i.e., bidders, respondents and vendors) from participating in solicitations. JEA shall have the right to reject any and all bids, proposals, or replies, in whole or in part, in the best interests of JEA.

(5) *Annual survey.* JEA shall annually conduct a survey of actual, interested and prospective bidders, respondents, and vendors to obtain feedback on JEA's procurement process. Such survey shall be on a form approved by JEA and participation in the survey shall be open to actual, interested and prospective bidders, respondents, and vendors. Survey topics may include, without limitation, various aspects of JEA's procurement process such as information transparency and accessibility, pre-conferences, bid submittal packages, evaluations, and awards. JEA shall consider such survey results during JEA's biennial review of its procurement code.

(6) *Transparency in procurement governing documents.* The procurement code and any procurement policies, operating procedures, rules, directives, standards, and other procurement governing documents, including any amendments thereto, shall be posted on JEA's website in a conspicuous manner for the public to view.

(7) *Biennial review; annual report.* JEA shall biennially review its procurement procedures. JEA shall also prepare and deliver a written report to the council and mayor on or before December 31st of each fiscal year summarizing the procurement contract awards for the immediately prior fiscal year. Such written report shall contain at a minimum the following information:

(i) The number of contract awards for the reporting fiscal year;

(ii) A detailed listing of all contract awards categorized by service type (e.g., construction, professional, supplies, professional design services), award type (e.g., single source, emergency, request for proposal, invitation to negotiate, piggyback, etc.) and a brief description of each contract award containing the contractor name, contract amount and procurement method used;

(iii) The number of JSEB contract awards categorized by service type (e.g., construction, engineering, supplies, professional), award type (e.g., single source, emergency, request for proposal, invitation to negotiate, piggyback, etc.), and a brief description of each contract award containing the JSEB contractor name, contract amount and procurement method used;

(iv) The number of bid protests for the reporting fiscal year and the outcome of each protest (i.e., whether JEA prevailed); and

(v) The annual survey results pursuant to the survey requirement in subsection (b) above.

JEA shall post such written report on JEA's website in a conspicuous manner for the public to view.

(8) *Prohibition.* JEA shall not exercise any powers pursuant to this Section to explore, investigate or consummate a privatization, sale, transfer or reorganization of JEA as expressly prohibited in Section 21.11 herein or this Article.

(c) *Contracts Generally.*

(1) *Maximum indebtedness.* Unless otherwise provided herein or by law, all contracts of any kind entered into by JEA pursuant to this Article, including, but not limited to, procurement contracts, joint project contracts, and interlocal agreements shall contain a provision clearly specifying a fixed, maximum monetary indebtedness of JEA thereunder. Such contracts may, however, provide for a lesser variable indebtedness of JEA upon a reasonable basis, subject to such fixed, maximum monetary indebtedness.

(2) *Public records; ethics training.* All contracts and related documents entered into by JEA shall contain a provision clearly stating that such vendor or contractor shall comply with the provisions of F.S. Ch. 119 (Public Records Law), as amended. All senior-level employees, including the managing director and senior-level officers, directors and managers of JEA, shall be trained by the Office of General Counsel, in consultation with the Ethics Office, at least annually on Florida's open meetings laws, public records and ethics laws in accordance with policies and procedures established by JEA.

(3) *Audit.* JEA shall require a person or entity providing contractual services (e.g., construction services, professional design services, or other contractual services) purchased by JEA to agree and be deemed to have agreed by virtue of doing business under contract with JEA to be subject to audit by the council auditor's office pursuant to Article 5 of the charter, as applicable. Additionally, JEA shall include a provision in any contract entered into pursuant to this Article that such vendor or contractor shall comply with all applicable federal, state and local laws, rules and regulations as the same exist or as may be amended from time to time.

(4) *Confidentiality agreements.* The use of confidentiality, nondisclosure or similar agreements by government agencies are contrary to open and transparent government. Except regarding information or records deemed by JEA to be confidential or exempt information or records by law, JEA should not enter into confidentiality or nondisclosure agreements with third parties and should use confidentiality, nondisclosure or similar agreements sparingly in the conduct and operation of the utilities systems. Additionally, JEA should not require a member, officer or employee of JEA to execute any type of confidentiality or nondisclosure agreement that would require such member, officer or employee to maintain the confidentiality of information or records that is not confidential or exempt by law.

(5) *No financial interest.* Except for an employment contract or agreement executed pursuant to Section 21.08, no member, officer or employee of JEA shall either directly or indirectly be a party to, or be in any manner interested in, any contract or agreement with JEA for any matter, cause or thing whatsoever in which such member shall have a financial interest or by reason whereof any liability or indebtedness shall in any way be created against JEA. If any contract or agreement shall be made in violation of the provisions of this Section the same shall be null and void and no action shall be maintained thereon against JEA.

(d) *No limitation.* Unless otherwise provided herein, nothing in this Section shall be construed to limit the power of JEA to construct, repair, or improve the utilities systems or any part thereof, or any addition, betterment or extension thereto.

(Ord. 2020-419-E , §§ 1, 2)

Editor's note(s)—Ord. 2020-419-E , §§ 1 and 2, amended the Charter by repealing former § 21.09 and adding a new § 21.09. Former § 21.09 pertained to awards of contracts, and derived from Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 80-113-169, § 1; Ord. 81-921-490, § 2; Ord. 84-1307-754, § 25; Ord. 84-229-307, § 1; Ord. 86-1475-875, § 1; Ord. 88-989-705, § 1; Ord. 91-678-447, § 1; Laws of Fla., Ch. 92-341, § 1; Ord. 93-82-1385, § 1; Ord. 97-12-E, § 2; and Ord. 98-253-E, § 1.

Section 21.10. Execution of instruments; examination of claims; funding through revenue bonds or revenue certificates.

All instruments in writing necessary to be signed by JEA shall be executed by the chairperson and secretary or assistant secretary, or by such officer, agent or employee of JEA as it may by resolution designate. JEA shall provide for the examination of all payrolls, bills, and other claims and demands against JEA to determine before the same are paid that they are duly authorized, in proper form, correctly computed, legally due and payable, and that JEA has funds on hand to make payment. Funds on hand to make payment shall be deemed to have been provided when revenue bonds or revenue certificates of JEA (or notes issued in anticipation thereof) to finance the acquisition and construction of plants and facilities for the production and/or transmission of electricity, the production and transmission of water, the transmission and treatment of wastewater and the transmission of natural gas, costing in excess of $10,000,000.00 have been duly authorized as provided in this Article whereupon JEA may enter into instruments in writing for the acquisition and construction of such plants and facilities and may sell such revenue bonds or revenue certificates (or notes issued in anticipation thereof) in the manner provided in this Article in installments to provide funds as obligations of JEA under such instruments in writing become due.

(Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 84-1307-754, § 25; Laws of Fla., Ch. 92-341, § 1; Ord. 93-82-1385, § 1; Ord. 97-12-E, § 2; Ord. 98-253-E, § 1)

Sec. 21.11. Privatization, sale, reorganization, service territory transfers prohibited.

(a) *Definitions.* For purposes of this section, the following definitions shall apply:

"entity" shall mean any person or entity, public or private.

"net capital assets" shall mean the net capital assets based on the Combining Statement of Net Position in latest available JEA annual financial statements for the appropriate Enterprise Fund for each included system.

"net capital assets calculation" shall mean the net capital assets for each included system multiplied by .10 or 10%. For purposes of this section, the initial net capital asset calculation for each included system shall be established based on the September 30, 2020, audited financial statements. The net capital assets calculation shall reset every five years thereafter.

"calculation period" shall mean the five year period after the net capital assets calculation is established during which the cumulative impact on the net capital assets of the sale, lease, assignment, other disposition, or the assignment of the management function or operation of such portion of an included system, shall be recorded.

"service territory" shall mean the geographically defined areas in which JEA is the utility provider.

"included system" shall mean the electric system and bulk power supply system, and the water and sewer utility system reported on the financial statements as the water and sewer Enterprise Fund, owned, operated and managed by JEA.

"excluded system" shall mean JEA's district energy system, and the St. Johns River Power Park system.

(b) *Prohibition on privatization, sale, reorganization and transfer of management.* JEA shall not directly, or indirectly through a consultant or advisor, explore, investigate or consummate a privatization or transfer to an entity by sale, lease, assignment or other disposition of the net capital assets of an included system, or the management, function, or operation of any portion of an included system which cumulatively comprises more than the net capital assets calculation during the calculation period, without obtaining approval of the council in advance by amending this Section to permit such action by JEA; provided, however, that no final approval of such disposition by the council shall become effective without subsequent referendum approval of the terms and conditions of the disposition, lease, or other assignment of the management, function or operation of such portion of a included system. Additionally, JEA shall not directly or indirectly through a consultant or advisor, explore, investigate or consummate a reorganization of JEA, or JEA's governance structure in a manner that would affect JEA's ownership or management control of the net capital assets of an included system which cumulatively comprises more than the net capital assets calculation during the calculation period, without obtaining approval of the council in advance by amending this Section to permit such action by JEA. Upon approval by the council for JEA to explore or investigate a privatization, transfer, or reorganization of JEA, council may in its discretion prescribe by ordinance budget restrictions related to professional consultants, legal engagements, promotional expenses, and other expenses anticipated by JEA during such exploration or investigation. The terms "explore" and "investigate" as used in this subsection shall include, but not be limited to, exploring or investigating in connection with any strategic planning process undertaken by JEA or any of its consultants or advisors.

(c) *Reports.* JEA shall report to the council auditor within 30 days of the issuance of the annual audited financial statements the change in net capital assets for each included system for the period covered by the financial statements. JEA shall also report the cumulative impact of the change in net capital assets for each included system during the calculation period. Both reports will include supporting documentation as requested by the council auditor.

(d) *Prohibited service territory transfers.* Any sale, lease, assignment or other transfer of the service territory of a JEA included system to any entity that will result in a total net loss of .01 or 1% or more of the service territory or any sale, lease, assignment, or transfer to any entity that will result in a total net loss of .01 or 1% or more of JEA's electric, water, or wastewater, customer accounts based on the latest available JEA monthly financial statements shall require council approval in advance. JEA shall not enter into any agreement, contract, memorandum of understanding, letter of intent or other arrangement that would exceed the .01 or 1% or more threshold without obtaining council approval in advance.

(e) *Interlocal Agreements with St. Johns and Nassau Counties.* Nothing in this Section shall prevent JEA from complying with the terms and conditions of the interlocal agreements with St. Johns County and Nassau County executed by the parties prior to January 1, 2020, which include, but are not limited to, an option to purchase the assets and service territory of JEA within the respective counties without council or referendum approval.

(Ord. 2020-419-E , § 2)

Editor's note(s)—Ord. 2020-419-E , § 2, amended the Charter by renumbering former §§ 21.11 and 21.12 as new 21.13 and 21.14, and adding a new §§ 21.11 and 21.12.

Sec. 21.12. Public engagement.

JEA should seek to fully engage and inform its ratepayers, the public, interested stakeholders, and other interested parties in any future planning discussions, including, but not limited to short-term and long-term plans, objectives and goals, regarding the future of JEA to enable its ratepayers, the public, interested stakeholders and other interested parties to fully participate in such planning discussions to the greatest extent reasonably practicable. Examples of ways for JEA to fully engage and inform its ratepayers, the public, interested stakeholders,

and other interested parties pursuant to this Section may include, but not be limited to, hosting town hall meetings and JEA workshops and proactively making information regarding such discussions available to its ratepayers, the public, and other interested parties.

(Ord. 2020-419-E , § 2)

Note(s)—See editor's note, § 21.11.

Section 21.13. Legislative authority of council.

Notwithstanding any provision of this charter to the contrary, the council may repeal or amend any portion of this Article, by two-thirds vote of the membership of the council. A public hearing on the adoption of the ordinance shall be advertised in substantially the same manner as the council is required to advertise its intention pursuant to F.S. § 200.065, and held not earlier than 30 days after the introduction of the ordinance into the council. The council shall take final action on the ordinance only after the expiration of 60 days after the advertised public hearing, and no ordinance shall be enacted except by a two-thirds vote of the entire council. If the mayor disapproves the ordinance, the council may enact it notwithstanding such disapproval only by a four-fifths vote of the entire council.

(Laws of Fla., Ch. 78-538, § 1; Laws of Fla., Ch. 80-515, § 1; Ord. 84-1307-754, § 25; Laws of Fla., Ch. 92-341, § 1; Ord. 2020-419-E , § 2)

Note(s)—Former § 21.11. See editor's note, § 21.11.

Section 21.14. Severability.

If any provisions of this Article or the application thereof to any person or circumstance is held invalid by a court of competent jurisdiction, the invalidity shall not affect other provisions or applications of this Article which can be given effect without the invalid provision or application, and to this end the provisions of this Article are declared to be severable.

(Ord. 93-82-1385, § 1; Ord. 2020-419-E , § 2; Ord. 2020-419-E , § 2)

Note(s)—Former § 21.12. See editor's note, § 21.11.

2. Interlocal Agreement Regarding Franchise Fee

Prepared by and return to:
Debra Braga, Assistant General Counsel
117 West Duval Street, Suite 480
Jacksonville, FL 32202

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JIM FULLER CLERK CIRCUIT COURT DUVAL COUNTY

INTERLOCAL AGREEMENT REGARDING FRANCHISE FEE

This Interlocal Agreement Regarding Franchise Fee, hereinafter "Franchise Fee Agreement" is entered into this 1st day of February, 2008, by and between the City of Jacksonville, a municipal corporation and political subdivision of the State of Florida, (hereinafter City), and JEA, a body corporate and politic, (hereinafter JEA).

WHEREAS, JEA provides electric, water and sewer utility services within the jurisdiction of the City; and

WHEREAS, JEA operates pursuant to City Charter section 21, which provides for the governance of JEA, and oversight of JEA by the City Council; and

WHEREAS, on or about November of 2007, the City and JEA agreed to the payment of a Franchise Fee, as set forth in City Charter Section 21.07, and adopted by the City Council as ordinance 2007-838; and

WHEREAS, the parties intend that this Franchise Fee Agreement provide for the administration of the Franchise Fee, as contained in the Charter.

NOW THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Amount of the Franchise Fee. As established in the City Charter Section 21.07, the Franchise Fee shall be initially established at three percent (3%) of the revenues of the electric system and the water and sewer system. This amount may be increased up to a maximum of six percent (6%) by ordinance of the City Council as provided for in City Charter Section 21.07(l).

2. Territory for Payment of Franchise Fee. The Franchise Fee shall be limited to revenues derived within Duval County not including Urban Service Districts 2-5.

3. Calculation of Franchise Fee. The Franchise Fee shall be calculated each month by multiplying three percent (3%) by the sum of JEA's base rate electric revenues, fuel rate revenues, water rate revenues and sewer rate revenues for that month excluding unbilled revenues and uncollectible accounts. The franchise fee shall be calculated on revenues derived from the sale of gross kilowatt-hours and number of cubic feet of potable water and cubic feet of sewer service as set forth in Section 21.07(c) of the City Charter.

    a. Franchise Fee Cap. The Franchise Fee shall be limited to a per customer maximum of two million four hundred thousand dollars ($2,400,000) per fiscal year of electric rate revenues as specifically set forth in City Charter Section 21.07(l).

    b. Adjustment for Franchise Fee Cap. Until such time as determined by JEA that JEA's billing system is capable of implementing the Franchise Fee customer cap as determined by the City Council, the City and JEA agree on the following procedure to implement the Franchise Fee customer cap. At least annually, JEA shall identify the customers affected and issue a report to the City summarizing the amount of the Franchise Fee billed. On an annual basis, the City will issue a check payable to each eligible customer in an amount equivalent to reduce the Franchise Fee amount collected to the Franchise Fee cap. JEA shall be authorized to pass-through to the customers the amount of the franchise fees set forth herein and such associated charges including but not limited to public service tax, gross receipts tax, and sales tax resulting from the stated three percent (3%) franchise fee on rate revenues notwithstanding the $2,400,000 limit. The City will issue checks payable to each customer for the specific franchise fee amount collected over the cap.

4. Exclusions from Franchise Fee. No Franchise Fee shall be paid on Franchise Fees, state utility taxes, fuel related interchange sales, sales for resale, City of Jacksonville accounts, JEA accounts, investment income or other revenues not specifically set forth in paragraph 3 herein.

5. Collection, remittance and timeliness of the Franchise Fee. The Franchise Fee shall be effective for revenues derived after March 31, 2008. The Franchise Fee will be applied to all services rendered for which revenues are posted after March 31, 2008. The Franchise Fee will not be pro-rated, regardless of when services were used by the customers. The Franchise Fee shall be payable monthly, with the first payment due on June 1, 2008, and shall continue until the requirements of the Franchise Fee are modified, either by amendment to section 21 of the City Charter, or by amendment to this Agreement. The Franchise Fee shall be paid on the first business day of each month. JEA shall collect the Franchise Fee from its customers, and the Franchise Fee shall be considered a pass through from the customers, in accordance with the proportionate share of rate revenues. The Mayor is authorized to grant an extension of time for 30 additional days for the

payment of the Franchise Fee for good cause shown by JEA. JEA shall submit a written request for an extension of time for payment at least five (5) days prior to the normal due date which sets forth the circumstances which require the extension in time for payment.

6. Consideration for the Franchise Fee. The consideration for the Franchise Fee is the exclusive right for JEA to serve electric, water and sewer customers, for use by JEA of the public rights of way, both existing and new, for its electric, water and sewer system, and for any other utility systems, as that term is defined in City Charter Section 21.02(a).
7. Amendments to the Interlocal Agreement Regarding Franchise Fee. The Parties agree that this Agreement may be amended by ordinance of the City Council, following the usual procedure for passage of ordinances, subject to the requirements set forth in Ordinance 2007-838, and without compliance with the provisions regarding amendments to the JEA charter, as are set forth in City Charter Section 21.11. The Parties also agree that non-material changes to this Agreement may be made based on the mutual consent of the Parties, subject to the approval of the City Council Auditor's office, and with notice to the City Council. "Non-material" changes shall be those changes which are solely of an administrative nature, and do not involve any change in the amount of the Franchise Fee.

8. Modifications to the JEA Contribution. As further consideration for the Franchise Fee, the parties have agreed to a modification to the JEA Contribution, which is currently contained in City Charter Section 21.07. Those modifications require approval by the City Council, and are contained in Ordinance 2007-1132, filed October 23, 2007. The agreed upon modifications to City Charter Section 21.07(c) and (d) involve a reduction in the minimum required increase in the contribution, the deletion of the alternative method of calculation of the contribution based upon a percentage rate, a modification of the base year assessment total, and the agreement that the City Council may reconsider the assessment calculations in 2016.

9. Definitions. Terms used in this agreement shall be as defined in City Charter Section 21.

[Remainder of page intentionally left blank. Signature page follows immediately.]

IN WITNESS WHEREOF, the parties have caused this Franchise Fee Agreement to be duly executed as of the date first written above.

Attest:

By: ______________________

CITY OF JACKSONVILLE

By: ______________________
John Peyton
Mayor

Kerri Stewart
Deputy Chief Administrative Officer
For: Mayor John Peyton
Under Authority of:
Executive Order No. 07-12

Attest:

By: ______________________

JEA

By: ______________________
James A. Dickenson
Managing Director/CEO

I hereby certify that the expenditure contemplated by the foregoing instrument has been duly authorized, and provision has been made for the payment of the monies provided therein to be paid.

____
Signature
Print Name: ______________________
Title: ______________________
For JEA

Form Approved:

____
Office of General Counsel

3. Nassau County/JEA Water and Wastewater Interlocal Agreement

NASSAU COUNTY/JEA WATER AND WASTEWATER INTERLOCAL AGREEMENT

This Water and Wastewater Interlocal Agreement (the "Agreement") is made and entered into this 17th day of December, 2001, by and between Nassau County, a political subdivision of the State of Florida (hereinafter referred to as the "County") and JEA, an electric, water and wastewater utilities authority established under the laws of the State of Florida.

WHEREAS, JEA is authorized to provide electric, water and wastewater (which includes reuse) services pursuant to authority granted by the State of Florida and Duval County;

WHEREAS, United Water Florida ("United Water") currently owns and operates a water and wastewater utility system (the "Utility System") part of which is located within Nassau County and the Utility System has operated pursuant to Water Franchise Certificate No. 263-W and Sewer Franchise Certificate No. 179-S (the "Certificates") issued by the Florida Public Service Commission (the "PSC");

WHEREAS, the Certificates authorize United Water to provide water and wastewater (including reuse) services within designated service areas around the State;

WHEREAS, the PSC certificated service areas for United Water include territory in Nassau County (the "Service Territory");

WHEREAS, the PSC certificated service areas of United Water will be grandfathered to the purchaser of United Water pursuant to Florida Statutes;

WHEREAS, Nassau County recently passed a resolution to assume regulatory jurisdiction over investor owned utilities operating in Nassau County;

WHEREAS, JEA is prepared to enter into a purchase and sale agreement with United Water for the acquisition of United Water's entire Utility System in Florida including the portions located in Nassau County and the right to provide service throughout the Service Territory;

WHEREAS, the County and JEA (collectively referred to as the "parties") have determined to enter into this Interlocal Agreement in an effort to assure that water and wastewater (including reuse) services within Nassau County are provided in an orderly fashion;

WHEREAS, the County and JEA believe that this Agreement will promote cooperation and coordination between the parties in providing utility services within the Service Territory and elsewhere in Nassau County;

WHEREAS, JEA and the County both acknowledge the desirability and the need to provide water and wastewater services in a manner which is both economical and consistent with the water conservation and management policies of the State of Florida, the St. Johns River Water Management District and Nassau County;

WHEREAS, the parties seek through this Interlocal Agreement to establish the terms and conditions by which JEA will have exclusive authority to provide water and wastewater (including reuse) services within the Service Territory and elsewhere in Nassau County;

WHEREAS, the parties seek through this Agreement to establish the conditions and procedures by which JEA can extend water and wastewater (including reuse) services in Nassau County outside the Service Territory;

NOW THEREFORE, in consideration of the recitals, agreements, and mutual covenants contained herein, and other good and valuable consideration, the parties agree as follows:

SECTION 1. RECITALS. The above recitals are true and correct, and form a material part of this Agreement.

SECTION 2. COUNTY'S CONSENT TO JEA SERVICES.

2.1 JEA Service Territory. Subject to the terms and conditions of this Agreement, the parties agree that JEA will provide retail and wholesale water and wastewater services[1] within the Service Territory during the term of this Agreement. The parties further agree that, subject to the terms and conditions of this Agreement, JEA may provide retail and wholesale water and wastewater services to any area in Nassau County west of the Intracoastal Waterway excluding the incorporated municipalities of Callahan and Hilliard. This area west of the Intercoastal is hereinafter referred to as the "Additional Territory". JEA will not serve or offer to serve customers located within Nassau County outside of the Service Territory or the Additional Territory unless the County and JEA agree in writing for JEA to do so. The written agreement of the County shall be obtained prior to JEA providing or offering to provide services to customers in Nassau County outside of the Service Territory and the Additional Territory. JEA agrees that it will not seek to provide or extend water or wastewater services in Nassau County outside of the Service Territory and Additional Territory without the County's prior written approval except

[1]Unless specifically noted or inappropriate in context, the term wastewater services as used in this Agreement shall include the provision of reuse of reclaimed water.

as provided by Section 2.3. Nassau County will not authorize or certificate any other utility to provide water or wastewater services in the Service Territory or Additional Territory without JEA's prior written approval. Nothing contained in this Agreement shall be construed to prevent JEA from providing water or wastewater services within Duval County or any other county in the State of Florida, nor shall anything contained herein be construed to prevent the County from providing or authorizing others to provide services outside of the Service Territory and Additional Territory in Nassau County, Florida.

2.2 Limitations on JEA Service Territory. The County and JEA agree that the rights of JEA to provide water and wastewater services in Nassau County are limited by this Agreement to the Service Territory and the Additional Territory. If JEA wishes to extend services in Nassau County outside of these areas, any such extension must be accomplished with the specific authorization of the County and as more specifically set forth in Section 3 below.

2.3 Contract Operations. Notwithstanding anything to the contrary stated in Sections 2.1 and 2.2 or elsewhere in this Agreement, JEA can provide contract operations service to any utility in or outside the County.

SECTION 3. EXTENSION OF SERVICE AREA. JEA may only extend water and wastewater services to areas in Nassau County that are not within the Service Territory or Additional Territory after application to and approval by the Board of County Commissioners of Nassau County (the "Board"). The application and decision by the Board to permit or deny such extension shall be based upon applicable county ordinances.

SECTION 4. UTILITY SYSTEM RATES; OPERATING STANDARDS; REPORTS.

The following standards and conditions shall apply to JEA's ownership and ongoing operation of the Utility System and any extensions thereto including facilities used by JEA to provide service to the Additional Territory.

4.1 No Discrimination in Rates and Level of Service. The rates and fees charged by JEA for retail water and wastewater services shall be the same in the Service Territory and Additional Territory as charged by JEA for retail water and wastewater services within the City of Jacksonville. A current schedule of those rates is attached hereto as Exhibit "A." No JEA imposed surcharge, tax or rate differential shall apply to customers in the Service Territory or other areas served by JEA within Nassau County without the consent of the County. If, during the term of the Agreement, JEA proposes any new rate schedule or amended rate schedule applicable to its retail water, wastewater or reuse service, JEA shall forward to the County a copy of such rate schedule or amended rate schedule prior to the effective date thereof. Furthermore, JEA agrees to provide the County written notice in accordance with Section 10 of this Agreement as soon as a proposed increase in rates is recommended to its governing Board. Any increase or decrease in rates shall be consistent with state law and terms and conditions of this Agreement.

The County will not attempt to impose or assert authority over the rates and fees charged by JEA to customers in the Service Territory or Additional Territory. If the County imposes franchise fees or taxes under Section 4.3, customers in the County will be charged such fees or taxes in addition to the JEA rates. The quality and level of services provided by JEA shall be equal for customers within Nassau County as that offered by JEA

to customers in the City of Jacksonville. JEA shall not discriminate between the quality and level of services offered to customers within Nassau County as compared to services by JEA in any other county. JEA agrees to provide services to the existing customers of United Water and to future customers in the Service Territory and Additional Territory according to JEA's uniform service availability policies.

4.2 Standards. JEA agrees to operate and maintain the Utility System in accordance with standards equal to or greater than those for the City of Jacksonville. If additional facilities are installed by JEA in the County, such facilities shall be constructed in accordance with standards equal to or greater than the standards applicable to JEA's system in Duval County.

4.3 Franchise Fees and Taxes. The County will not charge JEA any connection fees, tap-in fees, or other fees or charges for services by JEA to the Service Territory and Additional Territory. JEA has the right to collect on its behalf its uniform rates, fees and charges from its customers in the County. JEA further agrees to collect from its wholesale and retail water and wastewater customers within the County all applicable county fees and utility taxes pertaining to water and/or wastewater services.

4.4 Asset Reporting. JEA shall segregate all asset information for the Utility System and any future extensions in Nassau County permitted under this Agreement. This requirement does not apply to meters, meter boxes, taps and other non-segregatable items which shall be allocated on a per ERC basis. Such information shall be provided to the County on an annual basis and shall include, without limitation, the value of all such assets, any contributions in aid of construction applicable thereto, and other capital asset

information reasonably requested by the County to allow verification of compliance with the terms of this Agreement. The asset reporting requirements of this Section 4.4 are only applicable to transmission and treatment facilities owned by JEA outside of the Service Territory if those facilities provide service exclusively to the Service Territory or to the Additional Territory. JEA shall provide its annual financial statements, budget, current 5-year capital improvement plan and renewal and replacement program to the County within 15 days of approval by the JEA Board or, if Board approval is not required, approval by JEA management.

4.5 Balancing of Water Supply and Reuse. To the extent reasonably possible, JEA will conduct its operations in Nassau County in a manner which is intended to help minimize potable water use and maximize water reclamation and reuse. JEA will cooperate with the County in implementing programs to achieve these goals.

4.6 Abandonment of Portions of the Utility System. JEA will not retire or abandon any portion of the Utility System, including any water treatment plant, storage tank, pumping stations, or wastewater treatment plant unless reasonably necessary to provide reliable, safe and sufficient service and/or to comply with requirements imposed by law, including statutes, rules or orders of regulatory or judicial authorities.

4.7 Customer Service. JEA shall coordinate with the County with respect to customer services offered within the Service Territory. JEA shall provide a toll free telephone number for use by JEA customers within the Service Territory and the Additional Territory.

4.8 Approval of Developer Agreements. Proposed developer agreements for the provision of water or wastewater services within the Service Territory or Additional Territory shall be presented by JEA to the County for review and comment. Prior approval by the Board of County Commissioners of developer agreements within the Service Territory and Additional Territory shall not be required as long as the terms of such agreements are consistent with Master Plans submitted in accordance with Section 10 of this Agreement. If the County has any objections based on conflict with this Agreement, the County Comprehensive Plan or County ordinances, the County shall promptly notify JEA and the parties will address the objections. Any proposed developer agreements that are not consistent with such Master Plans will not be finalized without prior approval by the Board of County Commissioners.

4.9 Coordination. JEA agrees that it shall provide water and wastewater services only to those areas within the Service Territory and Additional Territory approved for construction by the appropriate County planning and development agencies. JEA further agrees that it shall comply with all rules and regulations enacted by the County governing water and wastewater service requests, but it reserves the right to challenge any rules or regulations it deems to be unlawful. JEA's construction activities within the County's rights-of-way will be coordinated with the County.

SECTION 5. PURCHASE OF THE UTILITY SYSTEM BY COUNTY. The County shall have the right to purchase the JEA water and wastewater facilities in Nassau County under the conditions set forth below.

5.1 Exclusive Right to Purchase. The County shall have exclusive right to purchase the JEA facilities in Nassau County under any of the circumstances listed below (the "Exclusive Purchase Events"). Upon the occurrence of any Exclusive Purchase Event, JEA shall promptly provide the County with written notice of the Exclusive Purchase Event and the details thereof. Within 90 days of receipt of such notice, the County shall provide a written response which either (a) exercises the right of the County to enter into negotiations for the purchase of the JEA facilities in Nassau County, or (b) rejects the right and discharges JEA from any further obligation to offer the facilities to the County for purchase. If no response is received within 90 days, then the County will be deemed to have rejected the right to purchase. Exclusive Purchase Events are any of the following:

5.1.1 Any change in the majority ownership interest of JEA.

5.1.2 The expiration of the initial and each successive term of this Agreement; provided, however, that if the parties mutually agree to extend the term of the Agreement for a successive 5-year period, the County's first right of refusal to purchase the facilities based on the expiration of this Agreement shall be deemed to have been waived by the County until the end of that five year extension.

5.1.3 A transfer or assignment of this Agreement by JEA without the prior written agreement of the County.

5.2 County First Right of Refusal.

JEA has the right to sell its facilities in Nassau County. Prior to any sale by JEA of the facilities in Nassau County, the County shall have a first right of refusal at the purchase

price specified in Section 5.5 or the purchase price which JEA intends to sell to a third party, whichever is lower. The County shall have 90 days from receipt of written notice from JEA of an intent to sell the facilities in Nassau County to enter into purchase discussions in accordance with this Section. Failure by the County to respond in writing within the 90-day period shall be deemed a decision not to enter into negotiations. The County's first right of refusal under this Section does not apply to financing or tax management strategies that JEA may decide to utilize. The County agrees to cooperate with JEA by not exercising this Right of First Refusal provided that such financing or strategy does not conflict with the substantive purpose of this Section 5.2 and so long as JEA maintains control over the system.

5.3 Disposition of Funds Upon Purchase by the County. In the event that the County purchases the JEA facilities in Nassau County pursuant to the terms of this Section 5, any unused, prepaid impact fees collected from the customers located within the Service Territory or the Additional Territory shall be transferred to the County.

5.4 Reservation of Capacity. In the event that the County purchases or otherwise takes over ownership and operation of the JEA facilities in Nassau County pursuant to the terms of this Section 5, the County and its successors in interest to the facilities shall be entitled to water and wastewater capacity from JEA equal to the capacity used by JEA to serve the customers at the time of transfer. Such capacity (including treatment and transmission) shall be provided by JEA at no charge. Service shall be provided in accordance with JEA's then existing tariffed rates (as may be amended from time to time) for wholesale or bulk customers. Additional capacity may be purchased by

the County or its successors if such additional capacity is deemed available by JEA. JEA shall have no obligation to construct new facilities in order to make additional capacity available to the County. If capacity is available from JEA, the County shall be entitled to purchase additional capacity at no more than JEA's then existing capacity charges for new customers in the City of Jacksonville.

5.5 Purchase Price. In the event the County is entitled to purchase the JEA facilities in Nassau County in accordance with any provision of this Section 5, JEA agrees to sell the facilities, including all additions, replacements and modifications thereto, to the County based upon the following formula applied at the time of the sale:

The Purchase Price shall be equal to One Hundred Ten percent (110%) of the Net Investment by JEA.

Where:

(a) "Investment" means that capital amount paid by JEA to purchase, improve and/or expand water and wastewater assets within the Service Territory or Additional Territory, as may be expanded, in Nassau County, excluding contributions by developers in cash, services or facilities (contributions-in-aid-of-construction (CIAC) made after the purchase of the Utility System by JEA.

(b) "Depreciation" shall be calculated at a rate of two and a half percent (2.5%) per year of the Investment for the term of the Agreement, as adjusted by the salvage or resale of decommissioned assets or land at the amount received by JEA.

(c) "Net Investment" equals Investment by JEA less Depreciation.

(d) The preceding purchase price formula and the other provisions of this Section 5 are applicable to any extensions of the Service Territory or Additional Territory whether or not such extensions are contiguous to the original Service Territory acquired by JEA from United Water.

5.6 County Resale Condition. If within five (5) years of purchasing utility assets from JEA under Section 5.5, the County contracts to resell the assets and such resale produces net proceeds, then the County shall pay to JEA within 30 days of receipt of the net proceeds a sum equal to fifty percent (50%) of the difference between the resale purchase price less one hundred and fifteen percent (115%) of the sum of the purchase price paid by the County to JEA plus capital investments made by the County. The procedure used to calculate net investment in Section 5.5 shall be used to derive net proceeds for this Section 5.6.

SECTION 6. EX-OFFICIO BOARD REPRESENTATIVE. Nassau County shall have one ex officio non-voting representative to JEA's Board of Directors who shall be selected by the Nassau County Board of County Commissioners and who shall have full rights of participation in discussions concerning all matters which may affect directly or indirectly the provision of water and sewer services within Nassau County under the terms of this Interlocal Agreement.

SECTION 7. TRANSFER OF WATER AND WASTEWATER. The parties agree that there shall be no transfer of potable water from Nassau County without the County's approval. The County and JEA agree that there shall be no flow of raw wastewater (excluding reclaimed water) to Nassau from Duval County without Nassau County's

approval. Commercial or industrial developments within the County shall have a priority claim to the reclaimed water generated by wastewater treatment facilities in Nassau County. This priority does not extend to residential retail reuse and nothing in this Interlocal Agreement should be construed to require residential reuse.

SECTION 8. LUMP SUM PAYMENT. As consideration for the County's entry into this Agreement and its consent to all of the terms and conditions of this Agreement, including but not limited to granting JEA rights to operate and provide services in the Additional Territory, JEA agrees to make a one-time lump sum payment to the County in the amount of One Million Five Hundred Thousand Dollars ($1.5 Million) within ten (10) days of the effective date of this Agreement. The payment of this Section is in full and complete settlement of any claims or rights that the County may have to provide retail or wholesale water and wastewater services to any portion of the Service Territory or Additional Territory. The parties acknowledge and agree that upon payment of the lump sum set forth in this Section, the County shall have no further claims or rights to serve in the Service Territory or Additional Territory while this Agreement remains in effect and, further, that all of United Water's obligations to the County under that certain Water and Wastewater Service Agreement No. 99302 dated March 15, 1999 between United Water and Nassau County shall be deemed fully satisfied, discharged and extinguished.

SECTION 9. CONTRIBUTION TO THE COUNTY BY JEA. Within ten (10) days of the effective date of this Agreement, JEA agrees to pay to Nassau County a lump sum amount based on the net present value (using five percent discount rate) of five percent (5%) of all projected gross revenues from the sale of water and wastewater (excluding

reclaimed water) which JEA expects to realize during the ten year period beginning the month following the effective date of this Agreement in providing services to the Service Territory and Additional Territory in Nassau County. This lump sum amount has been calculated to be Seven Hundred Twenty Thousand Dollars ($720,000) as reflected on Exhibit "B". JEA will apply this procedure for two additional ten-year periods to coincide with the term of the Agreement. At the end of each successive ten (10) year period, JEA will calculate a "true-up" based upon the actual revenues realized. If JEA pays a contribution to the City of Jacksonville on the sale of reclaimed water in the future, JEA will include the sale of reclaimed water from within the County in the true-up and subsequent contribution to Nassau County. If the revenues exceed the projected amount, JEA will pay the county within 60 days the amount that would have been due under this section based on the actual revenues. If the revenues were lower than the projected amount, the County shall have no obligation to repay any amount received by JEA. These payments shall be used by the County for governmental purposes.

SECTION 10. **PLANNING**. JEA shall provide the County a 5-year Water, Wastewater and Reuse Facilities Master Plans for the Service Territory and the Additional Territory within six (6) months of the effective date of this Interlocal Agreement. Master Plans shall provide for water and wastewater lines to be constructed simultaneously in all new developments. JEA will provide water and wastewater master planning services to assist the County in growth management and development matters in the Service Territory and the Additional Territory upon receipt from the County of reasonably necessary information from the County indicating the proposed location of future arterial and collector

roads, the zonings as to properties to be developed; and the areas and projected population growth areas.

SECTION 11. **INFRASTRUCTURE**. JEA will provide regional water, wastewater facilities associated with the construction or reconstruction of principal and minor arterial roads and major collector roads within Nassau County in accordance with the conditions set forth in this paragraph. Arterial and collector roads shall be as defined in the Nassau County Florida Local Government Comprehensive Planning Program, Existing and Future Land Use Map Series as of November 30, 2001. Those definitions are attached hereto as Exhibit C. JEA's obligation to fund regional water and wastewater facilities will be limited to those areas along the principal and minor arterial and major collector roads where development densities are either medium or high as designated on the County's Future Land Use Maps as amended from time to time, and that are expected to develop within a three year time frame as defined in the County's Five Year Master Plan prepared under Section 10 of this Agreement. Unless JEA obtains written approval under Section 3 of this Agreement to provide service to areas east of the Intercoastal Waterway, JEA shall not have any obligation to install facilities east of the Intracoastal Waterway.

JEA will consider, but shall not have an obligation to construct regional water and wastewater facilities along minor collector roads. In accordance with existing JEA practice in JEA's current service area, JEA shall not have any obligation to install at JEA expense any local water or wastewater facilities including minor transmission mains, gravity collection lines, or water distribution mains.

SECTION 12. BOND COVENANTS. If it is discovered that any provision of this Agreement is inconsistent with bond covenants, the parties agree that they will work to resolve any inconsistencies or terminate this agreement. Each party agrees to disclose this Agreement in any future bond issue if material to the issue.

SECTION 13. TERM OF AGREEMENT. This Agreement shall remain in effect for a period of thirty (30) years from the effective date set forth in Section 23 of this Agreement. The Agreement may be renewed for up to two (2) successive five-year periods by mutual agreement of the parties. If either party wishes not to renew this Agreement, such party shall provide at least twelve (12) months written notice to the other party prior to the expiration of the initial or subsequent terms as applicable.

SECTION 14. DISCLAIMER OF THIRD PARTY BENEFICIARIES: This Agreement is solely for the benefit of the parties hereto and no right or cause of action shall accrue upon or by reasons of, to or for the benefit of any third party not a party hereto.

SECTION 15. ASSIGNMENTS. Neither party shall have the right to assign or transfer this Agreement, in whole or in part, without the prior written agreement of the other party.

SECTION 16. SPECIFIC PERFORMANCE. The parties shall have the right to specific performance of this Agreement and to such other remedies as may be available in law or equity.

SECTION 17. NOTICE; PROPER FORM. Any notices or demands hereunder to the parties shall be given by certified mail, return receipt requested, at the respective

addresses shown below, or such other addresses the parties shall specify by written notice to the other delivered in accordance herewith, postage prepaid:

The County: Nassau County Clerk of Court
P.O. Box 456
Fernandina Beach, FL 32034

JEA: Chief Executive Officer
21 W Church St
Jacksonville, FL 322202-3139

SECTION 18. APPLICABLE LAW. This Agreement and the provisions contained herein shall be construed, controlled, and interpreted according to the laws of the State of Florida.

SECTION 19. ATTORNEYS FEES. In the event of litigation between the parties concerning this Agreement, the prevailing party shall be entitled to the recovery of reasonable attorney's fees and taxable costs arising before or at trial and on appeal.

SECTION 20. SEVERABILITY. In case any covenant, condition, term or provision contained in this Agreement shall be held to be invalid, illegal, or unenforceable in any respect, in whole or in part, by judgment, order or decree or any court or other judicial tribunal of competent jurisdiction, the validity of the remaining covenants, conditions, terms and provisions contained in this Agreement, and the validity of the remaining part of any term or provision held to be partially invalid, illegal or unenforceable, shall in no way be affected, prejudiced, or disturbed thereby.

SECTION 21. MODIFICATIONS IN WRITING. No waiver or modification of this Agreement or of any covenant, condition or limitation herein contained shall be valid unless in writing and duly executed by the party to be charged therewith.

SECTION 22. NO WAIVER. Any failure of either party to comply with any obligation, covenant, agreement or condition herein may be expressly waived in writing by the other, but such waiver or failure to insist upon strict compliance with such obligation, covenant, agreement or condition shall not operate as a waiver of, or estoppel with respect to, any subsequent or other failure. The recitals and exhibits to this Agreement shall be considered a part of this Agreement, and are incorporated herein by this reference.

SECTION 23. CONDITION PRECEDENT. This Agreement shall be null and void if JEA does not close on the purchase of the United Water System by July 31, 2002.

SECTION 24. INTERPRETATION. In construing this Agreement, it is hereby declared by the County and JEA to be their mutual purpose and intent to prevent needless and wasteful expenditures and harm to water conservation and management efforts which might result from unrestrained competition.

SECTION 25. EFFECTIVE DATE. This Agreement shall be effective upon closing of JEA's purchase of United Water.

SECTION 26. ENTIRE AGREEMENT. This instrument constitutes the entire agreement between the parties and supersedes all previous discussion, understandings and agreements. Amendments to and waivers of the provisions herein shall be made by the parties in writing.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the

dates and year set forth below.

BOARD OF COUNTY COMMISSIONERS
NASSAU COUNTY, FLORIDA

MARIANNE MARSHALL
Its: Chairman

ATTEST:

J. M. "CHIP" OXLEY, JR.
Its: Ex-Officio Clerk

Approved as to form by the
Nassau County Attorney

MICHAEL S. MULLIN

JEA

By _____
Walter P. Bussells, Managing Director
and Chief Executive Officer

Attest _____
Staff Support Assistant

Form Approved:

Office of General Counsel

4. City of Jacksonville Ordinance 2021-692-E

Introduced by the Council at the request of the Mayor and twice amended on the Floor of Council:

ORDINANCE 2021-692-E

AN ORDINANCE APPROVING A CONCEPTUAL MASTER PLAN FOR DEVELOPMENT OF APPROXIMATELY 7002.25± ACRES IN COUNCIL DISTRICT 12, AT 0 U.S. HIGHWAY 301 SOUTH, 0 MAXVILLE MACCLENNY HIGHWAY AND 0 NORMANDY BOULEVARD, SOUTH OF INTERSTATE 10, NORTH OF MAXVILLE MACCLENNY HIGHWAY (SR 228), AND BETWEEN U.S. HIGHWAY 301 AND THE DUVAL-BAKER COUNTY LINE ((R.E. NOS. 000974-0200, 000996-3010, 001147-0000, 001150-2000, 001159-0010 AND 001161-0020) (THE "SUBJECT PROPERTY"), OWNED BY 301 CAPITAL PARTNERS, LLC, AS MORE PARTICULARLY DESCRIBED HEREIN; CONCEPTUAL MASTER PLAN APPROVED SUBJECT TO CONDITIONS; PROVIDING A DISCLAIMER THAT THE APPROVAL GRANTED HEREIN SHALL NOT BE CONSTRUED AS AN EXEMPTION FROM ANY OTHER APPLICABLE LAWS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, a request for approval of the 301 Villages Conceptual Master Plan (the "Conceptual Master Plan") has been filed by Paul M. Harden, Esq., on behalf of 301 Capital Partners, LLC, the owner of certain real property located in Council District 12, as more particularly described herein; and

WHEREAS, the City of Jacksonville adopted a Large-Scale Amendment to the *2030 Comprehensive Plan*, pursuant to Ordinance 2021-302-E and Application Number L-5457-20A, changing the Future Land Use

Map designation of the Subject Property from Agriculture-I (AGR-1), Agriculture-II (AGR-II) and Agriculture-III (AGR-III) to Multi-Use (MU), subject to Future Land Use Element (FLUE) Site Specific Policy 4.3.20; and

WHEREAS, FLUE Site Specific Policy 4.3.20 requires the owner or authorized agent to develop a long-term Conceptual Master Plan for the Subject Property, which must be reviewed and approved by the City Council prior to submittal of any land development reviews or approvals for development of the Subject Property; and

WHEREAS, FLUE Site Specific Policy 4.3.20 requires that any land development of the Subject Property must comply with and must be consistent with an approved long-term Conceptual Master Plan; and

WHEREAS, the Planning and Development Department reviewed the proposed Conceptual Master Plan, prepared a written report, and rendered an advisory recommendation to the Council with respect to this proposed Conceptual Master Plan; and

WHEREAS, the Land Use and Zoning (LUZ) Committee held a public hearing on this proposed Conceptual Master Plan, with due public notice having been provided, and having reviewed and considered all testimony and evidence received during the public hearing, made its recommendation to the City Council; and

WHEREAS, the City Council further considered all oral and written comments received during the public hearings, including the recommendations of the Planning and Development Department and the LUZ Committee; and

WHEREAS, in the exercise of its authority, the City Council has determined it appropriate and desirable to approve the proposed Conceptual Master Plan for development of the Subject Property; now, therefore

BE IT ORDAINED by the Council of the City of Jacksonville:

Section 1. Purpose and Intent. This Ordinance is adopted

at the request of 301 Capital Partners, LLC, the owner of certain real property identified in Section 2, to carry out the purpose and intent of, and exercise the authority set out in, the Community Planning Act, Sections 163.3161 through 163.3248, *Florida Statutes*, and Chapter 166, *Florida Statutes*, as amended.

Section 2. Subject Property Location and Description. The approximately 7002.25± acres are in Council District 12, at 0 U.S. Highway 301 South, 0 Maxville MacClenny Highway and 0 Normandy Boulevard, south of Interstate 10, north of Maxville MacClenny Highway, and between U.S. Highway 301 and the Duval-Baker County line, as more particularly described in **Revised Exhibit 1**, dated November 16, 2021, and graphically depicted in **Exhibit 2**, both of which are **attached hereto** and incorporated herein by this reference (the "Subject Property").

Section 3. Owner and Applicant Description. The Subject Property is owned by 301 Capital Partners, LLC. The applicant is Paul M. Harden, Esq., 1431 Riverplace Boulevard, Suite 901, Jacksonville, Florida 32207; (904) 396-5731.

Section 4. Approval of Conceptual Master Plan. The City Council hereby approves the 301 Villages Conceptual Master Plan dated November 2, 2021, a copy of which is **Revised On File** with the Office of Legislative Services. Development of the Subject Property shall be consistent with and in compliance with the Conceptual Master Plan and the Large-Scale Amendment to the *2030 Comprehensive Plan*, including FLUE Site Specific Policy 4.3.20, adopted pursuant to Ordinance 2021-302-E.

Section 5. Conceptual Master Plan Approved Subject to Conditions. The 301 Villages Conceptual Master Plan dated November 2, 2021 is approved subject to the following conditions.

(1) The Subject Property owner shall provide the Planning and Development Department (the "Department") with a letter formally

identifying the Master Developer of Record for the purposes of implementation and compliance with the Conceptual Master Plan. The letter shall include contact information for the Master Developer and shall be submitted to the Department within 30 days of approval of the Conceptual Master Plan.

(2) The fourth paragraph on page 2 of the 301 Villages Conceptual Master Plan dated November 2, 2021 (page 3 of the **Revised On File)** shall be amended to read as follows:

"The Developer and JEA have reached a tentative agreement to provide water and wastewater to the development. The Developer shall amend the Conceptual Master Plan to conform to the agreement once it is finalized. The Developer shall submit the Conceptual Master Plan, modified as provided herein, to the Planning and Development Department for administrative review to confirm it meets the requirements for conceptual master plans as outlined in the 2030 Comprehensive Plan Future Land Use Element relative to the Multi-Use (MU) land use category. ~~The Developer shall provide a site within the Property to serve the water and sewer service needs of 301 Villages for potable water and wastewater. Centralized utilities for water and sewer service will be provided by a utility service system authorized by law. The projected water and wastewater demand are specified below. Prior to the commencement of Phase 1 development, the City shall amend its Water Supply Facilities Work Plan to identify phased facilities to provide water and wastewater service for 301 Villages.~~

	Potable Water Demand (MGD)	Non-Potable Water (Irrigation) Demand (MGD)	Total Water Demand (MGD)	Total Wastewater Generation (MGD)
Phase 1	0.937	0.547	1.488	1.013
Phases 1 & 2	2.787	1.742	4.529	3.053
Build-out	4.017	2.441	6.458	4.369

"

Section 6. Disclaimer. The approval granted herein shall **not** be construed as an exemption from any other applicable local, state, or federal laws, regulations, requirements, permits or approvals. All other applicable local, state or federal permits or approvals shall be obtained before commencement of the development or use and this approval is based upon acknowledgement, representation and confirmation made by the applicant(s), owner(s), developer(s) and/or any authorized agent(s) or designee(s) that the subject business, development and/or uses on the Subject Property will be operated in strict compliance with all laws. Approval of the 301 Villages Conceptual Master Plan does **not** approve, promote or condone any practice or act that is prohibited or restricted by any federal, state or local laws.

Section 7. Effective Date. This Ordinance shall become effective upon signature by the Mayor or upon becoming effective without the Mayor's signature.

Form Approved:

/s/ Mary E. Staffopoulos

Office of General Counsel

Legislation Prepared By: Kristen Reed

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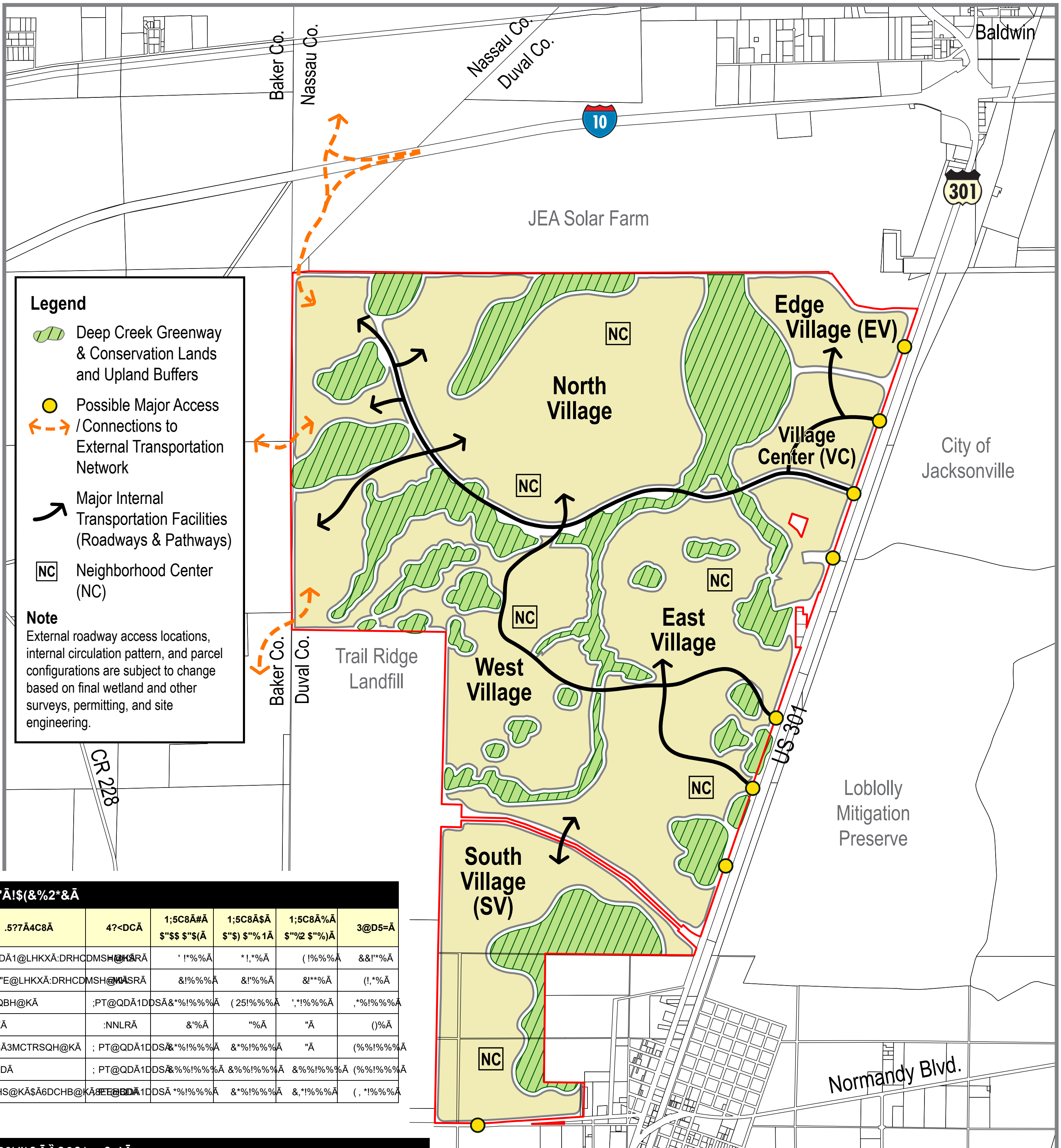
301 Villages

Conceptual Master Plan



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August 30, 2021

NORTH

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Permissible Development

Land Use	Single Family (Units)	Multi-family (Units)	Commercial (Sq. Feet)	Office (Sq. Feet)	Flex Industrial (Sq. Feet)	Hotel (Rooms)	Hospital/ Medical (Sq. Feet)
Total	**11,250**	**3,750**	**750,000**	**300,000**	**300,000**	**340**	**375,000**
Edge Village		●	●		●		
Village Center	●	●	●	●	●	●	●
West Village	●	●	●	●	●		
North Village	●	●	●	●			
East Village	●	●	●	●		●	
South Village	●	●			●		

● Denotes land use is permissible within the village

Phasing Schedule

Land Use	Units	Phase 1 2022-2026	Phase 2 2027-2031	Phase 3 2032-2036	Total
Single Family Residential	Units	2,500	5,750	3,000	11,250
Multi-family Residential	Units	1,000	1,200	1,550	3,750
Commercial	Square Feet	150,000	325,000	275,000	750,000
Hotel	Rooms	120	220	-	340
Light Industrial	Square Feet	150,000	150,000	-	300,000
Office	Square Feet	100,000	100,000	100,000	300,000
Hospital / Medical Office	Square Feet	50,000	150,000	175,000	375,000

Notes:

(1) Unused development rights from a particular phase carry over into the subsequent phase until build-out.
(2) The Developer shall be permitted to convert between land uses based on the conversion table contained in the PUD-MU that allows for the exchange of land uses based upon trip generation for each land use.

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Creative Visionaries. Engineering Minds®

The entire Property shall be subject to a PUD-MU district that will provide the land use controls for the distribution, location, densities, and intensities of permissible residential and non-residential development. Incremental development plans shall be submitted for individual portions of the 301 Villages in conjunction with corresponding construction plans. These plans must demonstrate consistency with the Conceptual Master Plan and compliance with all sections of the PUD-MU district subject to the City's PUD verification process.

In the event future development plans necessitate revising the Conceptual Master Plan, an amendment may be sought by the owner of the parcel which is the subject of the amendment but only with the written consent of the Master Developer of Record. Amendment to the adopted PUD-MU district may be accomplished through either an administrative modification, minor modification to the PUD, or by filing an application for rezoning as authorized by the PUD-MU or by Section 656.341 of the *Zoning Code*.

Conservation areas are shown as generalized areas on the Conceptual Master Plan and are subject to final design, road crossings, surveys and permitting. A key element of the Conceptual Master Plan is the preservation and enhancement of the Deep Creek Swamp and its tributaries. To protect water quality and preserve natural wetland functions, the Developer shall maintain a minimum fifteen (15) foot-wide upland buffer between developed areas contiguous to Category I and II Wetlands, except for those circumstances where an averaging of the buffer width, because of an unavoidable buffer reduction, achieves a greater overall upland buffer width.

The Developer shall provide a site within the Property to serve the water and sewer service needs of 301 Villages for potable water and wastewater. Centralized utilities for water and sewer service will be provided by a utility service system authorized by law. The projected water and wastewater demand are specified below. Prior to the commencement of Phase 1 development, the City shall amend its Water Supply Facilities Work Plan to identify phased facilities to provide water and wastewater service for 301 Villages.

	Potable Water Demand (MGD)	Non-Potable Water (Irrigation) Demand (MGD)	Total Water Demand (MGD)	Total Wastewater Generation (MGD)
Phase 1	0.937	0.547	1.483	1.013
Phases 1 & 2	2.787	1.742	4.529	3.053
Build-out	4.017	2.441	6.458	4.369

To create a mobility-friendly community, the project's transportation network will accommodate the intensity and density of development that is interconnected through a network of pedestrian amenities and roadway network. The plan seeks to reduce the travel distance necessary for day-to-day activities. The plan consists of Villages, and a larger mix-use Village Center. Each Village will have multiple residential neighborhoods connected to one or more Neighborhood Centers that will support the Villages. The Villages will be linked to the Village Center by roadways and a pedestrian system consisting of sidewalks and multi-purpose paths. The major parkways(s) from US 301 will access all the Villages as well as the Village Center. The parkways(s) will include a multi-purpose pathway on one side with an extensive street tree and landscape treatment.

Coordination will continue with the FDOT and the City pursuit to the letter dated July 7, 2021 (attached). The Applicant conducted a traffic impact assessment dated September 2, 2021 (attached) of the existing and expected roadway operating conditions of the immediately surrounding transportation network for the Conceptual Master Plan. The methodologies and assumptions were agreed upon by the City and FDOT.

Coordination will continue with the FFWCC pursuit to the letter dated January 21, 2021 (attached) providing technical assistance information in the design of the Conceptual Master Plan and for future project planning.

Florida Department of Transportation

RON DESANTIS
GOVERNOR

2198 Edison Avenue MS 2806
Jacksonville, FL 32204-2730

KEVIN J. THIBAULT, P.E.
SECRETARY

July 7, 2021

Kristen Reed, Chief
Community Planning Division
City of Jacksonville
214 North Hogan Street
Edward Ball Building, Suite 300
Jacksonville, FL 32202

SUBJECT: City of Jacksonville Proposed Comprehensive Plan Amendment (20-16ESR)

Dear Ms. Reed,

Per your request, this letter serves as documentation that I did speak with Prosser, Inc regarding the traffic analysis requirements for the above-mentioned Comprehensive Plan Amendment. Per the City's standard procedures for the Mixed Use land use, within one year of adoption of L-5457-20A, a traffic impact assessment will be required and initiated as part of the conceptual master plan. The assessment will include analysis of existing and expected roadway operating conditions of the immediately surrounding transportation network impacted by the development outlined in the Detailed Conceptual Master Plan. The analysis will also include identification of the major internal transportation facilities necessary to serve the future land uses and how the major internal roadways will connect to the external transportation network. Identification of methodologies and assumptions shall be agreed upon by the City and FDOT and the analysis shall be completed within 3 years after it begins.

Thank you.

If you have any questions, please do not hesitate to contact me by email: brian.austin@dot.state.fl.us or call: (904) 360-5664.

Sincerely,

Brian Austin

Brian Austin
Transportation Planner
FDOT District Two

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MyFWC.com

January 21, 2021

Kristen Reed
City of Jacksonville
214 North Hogan Street
Edward Ball Building, Suite 300
Jacksonville, FL 32202
kreed@coj.net

Re: Duval-Jacksonville 20-16ESR (2020-598-E), Comprehensive Plan Amendment

Dear Ms. Reed:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced comprehensive plan amendment package and provides the following comments and recommendations for your consideration in accordance with Chapter 163.3184, Florida Statutes. While there are no objections to the amendment, the following technical assistance information is provided to assist the Department of Economic Opportunity, the County, and any applicants during the amendment review and future project planning.

Project Description

This amendment would result in a change to the Future Land Use Map of the City of Jacksonville Comprehensive Plan wherein approximately 7,002 acres of lands currently designated as Agriculture-1, Agriculture-2, and Agriculture-3 will be designated as Multi-Use. This amendment would allow for a planned mixed-use development consisting of 11,250 single family residences, 3,750 multi-family residences, 340 rooms of hotel/lodging, 750,000 square feet of commercial, 300,000 square feet of office, 300,000 square feet of light industrial, and 375,000 square feet of hospital. The project area is located west of and adjacent to US 301 and approximately 1.3 miles south of the US 301 and I-10 interchange. The dominant land covers on the site consist of coniferous plantation (3,573.7 acres), mixed hardwood coniferous swamps (1, 018.2 acres), hydric pine flatwoods (917.3 acres), improved pasture (386.5 acres), field crops (314.1 acres), and mixed wetland hardwoods (284.2 acres).

Potentially Affected Resources

A *Listed Wildlife and Habitat Assessment Report* (September 2020) by LG2 Environmental Solutions, Inc. was provided in support of the application. Following a review of online databases, general wildlife surveys were conducted on the project area on September 3-4, 2020, to assess the potential presence of listed and managed wildlife and their associated habitats. Field surveys confirmed the presence of the bald eagle (*Haliaeetus leucocephalus*) and Florida sandhill crane (*Antigone canadensis pratensis*, State Threatened [ST]) on-site. The potential for the following species was also addressed:

Kristen Reed
Page 2
January 21, 2021

- Gopher tortoise (*Gopherus polyphemus*, ST),
- Florida sandhill crane (*Antigone canadensis pratensis*, ST),
- Black Creek crayfish (*Procambarus pictus*, ST)
- Eastern indigo snake (*Drymarchon corais couperi*, Federally Threatened [FT])
- Frosted flatwoods salamander (*Ambystoma cingulatum*, FT)
- Red-cockaded woodpecker (*Picoides borealis,* Federally Endangered)
- Wood stork (*Mycteria americana*, FT)
- Rufa red knot (*Calidris canutus rufa*, FT)

FWC staff conducted a geographic information system analysis of the project area which found that the project area is also located near, within, or adjacent to:

- Potential habitat for state-listed species:
  - Little blue heron (*Egretta caerulea*, ST)
  - Tricolored heron (*Egretta tricolor*, ST)

- Potential habitat for the Florida black bear (*Ursus americanus floridanus* – North Bear Management Unit)

Comments and Recommendations

Gopher Tortoise

The project area has potential habitat for the gopher tortoise and FWC has issued approximately 40 gopher tortoise relocation permits within 2 miles of the project site. The applicant should refer to the FWC's Gopher Tortoise Permitting Guidelines (Revised July 2020) (http://www.myfwc.com/license/wildlife/gopher-tortoise-permits/) for survey methodology and permitting guidance prior to any development activity. Specifically, the permitting guidelines include methods for avoiding impacts as well as options and state requirements for minimizing, mitigating, and permitting potential impacts of the proposed activities. If you have any questions regarding gopher tortoise permitting, please contact Eric Seckinger by phone at (850) 921-1029 or at Eric.Seckinger@MyFWC.com.

Florida Sandhill Crane

The applicant's consultants observed Florida sandhill cranes during the site assessment, which occurred outside of the nesting season. The improved pasture and field crops on-site may provide foraging habitat for Florida sandhill crane and the scrub-shrub wetlands and marshes on-site may provide potential nesting habitat for this species. FWC staff recommends that surveys for nesting Florida sandhill cranes be conducted prior to construction activities and during the December through August breeding season. If construction occurs over several years, it may be necessary to conduct surveys each year as Florida sandhill cranes do not nest in the same location every year. If active nests are identified on-site, the Florida Sandhill Crane Species Conservation Measures and Permitting Guidelines recommend that the nest site be buffered by 400 feet to avoid disturbance by human activities. If nesting is discovered after construction has begun or

if maintaining the recommended buffer is not possible, the applicant can contact FWC staff identified below to discuss potential permitting needs. Additional information and guidance for conducting Florida sandhill crane surveys can be found in the Florida Sandhill Crane Species Conservation Measures and Permitting Guidelines (https://myfwc.com/media/11565/final-florida-sandhill-crane-species-guidelines-2016.pdf).

State-listed Wading Birds

The potential exists for wading bird nesting activity in the wetlands on the project site. FWC staff recommends that specific surveys be conducted for wading birds in potential nesting areas prior to the commencement of any clearing, grading, or filling activities. Surveys should be conducted during their breeding season, which extends from March through August. Additional information and guidance for conducting surveys can be found in the Species Conservation Measures and Permitting Guidelines for state-threatened wading birds (https://myfwc.com/media/18634/threatenedwadingbirds-guidelines.pdf). If there is evidence of nesting during this period, FWC staff recommends that any wading bird nest sites be buffered by 100 meters (330 feet) to avoid disturbance by human activities. If nesting is discovered after site activities have begun, if the removal or trimming of trees with active nests is unavoidable, or if maintaining the recommended buffer is not possible, the applicant may contact the FWC staff identified below to discuss potential permitting alternatives.

This project may create or maintain appropriate habitat for wading birds on-site and the following guidelines may be used to help enhance this habitat within the development:

- Maintain vegetated visual buffers around nesting colonies and feeding areas to protect birds from human disturbance,
- Include islands with suitable nesting habitat when constructing new ponds,
- Leave shrubs around the edges of ponds to provide nesting and foraging habitat and for bank stabilization, and
- Minimize fertilizer, herbicide, and pesticide runoff into wetlands.

Black Creek Crayfish

Black Creek crayfish inhabit freshwater streams nearby in Duval and Clay Counties. Specifically, there have been 16 documented observations of the species within 5 miles of the project site and the species could also be found within Deep Creek, a stream that is present within the project area. The Black Creek crayfish requires perennial streams that have cool, highly oxygenated water, sufficient streamside vegetation for cover and food, and canopy to regulate water temperature. The presence of vegetation within and along creek banks as well as tree roots and submerged detritus are important shelter and food sources for the crayfish. This species is particularly susceptible to pollution, changes in water temperature, siltation, and other changes in water quality. FWC staff recommends dipnet surveying for Black Creek crayfish if construction activities have the potential to impact areas of suitable habitat within Deep Creek. If Deep Creek is found to have the Black Creek crayfish or suitable habitat, FWC staff recommends the applicant refer to the 2018 Species Conservation Measures and Permitting Guidelines for the Black Creek Crayfish (https://myfwc.com/media/11560/black-creek-crayfish-guidelines.pdf).

Kristen Reed
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January 21, 2021

Florida Black Bear

The FWC has received 31 reports of human-bear conflicts within a 5-mile radius of the project site since 2002. Florida black bears are common in this area which is within the North Bear Management Unit identified in the 2019 Bear Management Plan. While black bears tend to shy away from people, they are adaptable and will take advantage of human-provided food sources. This includes sources that are currently available near this site, sources that may be available during construction, and sources available after construction, including unsecured garbage, pet food, and bird seed. Once bears become accustomed to finding food around people, their natural wariness is reduced to the point that there can be an increased risk to public safety or private property.

Proactive planning may help prevent or reduce future conflicts with bears. Site designs for larger developments should locate conservation areas along the borders of developed areas to avoid encouraging bears to forage within developed areas (http://myfwc.com/wildlifehabitats/managed/bear/crossings/). If a homeowners' association or community covenants are planned, by-laws that would require residents to take measures to prevent attracting bears into the neighborhood are recommended. Sample by-law language used by other Florida communities is available at (http://myfwc.com/wildlifehabitats/managed/bear/living/community-group/bylaw/).

During construction, construction sites should be kept clean, with refuse that might attract bears kept separate from construction debris and stored securely in bear-resistant containers or removed daily from the construction site before dark. Refuse that might attract bears includes all food and drink-related materials, as well as any items with strong scents like cleaning agents. Once the development is completed, residents should be provided with bear-resistant garbage cans as part of their regular waste service, and any larger waste storage containers should also be bear-resistant. Providing residents with information on how to avoid human-bear conflicts is also recommended. This information can include:

- Options for keeping garbage secure can include using bear-resistant garbage containers, modifying regular containers to be bear-resistant, or keeping containers secure in a garage or sturdy shed and then placing garbage on the curb the morning of pick-up rather than the night before (http://myfwc.com/wildlifehabitats/managed/bear/living/attractants/);
- Removing bird and wildlife feeders, or modifying them to exclude bears (http://myfwc.com/wildlifehabitats/managed/bear/wildlife-feeders/);
- Using electric fencing to secure outdoor attractants like fruiting trees/shrubs, gardens, compost, and small livestock (https://myfwc.com/media/1886/electricfence.pdf);
- Proper composting in bear range (https://myfwc.com/media/1888/howtocompostinbearcountry.pdf);
- Keeping pets safe (https://myfwc.com/wildlifehabitats/wildlife/bear/living/protect-pets/); and
- Cleaning and securing barbeque grills.

Information should also include guidelines for how residents should respond to bears in the area, such as

- What to do if they encounter a bear, whether from a distance or at close range,
- How to keep pets and livestock safe in bear range, and
- When and how to contact the FWC regarding a bear issue.

FWC staff is available to assist with residential planning to incorporate the above features. Additional information about Florida black bears can be found on FWC's website at http://www.myfwc.com/wildlifehabitats/managed/bear.

Conceptual Master Plan

Based on discussions with the City of Jacksonville staff, the applicant will be required by the Comprehensive Plan to produce a conceptual master plan prior to the start of development. FWC staff provide technical assistance during development of master plans throughout Florida to avoid, minimize, or mitigate for any potential impacts to federally or state-listed species. Early coordination can also reduce the need for listed species permitting. To initiate coordination with FWC regarding the conceptual master plan, the applicant may submit a request to ConservationPlanningServices@MyFWC.com.

Lakes and Ponds

Based on the type of development proposed within the application, the applicant will likely create or modify several lakes and ponds for stormwater management, to support conservation lands, or for resident use. The creation of these waterbodies could provide potential wildlife habitat as well as a recreational area for fishing and wildlife viewing. Ponds can be managed for both fish production and wildlife habitat, including wading birds and waterfowl. Pond construction at a 3:1 slope to two (2) feet below normal water levels and with the slope seeded and mulched to minimize erosion is ideal for wildlife use. The addition of native wetland plants along this gradual slope could provide a vegetated littoral fringe which could increase the habitat value of the site and possibly provide foraging or nesting areas for several wading bird species. Littoral fringe habitat may also provide spawning habitat for fish which would enhance future recreational fishing opportunities for the community. FWC staff recommend a commitment to long-term maintenance and development of a plan for managing exotic invasive plant species that can significantly degrade habitat values and impact ponds, wetlands and nearby natural areas. The Florida Wildlife Conservation Guide provides more information on this topic with suggested guidelines for construction and management of stormwater ponds (http://myfwc.com/conservation/you-conserve/recreation/pond-management/).

Federal Species

This site may also contain habitat suitable for the federally listed species identified above. FWC staff recommends that the applicant coordinates with the USFWS North Florida Ecological Services Office (ESO) as necessary for information regarding potential impacts to these species. The USFWS North Florida ESO can be contacted at (904) 731-3336 for additional information.

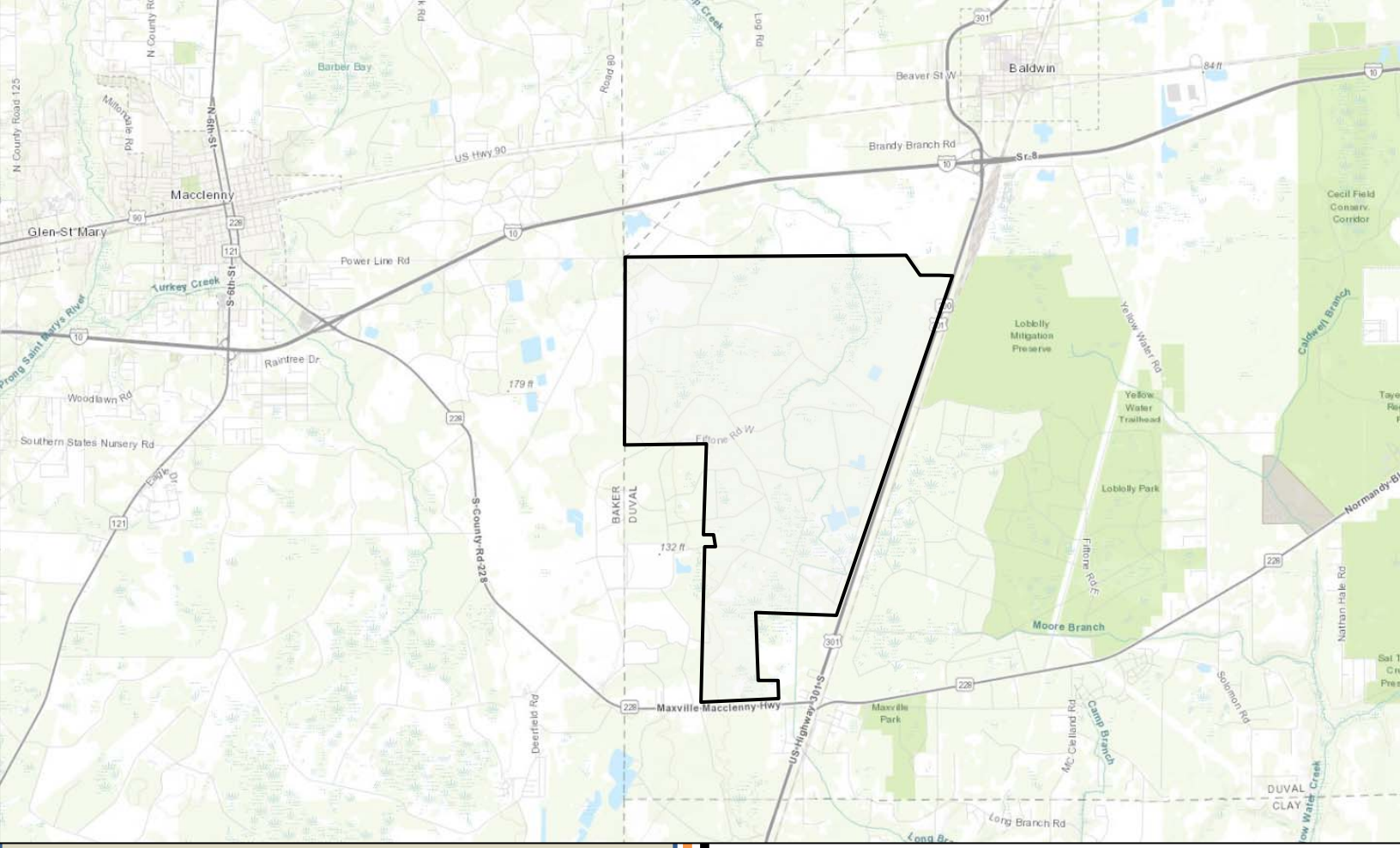
FWC staff appreciates the opportunity to review these projects and will continue to be available to assist throughout the permitting process. For specific technical questions regarding the content of this letter, please contact Sean Greene at (386) 406-0814 or by email at Sean.Greene@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

Jason Hight
Land Use Planning Program Administrator
Office of Conservation Planning Services

jh/spg
Duval-Jacksonville 20-16ESR_43085_01212021

cc: Ray Eubanks, Florida Department of Economic Opportunity, DCPexternalagencycomments@deo.myflorida.com



Prepared for:

301 Capital Partners

&

Prepared by:

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

301 Villages

Traffic Impact Assessment

Duval County, Florida

Project No.: 1138-210-039
Date: 09/02/2021

Table of Contents

Introduction:

A mixed-use development anticipated to include 11,250 single-family dwelling units, 3,750 multi-Family dwelling units, 750,000 SF commercial/retail, 340 rooms hotel, 300,000 SF light industrial, 300,000 SF office and 375,000 SF hospital/medical office uses is proposed for construction. The project will be built in three (3) phases. The proposed development will be located on the southwest quadrant of I-10 and US 301 interchange. Access to the proposed development will be provided via several driveways and roadways on US 301. **Figure 01** shows the location of the proposed development. A copy of the conceptual site plan provided by Prosser, Inc. is included as **Attachment A**.

The proposed development is seeking Concept Site Plan approved by the City of Jacksonville (COJ). A traffic study determining the project impacts on the roadway segments in the vicinity of the proposed development is required to be submitted to COJ for approvals. This traffic study is consistent with the methodology that was submitted to COJ and Florida Department of Transportation (FDOT) on 07/16/2021. A copy of the methodology is included as **Attachment B.**

Project Development Plan:

The proposed development is planned for construction in three (3) phases. **Table 02** shows a summary of the project phasing schedule.

Phase 01 development (2022 – 2026) is anticipated to include the following:

- 150,000 SF of General Light Industrial
- 2,500 Single-family Dwelling Units
- 1,000 Multi-family Dwelling Units
- 150,000 SF Commercial/Retail
- 100,000 SF Office
- 120 Rooms Hotel
- 50,000 SF Medical Office

Phase 02 (2027 – 2031) development is anticipated to include the following:

- 150,000 SF of General Light Industrial
- 5,750 Single-family Dwelling Units
- 1,200 Multi-family Dwelling Units
- 325,000 SF Commercial/Retail
- 100,000 SF Office
- 220 Rooms Hotel
- 150,000 SF Hospital/Medical Office

Phase 03 (2032 – 2037) development is anticipated to include the following:

- 3,000 Single-family Dwelling Units
- 1,550 Multi-family Dwelling Units
- 275,000 SF Commercial/Retail
- 100,000 SF Office
- 175,000 SF Medical Office

Study Area and Existing Conditions:

As discussed at the methodology meeting and included in the document, the study includes the following roadway segments.

- US 301 – South of Normandy Boulevard
- US 301 – Normandy Boulevard to I-10
- US 301 – I-10 to Beaver Street
- Normandy Boulevard – US 301 to CR 217
- Normandy Boulevard – CR 217 to Yellow Water Road
- Normandy Boulevard – Yellow Water Road to POW-MIA Memorial Parkway
- I-10 – West of Baker County Line
- I-10 – Baker County Line to Duval County Line
- I-10 – Duval County Line to US 301
- I-10 – US 301 to SR 23 (First Coast Expressway)
- I-10 – SR 23 (First Coast Expressway) to Chaffee Road
- I-10 – Chaffee Road to Hammond Boulevard
- I-10 – Hammond Boulevard to I-295

The existing conditions details of the above stated study segments were obtained from the FDOT Traffic Counts Online Portal and FDOT D2 LOS Manual. **Table 02** summarizes the existing conditions for the above stated roadway segments. The FDOT D2 LOS Manual provides the roadway segments adopted LOS Standard and the peak hour Maximum Service Volumes (MSVs). The corresponding Daily MSVs were obtained from the FDOT Q-LOS Generalized Standard Volumes Tables. **Attachment C** includes copies of the traffic counts data obtained from the FDOT Traffic Counts Online Portal, FDOT D2 LOS Manual and the FDOT Q-LOS Generalized Standard Volumes Tables.

Trip Generation:

Daily, AM peak and PM peak trip generation for the proposed development under each of the development phases was estimated using the rates and equations included in the Trip Generation Manual 10th Edition, published by the Institute of Transportation Engineers.

Due to the mixed-use nature of the proposed development, internal capture trips were estimated

using the internal capture rates included in the Trip Generation Manual. Internal capture trips were estimated using the NCHRP Report 684 Internal Capture Estimator for mixed-use developments. Pass-by trips for the commercial development was estimated using the pass-by rates included in the Trip Generation Manual. ITE does not provide daily pass-by trip rates. Hence, the average rate of Mid-Day and PM peak pass-by trip rate was used to determine the daily pass-by trips.

Tables 03, 04 and 05 summarizes the Daily, AM Peak and PM Peak trip generation, internal capture and pass-by trips for each of the three (3) project development phases. **Attachment D** includes NCHRP 684 Internal Capture Worksheets.

Future Background Traffic Volumes:

The year 2026, 2031 and 2037 background conditions AADT were estimated using the year 2025, 2030, 2035 and 2040 AADT projections included in the FDOT D2 LOS Manual. **Table 06** summarizes the year 2026, 2031 and 2037 background conditions AADT and LOS on each of the study area roadway segments. Previously stated **Attachment C** includes the FDOT D2 LOS summary for each of the study area roadway segments.

Project Traffic Distribution and Assignment:

Project traffic distribution for the proposed development under each of the three (3) phases was determined by running the interim year 2025, year 2030 and year 2035 model sets of the NERPM_AB travel demand model developed as part of the Year 2045 Long Range Transportation Plan by the North Florida Transportation Planning Organization (NFTPO).

Each of the interim year model sets was verified to ensure the Trails Mixed Use development (on the southside of Normandy Boulevard and east of US 301) was included. Additionally, the proposed 301 Villages development under each of the development phases was included to the travel demand model. **Attachment E** includes the socio-economic variables data that were verified and included in each of the interim year 2025, year 2030 and year 2035 travel demand model sets.

Table 07 summarizes the project traffic distribution and daily traffic assignment on each of the study roadway segments under each of the three (3) project development phases. **Attachment F** includes copies of the travel demand model plots showing project traffic distribution each of the project development phases. The project traffic distribution for each of the development phases was multiplied by the daily net external trips for each of the project development phases estimated in previously stated **Tables 03, 04** and **05** respectively. **Figures 02, 03** and **04** summarize the project traffic distribution and daily traffic assignment on each of the study roadway segments.

Build-Out Conditions Roadway Segment Analysis:

Build-out conditions Roadway Segment Analysis includes the future year background traffic volumes and project traffic assignment on each of the study roadway segments under each of the three (3) development phases.

Table 08 summarizes the year 2026 Phase 01 development conditions roadway segments analysis. As summarized in this table, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of I-10 between US 301 to SR 23 (First Coast Expressway).

Table 09 summarizes the year 2031 Phase 02 development conditions roadway segments analysis. As summarized in this table, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of the following roadway segments:

- US 301 - 301 Villages Project Entrances to I-10
- I-10 - West of Baker County Line
- I-10 - US 301 to SR 23 (First Coast Expressway)
- I-10 - SR 23 (First Coast Expressway) to Chaffee Road
- I-10 - Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295
- I-10 - Hammond Boulevard/Greenland Avenue to I-295

Table 10 summarizes the year 2037 Phase 03 development conditions roadway segments analysis. As summarized in this table, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of the following roadway segments:

- US 301 - 301 Villages Project Entrances to I-10
- I-10 - West of Baker County Line
- I-10 - US 301 to SR 23 (First Coast Expressway)
- I-10 - SR 23 (First Coast Expressway) to Chaffee Road
- I-10 - Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295
- I-10 - Hammond Boulevard/Greenland Avenue to I-295

Please note that FDOT's Long Range Cost Feasible Plan (FY 2029 -2045) includes widening of I-10 between CR 125 and I-295 between the year 2040 and 2045. **Attachment G** includes a copy of the FDOT D2 Long Range Cost Feasible Plan FY – 2029 – 2045.

Please note that the development quantities used in this analysis is under the maximum development density worst-case scenario and the proposed development density may not be possible.

Table 11 shows potential mobility fee calculations for the proposed development. These fees could be potentially used to provide some of the impacted roadway segments.

Operational Analysis:

A detailed operational analysis at all the project access intersections on US 301 will be submitted to both FDOT and COJ at the time of 10-set review submittals.

Summary and Conclusions:

A mixed-use development anticipated to include 11,250 single-family dwelling units, 3,750 multi-Family dwelling units, 750,000 SF commercial/retail, 340 rooms hotel, 300,000 SF light industrial, 300,000 SF office and 375,000 SF hospital/medical office uses is proposed for construction. The project will be built in three (3) phases. The proposed development will be located on the southwest quadrant of I-10 and US 301 interchange. Access to the proposed development will be provided via several driveways and roadways on US 301.

The proposed development is seeking Concept Site Plan approved by the City of Jacksonville (COJ). A traffic study determining the project impacts on the roadway segments in the vicinity of the proposed development is required to be submitted to COJ for approvals.

The existing conditions details of the above stated study segments were obtained from the FDOT Traffic Counts Online Portal and FDOT D2 LOS Manual. The FDOT D2 LOS Manual provides the roadway segments adopted LOS Standard and the peak hour Maximum Service Volumes (MSVs). The corresponding Daily MSVs were obtained from the FDOT Q-LOS Generalized Standard Volumes Tables.

Daily, AM peak and PM peak trip generation, internal capture and pass-by trips for the proposed development under each of the development phases was estimated using the rates and equations included in the Trip Generation Manual 10th Edition, published by the Institute of Transportation Engineers.

The year 2026, 2031 and 2037 background conditions AADT were estimated using the year 2025, 2030, 2035 and 2040 AADT projections included in the FDOT D2 LOS Manual.

Project traffic distribution for the proposed development under each of the three (3) phases was determined by running the interim year 2025, year 2030 and year 2035 model sets of the NERPM_AB travel demand model developed as part of the Year 2045 Long Range Transportation Plan by the North Florida Transportation Planning Organization (NFTPO).

Build-out conditions Roadway Segment Analysis includes the future year background traffic volumes and project traffic assignment on each of the study roadway segments under each of the three (3) development phases.

Under the year 2026 Phase 01 development conditions, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of I-10 between US 301 to SR 23 (First Coast Expressway).

Under the year 2031 Phase 02 development conditions, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of the following roadway segments:

- US 301 - 301 Villages Project Entrances to I-10
- I-10 - West of Baker County Line
- I-10 - US 301 to SR 23 (First Coast Expressway)
- I-10 - SR 23 (First Coast Expressway) to Chaffee Road
- I-10 - Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295
- I-10 - Hammond Boulevard/Greenland Avenue to I-295

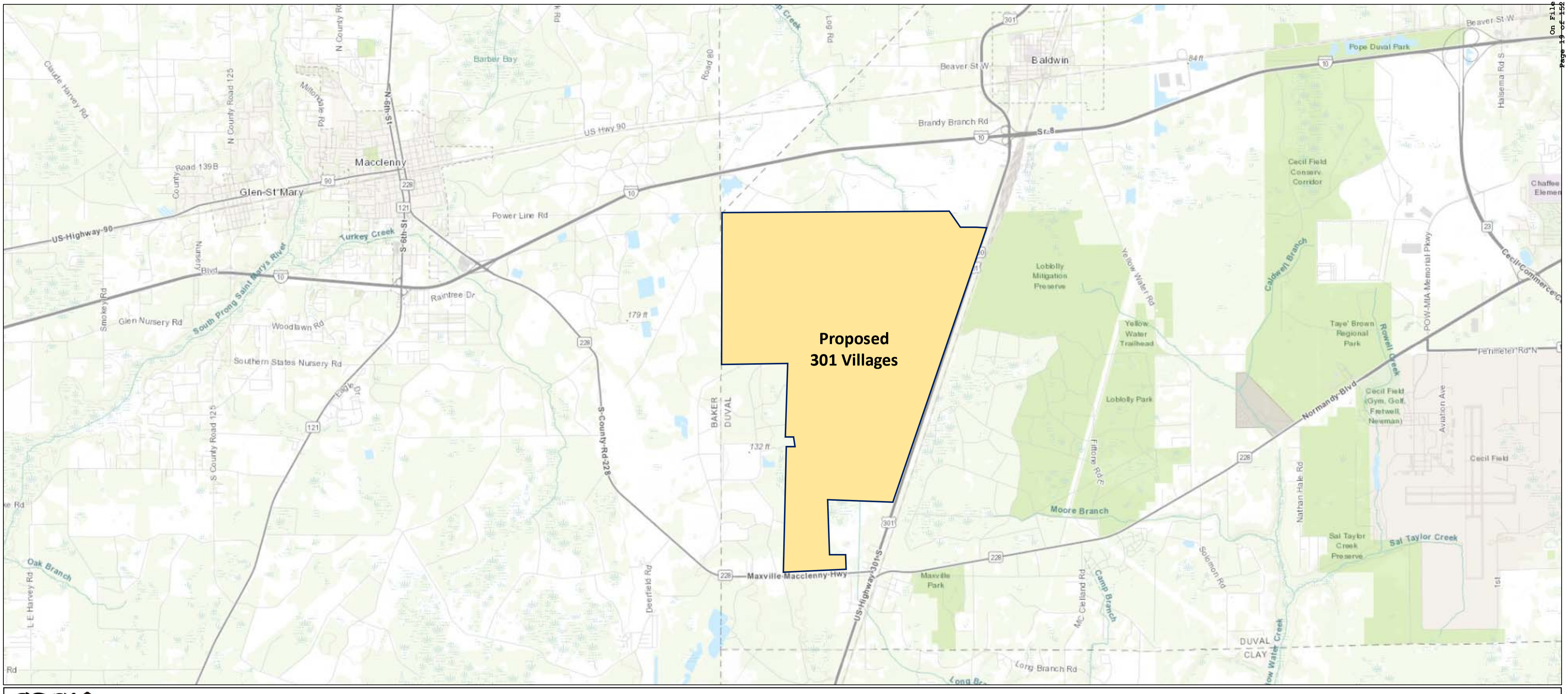
Under the year 2037 Phase 03 development conditions, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of the following roadway segments:

- US 301 - 301 Villages Project Entrances to I-10
- I-10 - West of Baker County Line
- I-10 - US 301 to SR 23 (First Coast Expressway)
- I-10 - SR 23 (First Coast Expressway) to Chaffee Road
- I-10 - Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295
- I-10 - Hammond Boulevard/Greenland Avenue to I-295

Please note that FDOT's Long Range Cost Feasible Plan (FY 2029 -2045) includes widening of I-10 between CR 125 and I-295 between the year 2040 and 2045.

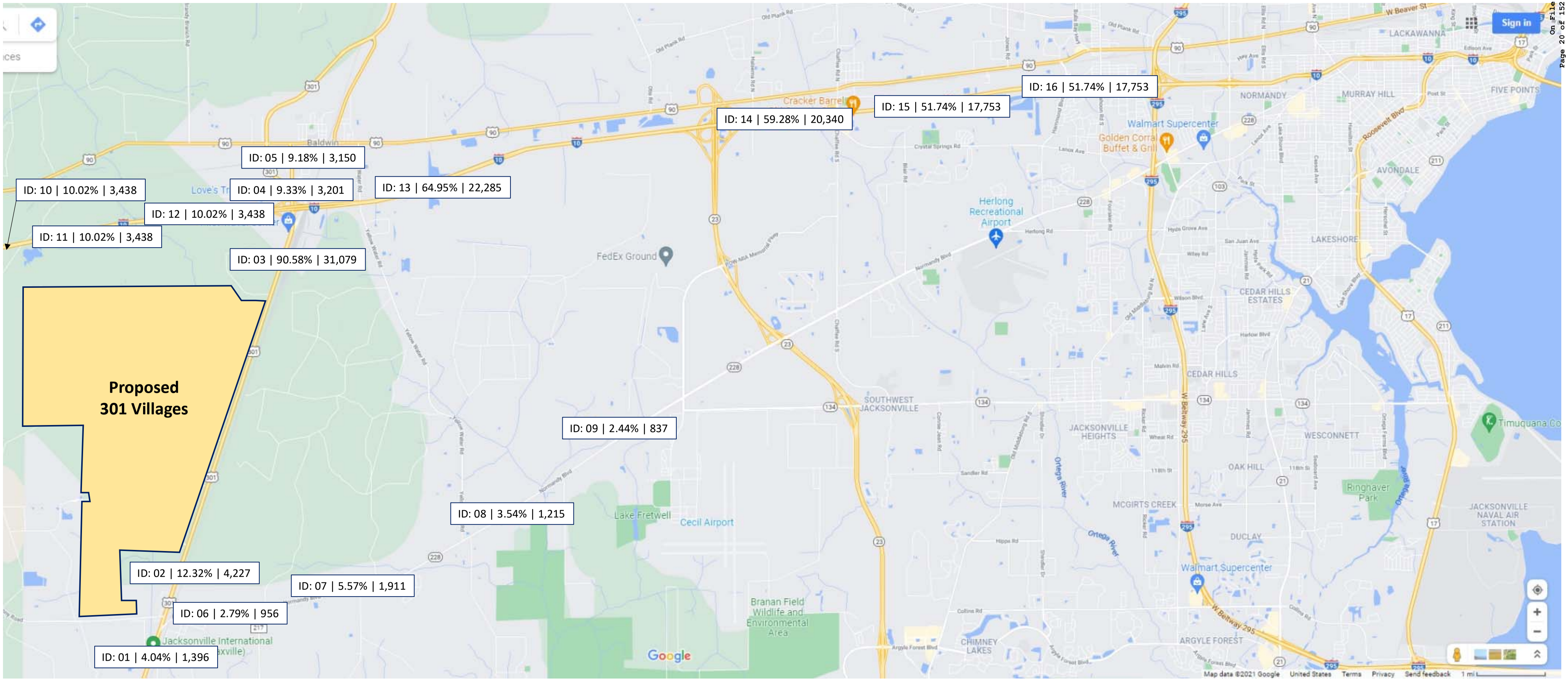
Please note that the development quantities used in this analysis is under the maximum development density worst-case scenario and the proposed development density may not be possible.

A detailed operational analysis at all the project access intersections on US 301 will be submitted to both FDOT and COJ at the time of 10-set review submittals.



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

Figure 01 – Project Location Map
301 Villages – Traffic Impact Assessment
Duval County, Florida



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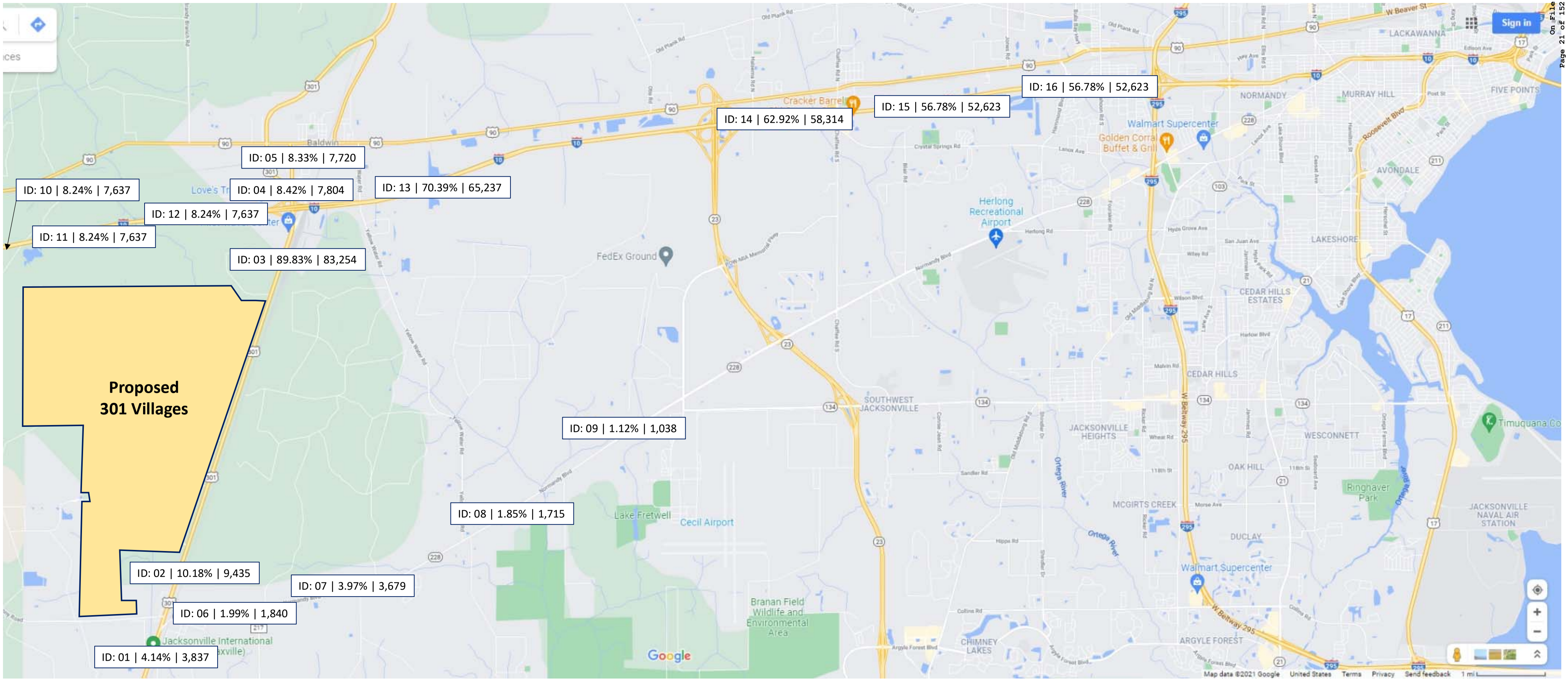
XX - Roadway Segment ID
XX% - Project Traffic Distribution
XXXX – Project Traffic Assignment

Figure 02 – Year 2026 Phase 01 Project Traffic Distribution and Assignment
301 Villages – Traffic Impact Assessment
Duval County, Florida



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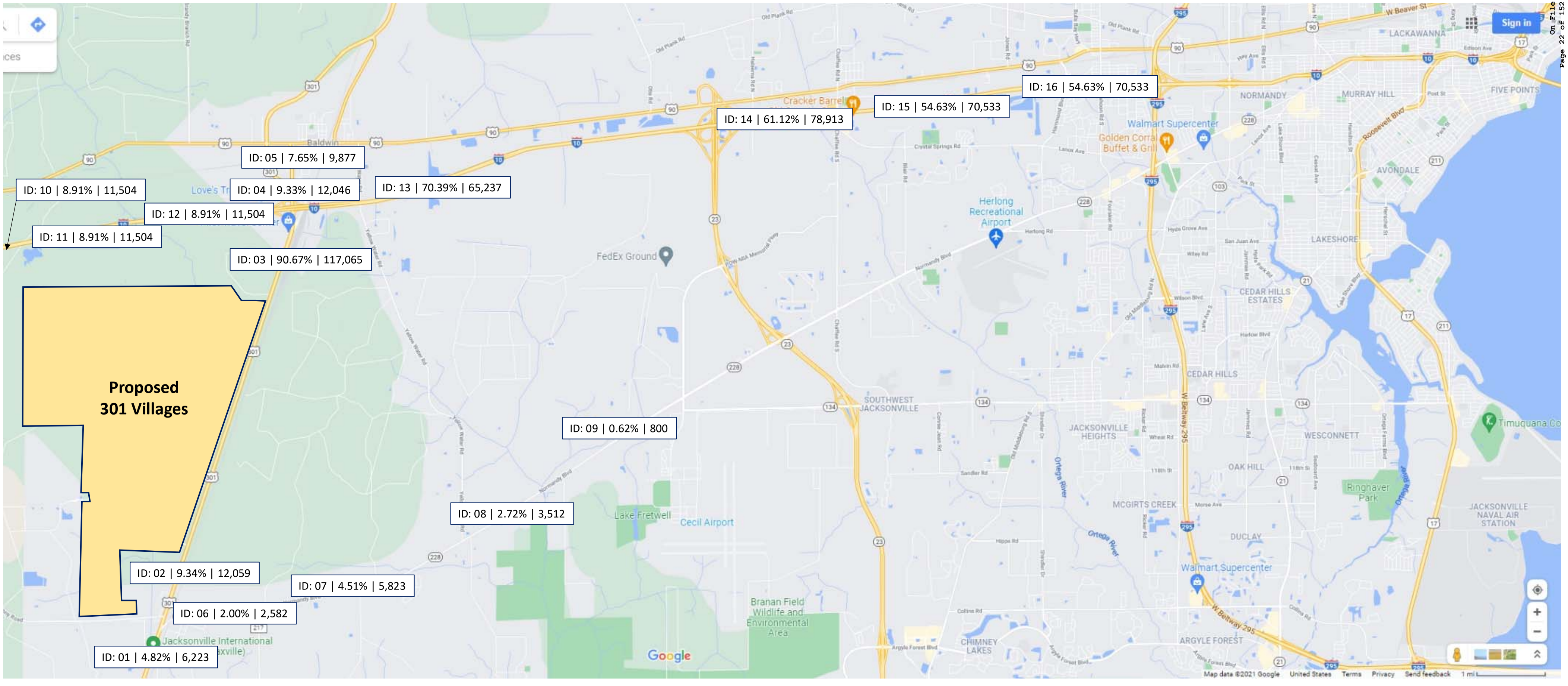
XX - Roadway Segment ID
XX% - Project Traffic Distribution
XXXX – Project Traffic Assignment

Figure 03 – Year 2031 Phase 02 Project Traffic Distribution and Assignment
301 Villages – Traffic Impact Assessment
Duval County, Florida



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XX - Roadway Segment ID
XX% - Project Traffic Distribution
XXXX – Project Traffic Assignment

Figure 04 – Year 2037 Phase 03 Project Traffic Distribution and Assignment
301 Villages – Traffic Impact Assessment
Duval County, Florida

Table 01
Project Phasing Schedule
301 Villages - Traffic Impact Assessment, Duval County, FL

Land Use	Units	Phase 01 2022-2026	Phase 2 2027-2031	Phase 3 2032-2037	Total
Single Family Residential	Dwelling Units	2,500	5,750	3,000	11,250
Multi-family Residential	Dwelling Units	1,000	1,200	1,550	3,750
Commercial	Square Feet	150,000	325,000	275,000	750,000
Hotel	Rooms	120	220	-	340
Light Industrial	Square Feet	150,000	150,000	-	300,000
Office	Square Feet	100,000	100,000	100,000	300,000
Hospital/Medical Office	Square Feet	50,000	150,000	175,000	375,000

Source: Attachment A - Site Plan

Table 02
Study Roadway Segments - Existing Conditions and Future Conditions
301 Villages - Traffic Impact Assessment

Road ID	Roadway	Termini	Number of Lanes	Roadway Classification	Area Type	FDOT Adopted LOS Standard	Adopted Peak Hour MSV	Adopted Daily MSV	2019 AADT	2020 AADT	2025 AADT	2030 AADT	2035 AADT	2040 AADT
1	US 301	South of Normandy Boulevard	4	Highway	Urban	D	5,960	66,200	19,800	21,500	22,104	24,024	25,945	27,865
2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	D	5,960	66,200	15,100	17,800	17,322	19,174	21,026	22,878
3	US 301	Project Entrance to I-10	4	Highway	Urban	D	5,960	66,200	15,100	17,800	17,322	19,174	21,026	22,878
4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	D	3,580	39,800	7,400	7,900	11,744	12,421	13,098	13,775
5	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	D	3,580	39,800	8,300	8,200	9,276	10,458	11,639	12,821
6	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	D	2,180	24,200	6,400	5,300	7,027	7,549	8,071	8,593
7	Normandy Boulevard	US 301 Ramp to McClelland Road	2	Highway	Urban	D	2,180	24,200	12,000	11,000	12,519	13,515	14,511	15,507
8	Normandy Boulevard	McClelland Road to Jax Equestrian Center	2	Highway	Urban	D	2,180	24,200	13,200	12,400	14,368	15,726	17,083	18,441
9	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	4	Highway	Urban	D	5,960	66,200	13,200	12,400	14,717	16,078	17,439	18,800
10	I-10	West of Baker County Line	4	Freeway	Rural	C	5,040	48,000	38,000	35,000	40,189	42,085	43,980	45,876
11	I-10	Baker County Line to Duval County Line	4	Freeway	Transitioning	C	5,780	59,000	38,000	35,000	40,280	42,180	44,080	45,980
12	I-10	Duval County Line to US 301	4	Freeway	Transitioning	C	5,780	59,000	38,000	35,000	40,280	42,180	44,080	45,980
13	I-10	US 301 to SR 23 (First Coast Expressway)	4	Freeway	Urban	D	6,800	83,200	56,000	52,500	60,378	64,148	67,918	71,689
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	6	Freeway	Urban	D	10,220	123,600	56,000	52,500	63,695	70,107	76,520	82,932
15	I-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	6	Freeway	Urban	D	10,220	123,600	82,500	75,500	91,710	100,432	109,154	117,876
16	I-10	Hammond Boulevard/Greenland Avenue to I-295	6	Freeway	Urban	D	10,220	123,600	102,000	95,500	104,204	105,093	105,982	106,871

Source: FDOT Traffic Counts Online Portal and FDOT D2 LOS Summary Reports (Attachment C)

Table 03
Trip Generation - Phase 01
301 Villages - Traffic Impact Assessment, Duval County, FL

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate or Equation	Percent Traffic		Project Trips			Internal Capture				External Trips	Pass-by		Net External Trips		
						Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Percent		Percentage	Trips	Total	Entering	Exiting
110	General Light Industrial	150,000	SF	Daily	T = 3.79(X) + 57.96	50%	50%	626	313	313	-	-	-	0.00%	626	0%	-	626	313	313
210	Single Family Home Detatched	2,500	Dwelling Units	Daily	Ln(T) = 0.92 Ln(X) + 2.71	50%	50%	20,093	10,047	10,046	827	414	413	4.12%	19,266	0%	-	19,266	9,633	9,633
220	Multi-Family Residential (Townhomes)	1,000	Dwelling Units	Daily	T = 7.56(X) - 40.86	50%	50%	7,519	3,760	3,759	309	155	154	4.11%	7,210	0%	-	7,210	3,605	3,605
820	Commercial/Retail	150,000	SF	Daily	Ln(T) = 0.68 Ln(X) + 5.57	50%	50%	7,921	3,961	1,981	1,866	933	933	23.56%	6,055	30%	1,817	4,238	2,119	2,119
710	General Office	100,000	SF	Daily	T = 9.74 (X)	50%	50%	974	487	244	175	88	87	17.93%	799	0%	-	799	400	399
310	Hotel	120	Rooms	Daily	T = 11.29(X) - 426.97	50%	50%	928	464	232	185	93	92	19.90%	743	0%	-	743	372	371
720	Medical Office Building	50,000	SF	Daily	T = 38.42(X) - 87.62	50%	50%	1,833	917	459	404	202	202	22.06%	1,429	0%	-	1,429	715	714
	Total							**39,894**	**19,949**	**17,034**	**3,766**	**1,885**	**1,881**	**9.44%**	**36,128**		**1,817**	**34,311**	**17,157**	**17,154**
110	General Light Industrial	150,000	SF	AM Peak	Ln(T) = 0.74 Ln(X) + 0.39	88%	12%	60	53	7	-	-	-	0.00%	60	0%	-	60	53	7
210	Single Family Home Detatched	2,500	Dwelling Units	AM Peak	T = 0.71(X) + 4.80	25%	75%	1,780	445	1,335	27	9	18	1.54%	1,753	0%	-	1,753	438	1,315
220	Multi-Family Residential (Townhomes)	1,000	Dwelling Units	AM Peak	Ln(T) = 0.95 Ln(X) - 0.51	23%	77%	425	98	327	7	2	5	1.53%	418	0%	-	418	96	322
820	Commercial/Retail	150,000	SF	AM Peak	T = 0.50(X) + 151.78	62%	38%	227	141	86	51	32	19	22.47%	176	26%	46	130	81	49
710	General Office	100,000	SF	AM Peak	T = 1.16 (X)	86%	14%	116	100	16	15	10	4	12.74%	101	0%	-	101	87	14
310	Hotel	120	Rooms	AM Peak	T = 0.50(X) - 5.34	59%	41%	55	32	23	9	-	9	16.36%	46	0%	-	46	27	19
720	Medical Office Building	50,000	SF	AM Peak	Ln(T) = 0.89 Ln(X) + 1.31	78%	22%	121	94	27	17	10	8	14.24%	104	0%	-	104	81	23
	Total							**2,784**	**963**	**1,821**	**126**	**63**	**63**	**4.53%**	**2,658**		**46**	**2,612**	**863**	**1,749**
110	General Light Industrial	150,000	SF	PM Peak	Ln(T) = 0.69 Ln(X) + 0.43	13%	87%	49	6	43	-	-	-	0.00%	49	0%	-	49	6	43
210	Single Family Home Detatched	2,500	Dwelling Units	PM Peak	Ln(T) = 0.96 Ln(X) + 0.20	63%	37%	2,233	1,407	826	149	85	64	6.69%	2,084	0%	-	2,084	1,313	771
220	Multi-Family Residential (Townhomes)	1,000	Dwelling Units	PM Peak	Ln(T) = 0.89 Ln(X) - 0.02	63%	37%	458	289	169	31	18	13	6.69%	427	0%	-	427	269	158
820	Commercial/Retail	150,000	SF	PM Peak	Ln(T) = 0.74 Ln(X) + 2.89	48%	52%	734	352	382	181	68	113	24.66%	553	34%	188	365	175	190
710	General Office	100,000	SF	PM Peak	T = 1.15 (X)	16%	84%	115	18	97	27	13	14	23.12%	88	0%	-	88	14	74
310	Hotel	120	Rooms	PM Peak	T = 0.75(X) - 26.02	51%	49%	64	33	31	15	10	5	23.44%	49	0%	-	49	25	24
720	Medical Office Building	50,000	SF	PM Peak	T = 3.39(X) + 2.02	28%	72%	172	48	124	51	33	18	29.89%	121	0%	-	121	34	87
	Total							**3,825**	**2,153**	**1,672**	**454**	**227**	**227**	**11.87%**	**3,371**		**188**	**3,183**	**1,836**	**1,347**

Mid-Day Peak Pass-by for Commercial	26%
PM Peak Pass-by for Commercial	34%
Daily Pass-by for Commercial	30%

Source: Trip Generation Manual, 10th Edition, ITE
Internal Capture Calculations - Attachment C

Table 04
Trip Generation - Phase 02 (Cumulative)
301 Villages - Traffic Impact Assessment, Duval County, FL

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate or Equation	Percent Traffic		Project Trips			Internal Capture				External Trips	Pass-by		Net External Trips		
						Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Percent		Percentage	Trips	Total	Entering	Exiting
110	General Light Industrial	300,000	SF	Daily	T = 3.79(X) + 57.96	50%	50%	1,195	598	597	-	-	-	0.00%	1,195	0%	-	1,195	598	597
210	Single Family Home Detatched	8,250	Dwelling Units	Daily	Ln(T) = 0.92 Ln(X) + 2.71	50%	50%	60,266	30,133	30,133	1,965	983	982	3.26%	58,301	0%	-	58,301	29,151	29,150
220	Multi-Family Residential (Townhomes)	2,200	Dwelling Units	Daily	T = 7.56(X) - 40.86	50%	50%	16,591	8,296	8,295	541	271	270	3.26%	16,050	0%	-	16,050	8,025	8,025
820	Commercial/Retail	475,000	SF	Daily	Ln(T) = 0.68 Ln(X) + 5.57	50%	50%	17,345	8,673	4,337	5,056	2,528	2,528	29.15%	12,289	30%	3,687	8,602	4,301	4,301
710	General Office	200,000	SF	Daily	T = 9.74 (X)	50%	50%	1,948	974	487	360	180	180	18.48%	1,588	0%	-	1,588	794	794
310	Hotel	340	Rooms	Daily	T = 11.29(X) - 426.97	50%	50%	3,412	1,706	853	628	314	314	18.41%	2,784	0%	-	2,784	1,392	1,392
720	Medical Office Building	50,000	SF	Daily	T = 38.42(X) - 87.62	50%	50%	1,833	917	459	410	205	205	22.35%	1,423	0%	-	1,423	712	711
610	Hospital	150,000	SF	Daily	T = 5.88(X) + 2723.70	50%	50%	3,616	1,808	904	880	440	440	24.34%	2,736	0%	-	2,736	1,368	1,368
	Total							**106,206**	**53,105**	**46,065**	**9,840**	**4,921**	**4,919**	**9.27%**	**96,366**		**3,687**	**92,679**	**46,341**	**46,338**
110	General Light Industrial	300,000	SF	AM Peak	Ln(T) = 0.74 Ln(X) + 0.39	88%	12%	101	89	12	-	-	-	0.00%	101	0%	-	101	89	12
210	Single Family Home Detatched	8,250	Dwelling Units	AM Peak	T = 0.71(X) + 4.80	25%	75%	5,862	1,466	4,396	66	18	48	1.12%	5,796	0%	-	5,796	1,449	4,347
220	Multi-Family Residential (Townhomes)	2,200	Dwelling Units	AM Peak	Ln(T) = 0.95 Ln(X) - 0.51	23%	77%	899	207	692	10	3	7	1.12%	889	0%	-	889	204	685
820	Commercial/Retail	475,000	SF	AM Peak	T = 0.50(X) + 151.78	62%	38%	389	241	148	128	89	39	32.90%	261	26%	68	193	120	73
710	General Office	200,000	SF	AM Peak	T = 1.16 (X)	86%	14%	232	200	32	29	20	9	12.60%	203	0%	-	203	174	29
310	Hotel	340	Rooms	AM Peak	T = 0.50(X) - 5.34	59%	41%	165	97	68	24	-	24	14.55%	141	0%	-	141	83	58
720	Medical Office Building	50,000	SF	AM Peak	Ln(T) = 0.89 Ln(X) + 1.31	78%	22%	121	94	27	17	10	8	14.13%	104	0%	-	104	81	23
610	Hospital	150,000	SF	AM Peak	T = 0.74(X) + 126.36	68%	32%	237	161	76	38	16	21	15.89%	199	0%	-	199	136	63
	Total							**8,006**	**2,555**	**5,451**	**312**	**156**	**156**	**3.90%**	**7,694**		**68**	**7,626**	**2,336**	**5,290**
110	General Light Industrial	300,000	SF	PM Peak	Ln(T) = 0.69 Ln(X) + 0.43	13%	87%	79	10	69	-	-	-	0.00%	79	0%	-	79	10	69
210	Single Family Home Detatched	8,250	Dwelling Units	PM Peak	Ln(T) = 0.96 Ln(X) + 0.20	63%	37%	7,025	4,426	2,599	379	214	165	5.40%	6,646	0%	-	6,646	4,187	2,459
220	Multi-Family Residential (Townhomes)	2,200	Dwelling Units	PM Peak	Ln(T) = 0.89 Ln(X) - 0.02	63%	37%	925	583	342	50	28	22	5.40%	875	0%	-	875	551	324
820	Commercial/Retail	475,000	SF	PM Peak	Ln(T) = 0.74 Ln(X) + 2.89	48%	52%	1,721	826	895	437	166	271	25.39%	1,284	34%	437	847	407	440
710	General Office	200,000	SF	PM Peak	T = 1.15 (X)	16%	84%	230	37	193	56	25	31	24.36%	174	0%	-	174	28	146
310	Hotel	340	Rooms	PM Peak	T = 0.75(X) - 26.02	51%	49%	229	117	112	51	34	17	22.27%	178	0%	-	178	91	87
720	Medical Office Building	50,000	SF	PM Peak	T = 3.39(X) + 2.02	28%	72%	172	48	124	53	33	20	30.56%	119	0%	-	119	33	86
610	Hospital	150,000	SF	PM Peak	T = 0.84(X) + 100.56	32%	68%	227	73	154	74	50	25	32.78%	153	0%	-	153	49	104
	Total							**10,608**	**6,120**	**4,488**	**1,100**	**550**	**550**	**10.37%**	**9,508**		**437**	**9,071**	**5,356**	**3,715**

Mid-Day Peak Pass-by for Commercial	26%
PM Peak Pass-by for Commercial	34%
Daily Pass-by for Commercial	30%

Source: Trip Generation Manual, 10th Edition, ITE
Internal Capture Calculations - Attachment C

Table 05
Trip Generation - Phase 03 (Cumulative)
301 Villages - Traffic Impact Assessment, Duval County, FL

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate or Equation	Percent Traffic		Project Trips			Internal Capture				External Trips	Pass-by		Net External Trips		
						Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Percent		Percentage	Trips	Total	Entering	Exiting
110	General Light Industrial	300,000	SF	Daily	T = 3.79(X) + 57.96	50%	50%	1,195	598	597	-	-	-	0.00%	1,195	0%	-	1,195	598	597
210	Single Family Home Detatched	11,250	Dwelling Units	Daily	Ln(T) = 0.92 Ln(X) + 2.71	50%	50%	80,168	40,084	40,084	2,703	1,352	1,351	3.37%	77,465	0%	-	77,465	38,733	38,732
220	Multi-Family Residential (Townhomes)	3,750	Dwelling Units	Daily	T = 7.56(X) - 40.86	50%	50%	28,309	14,155	14,154	954	477	477	3.37%	27,355	0%	-	27,355	13,678	13,677
820	Commercial/Retail	750,000	SF	Daily	Ln(T) = 0.68 Ln(X) + 5.57	50%	50%	23,663	11,832	5,916	6,950	3,475	3,475	29.37%	16,713	30%	5,014	11,699	5,850	5,849
710	General Office	300,000	SF	Daily	T = 9.74 (X)	50%	50%	2,922	1,461	731	513	257	256	17.56%	2,409	0%	-	2,409	1,205	1,204
310	Hotel	340	Rooms	Daily	T = 11.29(X) - 426.97	50%	50%	3,412	1,706	853	708	354	354	20.75%	2,704	0%	-	2,704	1,352	1,352
720	Medical Office Building	100,000	SF	Daily	T = 38.42(X) - 87.62	50%	50%	3,754	1,877	939	804	402	402	21.40%	2,950	0%	-	2,950	1,475	1,475
610	Hospital	275,000	SF	Daily	T = 5.88(X) + 2723.70	50%	50%	4,351	2,176	1,088	1,017	509	508	23.38%	3,334	0%	-	3,334	1,667	1,667
	Total							**147,774**	**73,889**	**64,362**	**13,649**	**6,826**	**6,823**	**9.24%**	**134,125**		**5,014**	**129,111**	**64,558**	**64,553**
110	General Light Industrial	300,000	SF	AM Peak	Ln(T) = 0.74 Ln(X) + 0.39	88%	12%	101	89	12	-	-	-	0.00%	101	0%	-	101	89	12
210	Single Family Home Detatched	11,250	Dwelling Units	AM Peak	T = 0.71(X) + 4.80	25%	75%	7,992	1,998	5,994	89	24	65	1.11%	7,903	0%	-	7,903	1,976	5,927
220	Multi-Family Residential (Townhomes)	3,750	Dwelling Units	AM Peak	Ln(T) = 0.95 Ln(X) - 0.51	23%	77%	1,492	343	1,149	16	4	12	1.11%	1,476	0%	-	1,476	339	1,137
820	Commercial/Retail	750,000	SF	AM Peak	T = 0.50(X) + 151.78	62%	38%	527	327	200	179	123	56	33.97%	348	26%	90	258	160	98
710	General Office	300,000	SF	AM Peak	T = 1.16 (X)	86%	14%	348	299	49	44	30	14	12.56%	304	0%	-	304	262	42
310	Hotel	340	Rooms	AM Peak	T = 0.50(X) - 5.34	59%	41%	165	97	68	31	-	31	18.79%	134	0%	-	134	79	55
720	Medical Office Building	100,000	SF	AM Peak	Ln(T) = 0.89 Ln(X) + 1.31	78%	22%	223	174	49	31	17	14	13.98%	192	0%	-	192	150	42
610	Hospital	275,000	SF	AM Peak	T = 0.74(X) + 126.36	68%	32%	330	224	106	52	22	30	15.79%	278	0%	-	278	189	89
	Total							**11,178**	**3,551**	**7,627**	**442**	**221**	**221**	**3.95%**	**10,736**		**90**	**10,646**	**3,244**	**7,402**
110	General Light Industrial	300,000	SF	PM Peak	Ln(T) = 0.69 Ln(X) + 0.43	13%	87%	79	10	69	-	-	-	0.00%	79	0%	-	79	10	69
210	Single Family Home Detatched	11,250	Dwelling Units	PM Peak	Ln(T) = 0.96 Ln(X) + 0.20	63%	37%	9,462	5,961	3,501	533	295	239	5.64%	8,929	0%	-	8,929	5,625	3,304
220	Multi-Family Residential (Townhomes)	3,750	Dwelling Units	PM Peak	Ln(T) = 0.89 Ln(X) - 0.02	63%	37%	1,487	937	550	84	46	37	5.64%	1,403	0%	-	1,403	884	519
820	Commercial/Retail	750,000	SF	PM Peak	Ln(T) = 0.74 Ln(X) + 2.89	48%	52%	2,414	1,159	1,255	598	227	371	24.77%	1,816	34%	617	1,199	576	623
710	General Office	300,000	SF	PM Peak	T = 1.15 (X)	16%	84%	345	55	290	78	37	41	22.56%	267	0%	-	267	43	224
310	Hotel	340	Rooms	PM Peak	T = 0.75(X) - 26.02	51%	49%	229	117	112	52	34	18	22.71%	177	0%	-	177	90	87
720	Medical Office Building	100,000	SF	PM Peak	T = 3.39(X) + 2.02	28%	72%	341	95	246	98	63	35	28.83%	243	0%	-	243	68	175
610	Hospital	275,000	SF	PM Peak	T = 0.84(X) + 100.56	32%	68%	332	106	226	103	71	32	30.97%	229	0%	-	229	73	156
	Total							**14,689**	**8,440**	**6,249**	**1,546**	**773**	**773**	**10.52%**	**13,143**		**617**	**12,526**	**7,369**	**5,157**

Mid-Day Peak Pass-by for Commercial	26%
PM Peak Pass-by for Commercial	34%
Daily Pass-by for Commercial	30%

Source: Trip Generation Manual, 10th Edition, ITE
Internal Capture Calculations - Attachment C

Table 06
Study Roadway Segments - Future Background Traffic Volumes
301 Villages - Traffic Impact Assessment

Road ID	Roadway	Termini	Number of Lanes	Roadway Classification	Area Type	FDOT Adopted LOS Standard	Adopted Daily MSV	Year 2026 Background AADT	Year 2026 Background LOS	Year 2031 Background AADT	Year 2031 Background LOS	Year 2037 Background AADT	Year 2037 Background LOS
1	US 301	South of Normandy Boulevard	4	Highway	Urban	D	66,200	22,488	B	24,408	B	26,713	B
2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	D	66,200	17,692	B	19,544	B	21,767	B
3	US 301	Project Entrance to I-10	4	Highway	Urban	D	66,200	17,692	B	19,544	B	21,767	B
4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	D	39,800	11,879	C	12,556	C	13,369	C
5	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	D	39,800	9,512	C	10,694	C	12,112	C
6	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	D	24,200	7,131	B	7,653	B	8,280	B
7	Normandy Boulevard	US 301 Ramp to McClelland Road	2	Highway	Urban	D	24,200	12,718	C	13,714	C	14,909	C
8	Normandy Boulevard	McClelland Road to Jax Equestrian Center	2	Highway	Urban	D	24,200	14,640	C	15,997	C	17,626	C
9	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	4	Highway	Urban	D	66,200	14,989	B	16,350	B	17,983	B
10	I-10	West of Baker County Line	4	Freeway	Rural	C	48,000	40,568	C	42,464	C	44,738	C
11	I-10	Baker County Line to Duval County Line	4	Freeway	Transitioning	C	59,000	40,660	B	42,560	B	44,840	B
12	I-10	Duval County Line to US 301	4	Freeway	Transitioning	C	59,000	40,660	B	42,560	B	44,840	B
13	I-10	US 301 to SR 23 (First Coast Expressway)	4	Freeway	Urban	D	83,200	61,132	C	64,902	C	69,426	C
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	6	Freeway	Urban	D	123,600	64,977	B	71,390	C	79,085	C
15	I-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	6	Freeway	Urban	D	123,600	93,454	C	102,176	D	112,643	D
16	I-10	Hammond Boulevard/Greenland Avenue to I-295	6	Freeway	Urban	D	123,600	104,382	D	105,271	D	106,338	D

Source: Table 02
Year 2026 Traffic Volumes Interpolated from Year 2025 and Year 2030 AADT
Year 2031 Traffic Volumes Interpolated from Year 2030 and Year 2035 AADT
Year 2037 Traffic Volumes Interpolated from Year 2035 and Year 2040 AADT

Table 07
Study Roadway Segments - Project Traffic Distribution and Daily Traffic Assignment
301 Villages - Traffic Impact Assessment

			A	B	C	34,311	92,679	129,111
			Project Traffic Distribution			**Daily Project Traffic Assignment**		
Road ID	**Roadway**	**Termini**	**2025**	**2030**	**2035**	**Phase 01 Year 2026**	**Phase 02 Year 2031**	**Phase 03 Year 2037**
						A * 34,311	**B * 92,679**	**C * 129,111**
1	US 301	South of Normandy Boulevard	4.07%	4.14%	4.82%	1,396	3,837	6,223
2	US 301	Normandy Boulevard to Project Entrance	12.32%	10.18%	9.34%	4,227	9,435	12,059
3	US 301	Project Entrance to I-10	90.58%	89.83%	90.67%	31,079	83,254	117,065
4	US 301	I-10 to City Limit of Baldwin	9.33%	8.42%	9.33%	3,201	7,804	12,046
5	US 301	City Limit of Baldwin to Beaver Street	9.18%	8.33%	7.65%	3,150	7,720	9,877
6	Normandy Boulevard	US 301 Ramp	2.79%	1.99%	2.00%	956	1,840	2,582
7	Normandy Boulevard	US 301 Ramp to McClelland Road	5.57%	3.97%	4.51%	1,911	3,679	5,823
8	Normandy Boulevard	McClelland Road to Jax Equestrian Center	3.54%	1.85%	2.72%	1,215	1,715	3,512
9	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	2.44%	1.12%	0.62%	837	1,038	800
10	I-10	West of Baker County Line	10.02%	8.24%	8.91%	3,438	7,637	11,504
11	I-10	Baker County Line to Duval County Line	10.02%	8.24%	8.91%	3,438	7,637	11,504
12	I-10	Duval County Line to US 301	10.02%	8.24%	8.91%	3,438	7,637	11,504
13	I-10	US 301 to SR 23 (First Coast Expressway)	64.95%	70.39%	69.70%	22,285	65,237	89,990
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	59.28%	62.92%	61.12%	20,340	58,314	78,913
15	I-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	51.74%	56.78%	54.63%	17,753	52,623	70,533
16	I-10	Hammond Boulevard/Greenland Avenue to I-295	51.74%	56.78%	54.63%	17,753	52,623	70,533

Source: Attachment F and Tables 03, 04 and 05

Table 08
Phase 01 Development - Roadway Segment Analysis
301 Villages - Traffic Impact Assessment

								A		B	C	D	
Road ID	Roadway	Termini	Number of Lanes	Roadway Classification	Area Type	FDOT Adopted LOS Standard	Adopted Daily MSV	Year 2026 Background AADT	Year 2026 Background LOS	Year 2026 Project Traffic Distribution	Year 2026 Project Traffic Assignment	Year 2026 Phase 01 Total Traffic AADT	Year 2026 Phase 01 Total Traffic LOS
							Table 02	Table 02		Table 07	B * 34.311	A + C	
1	US 301	South of Normandy Boulevard	4	Highway	Urban	D	66,200	22,488	B	4.07%	1,396	23,884	B
2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	D	66,200	17,692	B	12.32%	4,227	21,919	B
3	US 301	Project Entrance to I-10	4	Highway	Urban	D	66,200	17,692	B	90.58%	31,079	48,771	C
4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	D	39,800	11,879	C	9.33%	3,201	15,080	C
5	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	D	39,800	9,512	C	9.18%	3,150	12,662	C
6	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	D	24,200	7,131	B	2.79%	956	8,087	B
7	Normandy Boulevard	US 301 Ramp to McClelland Road	2	Highway	Urban	D	24,200	12,718	C	5.57%	1,911	14,629	C
8	Normandy Boulevard	McClelland Road to Jax Equestrian Center	2	Highway	Urban	D	24,200	14,640	C	3.54%	1,215	15,855	C
9	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	4	Highway	Urban	D	66,200	14,989	B	2.44%	837	15,826	B
10	I-10	West of Baker County Line	4	Freeway	Rural	C	48,000	40,568	C	10.02%	3,438	44,006	C
11	I-10	Baker County Line to Duval County Line	4	Freeway	Transitioning	C	59,000	40,660	B	10.02%	3,438	44,098	B
12	I-10	Duval County Line to US 301	4	Freeway	Transitioning	C	59,000	40,660	B	10.02%	3,438	44,098	B
13	I-10	US 301 to SR 23 (First Coast Expressway)	4	Freeway	Urban	D	83,200	61,132	C	64.95%	22,285	83,417	E
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	6	Freeway	Urban	D	123,600	64,977	B	59.28%	20,340	85,317	C
15	I-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	6	Freeway	Urban	D	123,600	93,454	C	51.74%	17,753	111,207	D
16	I-10	Hammond Boulevard/Greenland Avenue to I-295	6	Freeway	Urban	D	123,600	104,382	D	51.74%	17,753	122,135	D

Source: Tables 02, 06 and 07

Table 09
Phase 02 Development - Roadway Segment Analysis (Cumulative)
301 Villages - Traffic Impact Assessment

								A		B	C	D	
Road ID	Roadway	Termini	Number of Lanes	Roadway Classification	Area Type	FDOT Adopted LOS Standard	Adopted Daily MSV	Year 2031 Background AADT	Year 2031 Background LOS	Year 2031 Project Traffic Distribution	Year 2031 Project Traffic Assignment	Year 2031 Phase 02 Total Traffic AADT	Year 2031 Phase 02 Total Traffic LOS
							Table 02	Table 02		Table 07	B * 92,679	A + C	
1	US 301	South of Normandy Boulevard	4	Highway	Urban	D	66,200	24,408	B	4.14%	3,837	28,245	B
2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	D	66,200	19,544	B	10.18%	9,435	28,979	B
3	US 301	Project Entrance to I-10	4	Highway	Urban	D	66,200	19,544	B	89.83%	83,254	102,798	F
4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	D	39,800	12,556	C	8.42%	7,804	20,360	C
5	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	D	39,800	10,694	C	8.33%	7,720	18,414	C
6	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	D	24,200	7,653	B	1.99%	1,840	9,493	B
7	Normandy Boulevard	US 301 Ramp to McClelland Road	2	Highway	Urban	D	24,200	13,714	C	3.97%	3,679	17,393	C
8	Normandy Boulevard	McClelland Road to Jax Equestrian Center	2	Highway	Urban	D	24,200	15,997	C	1.85%	1,715	17,712	C
9	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	4	Highway	Urban	D	66,200	16,350	B	1.12%	1,038	17,388	B
10	I-10	West of Baker County Line	4	Freeway	Rural	C	48,000	42,464	C	8.24%	7,637	50,101	D
11	I-10	Baker County Line to Duval County Line	4	Freeway	Transitioning	C	59,000	42,560	B	8.24%	7,637	50,197	C
12	I-10	Duval County Line to US 301	4	Freeway	Transitioning	C	59,000	42,560	B	8.24%	7,637	50,197	C
13	I-10	US 301 to SR 23 (First Coast Expressway)	4	Freeway	Urban	D	83,200	64,902	C	70.39%	65,237	130,139	F
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	6	Freeway	Urban	D	123,600	71,390	C	62.92%	58,314	129,704	E
15	I-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	6	Freeway	Urban	D	123,600	102,176	D	56.78%	52,623	154,799	F
16	I-10	Hammond Boulevard/Greenland Avenue to I-295	6	Freeway	Urban	D	123,600	105,271	D	56.78%	52,623	157,894	F

Source: Tables 02, 06 and 07

Table 10
Phase 03 Development - Roadway Segment Analysis (Cumulative)
301 Villages - Traffic Impact Assessment

								A		B	C	D	
Road ID	Roadway	Termini	Number of Lanes	Roadway Classification	Area Type	FDOT Adopted LOS Standard	Adopted Daily MSV	Year 2037 Background AADT	Year 2037 Background LOS	Year 2037 Project Traffic Distribution	Year 2031 Project Traffic Assignment	Year 2031 Phase 02 Total Traffic AADT	Year 2031 Phase 02 Total Traffic LOS
							Table 02	Table 02		Table 07	B * 129,111	A + C	
1	US 301	South of Normandy Boulevard	4	Highway	Urban	D	66,200	24,408	B	4.82%	6,223	30,631	B
2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	D	66,200	19,544	B	9.34%	12,059	31,603	B
3	US 301	Project Entrance to I-10	4	Highway	Urban	D	66,200	19,544	B	90.67%	117,065	136,609	F
4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	D	39,800	12,556	C	9.33%	12,046	24,602	C
5	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	D	39,800	10,694	C	7.65%	9,877	20,571	C
6	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	D	24,200	7,653	B	2.00%	2,582	10,235	B
7	Normandy Boulevard	US 301 Ramp to McClelland Road	2	Highway	Urban	D	24,200	13,714	C	4.51%	5,823	19,537	D
8	Normandy Boulevard	McClelland Road to Jax Equestrian Center	2	Highway	Urban	D	24,200	15,997	C	2.72%	3,512	19,509	D
9	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	4	Highway	Urban	D	66,200	16,350	B	0.62%	800	17,150	B
10	I-10	West of Baker County Line	4	Freeway	Rural	C	48,000	42,464	C	8.91%	11,504	53,968	D
11	I-10	Baker County Line to Duval County Line	4	Freeway	Transitioning	C	59,000	42,560	B	8.91%	11,504	54,064	C
12	I-10	Duval County Line to US 301	4	Freeway	Transitioning	C	59,000	42,560	B	8.91%	11,504	54,064	C
13	I-10	US 301 to SR 23 (First Coast Expressway)	4	Freeway	Urban	D	83,200	64,902	C	69.70%	89,990	154,892	F
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	6	Freeway	Urban	D	123,600	71,390	C	61.12%	78,913	150,303	E
15	I-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	6	Freeway	Urban	D	123,600	102,176	D	54.63%	70,533	172,709	F
16	I-10	Hammond Boulevard/Greenland Avenue to I-295	6	Freeway	Urban	D	123,600	105,271	D	54.63%	70,533	175,804	F

Source: Tables 02, 06 and 07

Table 11
Preliminary Mobility Fee Calculations
301 Villages - Traffic Impact Assessment

Project Phase	Daily Net External Trip Generation	Mobility Zone	Year 2021 Base Cost Per VMT	Internal VMT Factor	Development Area	VMT Per Development Area	Estimated Mobility Fees Cumulative (Year 2021 $)
Phase 01	34,311	6	$ 79.04	0.61	Rural	7.71	$ 12,754,803.49
Phase 02 (Cumulative)	92,679	6	$ 79.04	0.61	Rural	7.71	$ 34,452,578.84
Phase 03 (Cumulative)	129,111	6	$ 79.04	0.61	Rural	7.71	$ 47,995,844.88

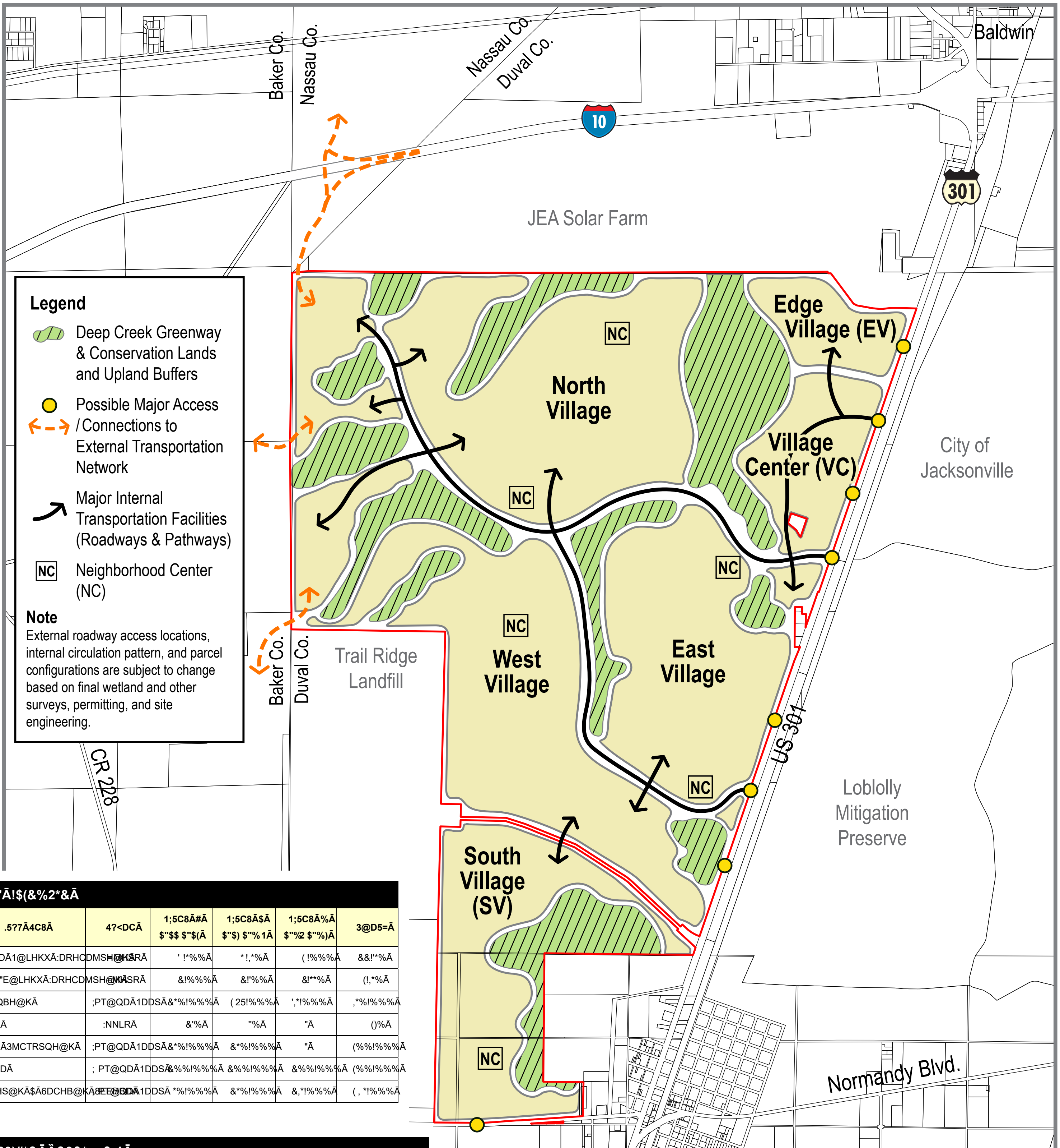
A yearly inflaction factor of 3.3% will be applied for future payments

Attachment A

Conceptual Site Plan
(Source: Prosser, Inc.)

301 Villages

Conceptual Master Plan



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June 14, 2021

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Attachment B

Study Methodology Document

City of Jacksonville
Laurie Santana
Chief of Transportation Planning Division
LSantana@coj.net

Christopher W. LeDew, P.E.
Chief of Traffic Engineering
CLedew@coj.net

John Kolczynski E.I.
Traffic Technician Senior
JohnFK@coj.net

Florida Department of Transportation
Tom Cavin, P.E.
Jacksonville Studies Engineer/Access Management
Tom.cavin@dot.state.fl.us

Julian McKinley P.E.
Maintenance Program Engineer/D2 Jax Maintenance
Julian.McKinley@dot.state.fl.us

A mixed-use development anticipated to include 11,250 single-family dwelling units, 3,750 multi-Family dwelling units, 750,000 SF commercial/retail, 340 rooms hotel, 300,000 SF light industrial, 300,000 SF office and 375,000 SF hospital/medical office uses is proposed for construction. The project will be built in 3 phases. The proposed development will be located on the southwest quadrant of I-10 and US 301 interchange.

A site location and conceptual master plan (Provided by Prosser, Inc.) is attached. The City of Jacksonville (COJ) Planning Department is requiring a traffic impact memo summarizing an assessment of the currently identified and expected roadway operating conditions of the immediately surrounding transportation network. This memo provides a summary of the methodology that will be adopted in performing the traffic impact assessment.

Trip Generation:
Trip generation and internal capture for the proposed development will be estimated using the rates, equations and procedures included in the Trip Generation Manual, 10th Edition published by the Institute of Transportation Engineers (ITE).

Study Area:
The study will include the following roadway segments:

- US 301 – South of Normandy Boulevard
- US 301 – Normandy Boulevard to I-10
- US 301 – I-10 to Beaver Street
- Normandy Boulevard – US 301 to CR 217
- Normandy Boulevard – CR 217 to Yellow Water Road
- Normandy Boulevard – Yellow Water Road to POW-MIA Memorial Parkway
- I-10 – West of Baker County Line
- I-10 – Baker County Line to Duval County Line
- I-10 – Duval County Line to US 301

- I-10 – US 301 to SR 23 (First Coast Expressway)
- I-10 – SR 23 (First Coast Expressway) to Chaffee Road
- I-10 – Chaffee Road to Hammond Boulevard
- I-10 – Hammond Boulevard to I-295

Planned and Programmed Improvements:

The Northeast Florida Transportation Planning Organization (NFTPO) Long Range Transportation Plan (LRTP), Priority Projects List (PPL), Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program will be reviewed to identify any roadway projects within the vicinity of the study area of the proposed development and incorporated in the analysis.

Analysis Time Period:

Analysis for the proposed development will be performed based on daily traffic volumes under existing year 2021, year 2026 (Phase 01), year 2031 (Phase 02) and year 2036 (Phase 03) development conditions.

Data Collection:

Existing traffic AADTs will be obtained from the Florida Traffic Online (FTO) website and COJ Planning Department. Future conditions AADT on the study area roadway segments will be obtained from the FDOT LOS Summary Manual

Project Traffic Distribution and Assignment:

Project traffic distribution for the proposed development will be provided using the Northeast Regional Planning Model Activity-Based (NERPMAB) travel demand model. This distribution will be used to determine the project traffic assignment on the study segments. The travel demand model will be validated to include the following projects:

- The Trails PUD: Mixed use development with approximately 4,850 DU and 230,000 square feet commercial located south of Normandy Boulevard (SR 228) between Maxville-Middleburg Road and Solomon Road

Background and Build-Out Traffic Volumes:

Background traffic volumes will be estimated by applying a growth factor obtained from the NERPMAB travel demand model to the existing traffic volumes. Buildout traffic volumes will include background traffic volumes and project traffic assignment for the proposed development.

Roadway Segment Analysis:

Segment analysis of the above stated roadway segment will include future background conditions traffic plus the project traffic from the proposed development. Any impacts to the study area roadway segments will be identified and summarized.

Access and Study Area Intersection Analysis:

Project access intersections and study area intersection analysis will be provided during project PUD and 10-set submittal process.

Traffic Study Report:
A traffic study report summarizing the above tasks and the study findings will be submitted to FDOT and COJ for review and approval.

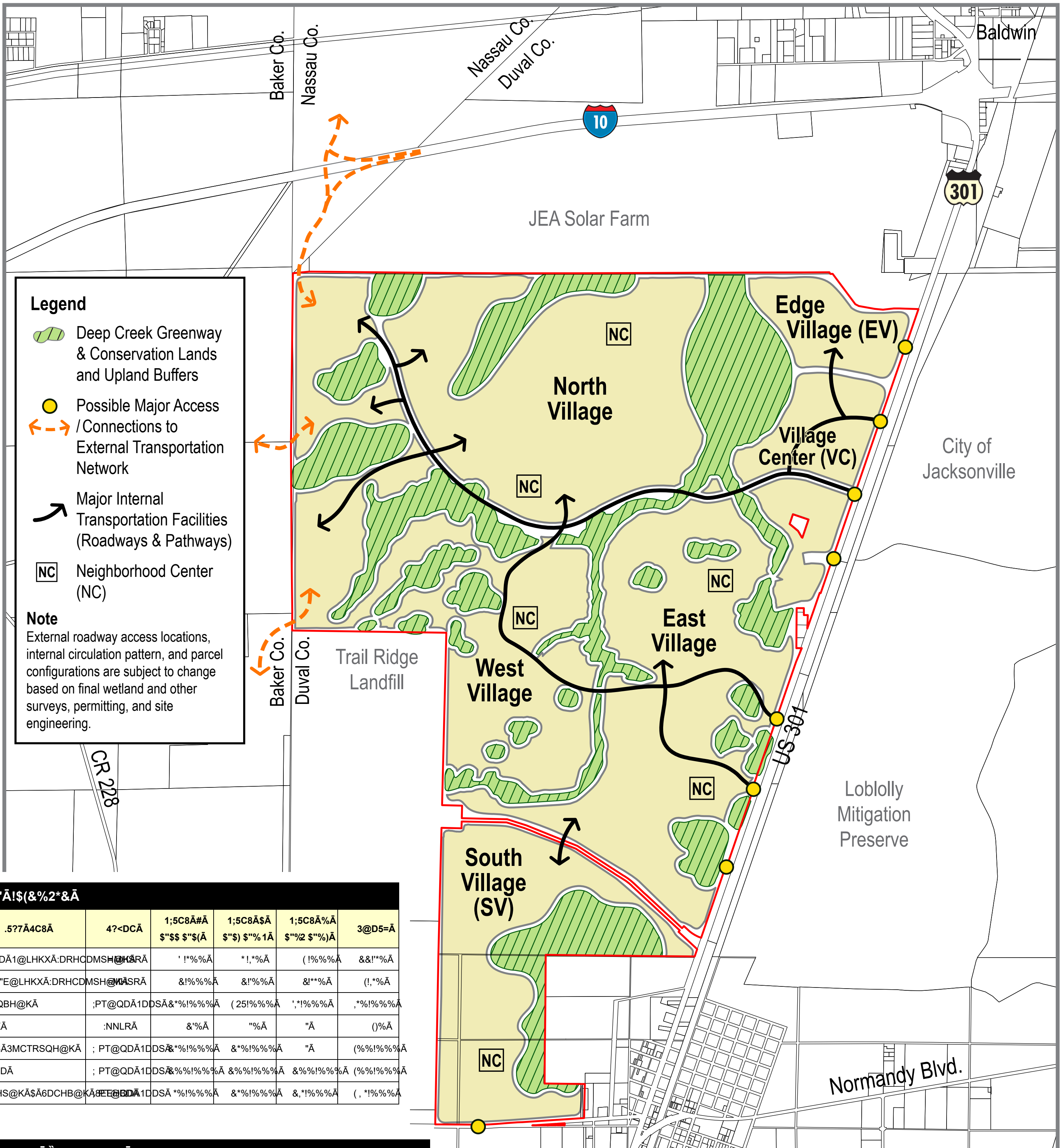
Thank you and please let me know if you have any questions.

Sincerely,
Chindalur Traffic Solutions, Inc.

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

301 Villages

Conceptual Master Plan



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.5?7Ā4C8Ā	2<?:=8Ā +5> <=GĀ À%-, Ā	/E=D< 95><=GĀ À%-, Ā	*@>>8B6<5= À$+!Ā"&&- Ā	099<68Ā À$+!Ā"&&- Ā	+=8FĀ -?7ECDB<5 À$+!Ā"&&- Ā	,@D8=Ā À#**(, Ā	,@CA<D5=!Ā /87<65=Ā À$+!Ā"&&- Ā
3@D5=Ā	##À$"'Ā	%À)"'Ā	)"'À""'Ā	%""À""'Ā	%""À""'Ā	%&"Ā	%)'À""'Ā
0CFDĀ>HKK@FDĀ		[Ā	[Ā		[Ā		
>HKK@FDĀ.DMSDQĀ	[Ā	[Ā	[Ā	[Ā	[Ā	[Ā	[Ā
? DRSĀ>HKK@FDĀ	[Ā	[Ā	[Ā	[Ā	[Ā		
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0@RSĀ>HKK@FDĀ	[Ā	[Ā	[Ā	[Ā		[Ā	
;NTSGĀ>HKK@FDĀ	[Ā	[Ā			[Ā		

[ĀĀĀ/DMNSDRĀK@MCĀTRDĀHRĀ@KKNVDCĀVHSGHMĀSGDĀUHKK@FD

August 30, 2021

NORTH

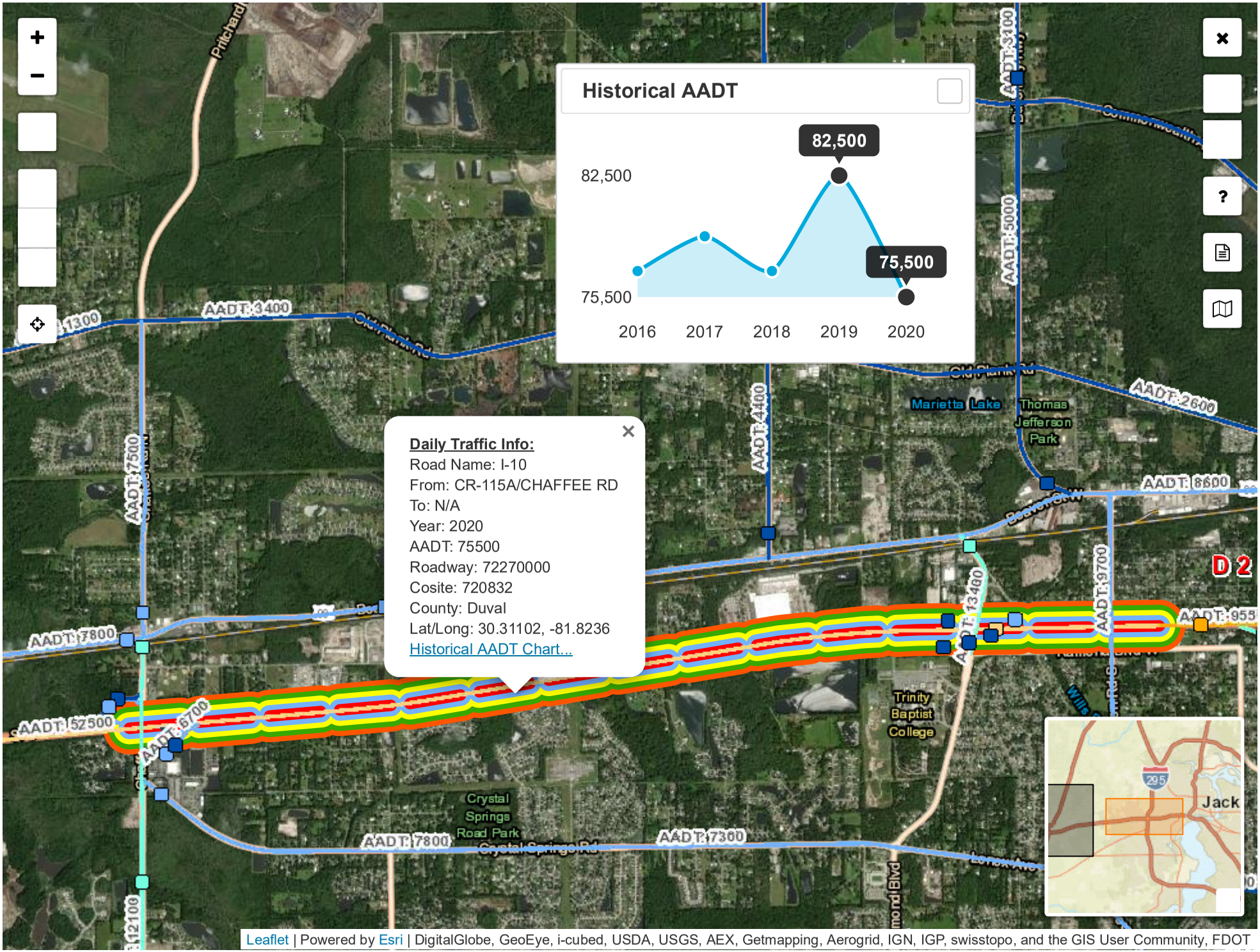
0 2,500′ 5,000′

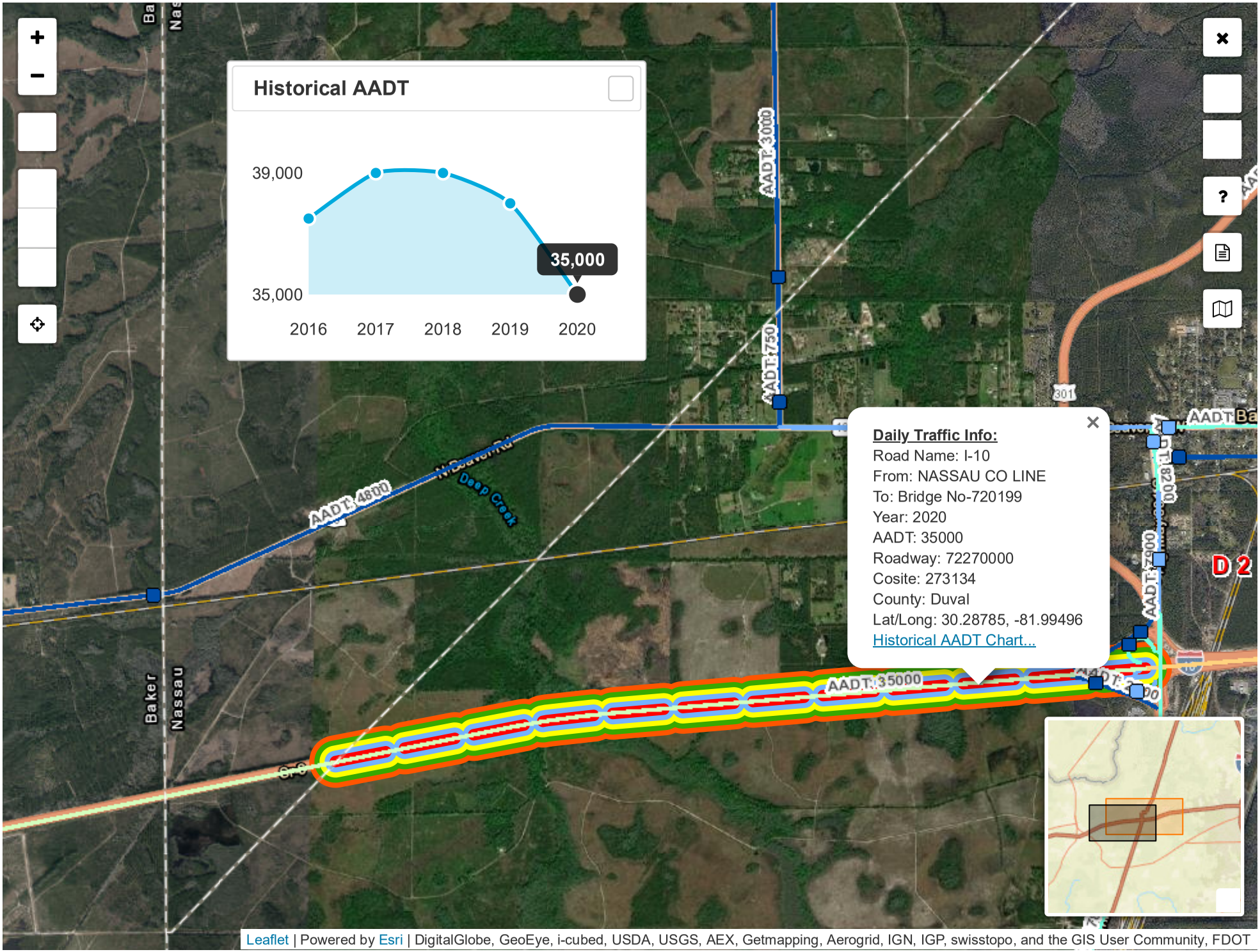
PROSSER

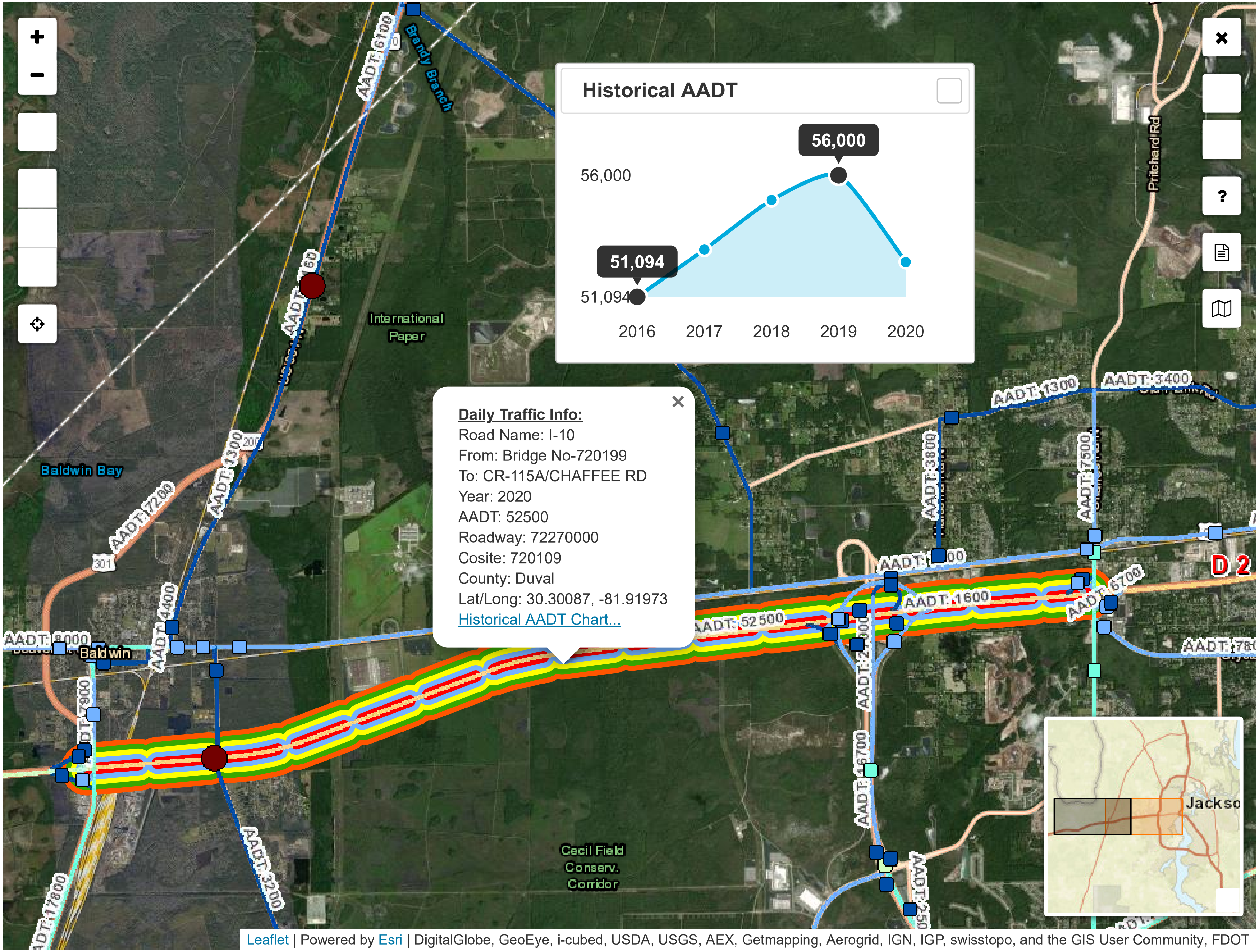
119063.01

Attachment C

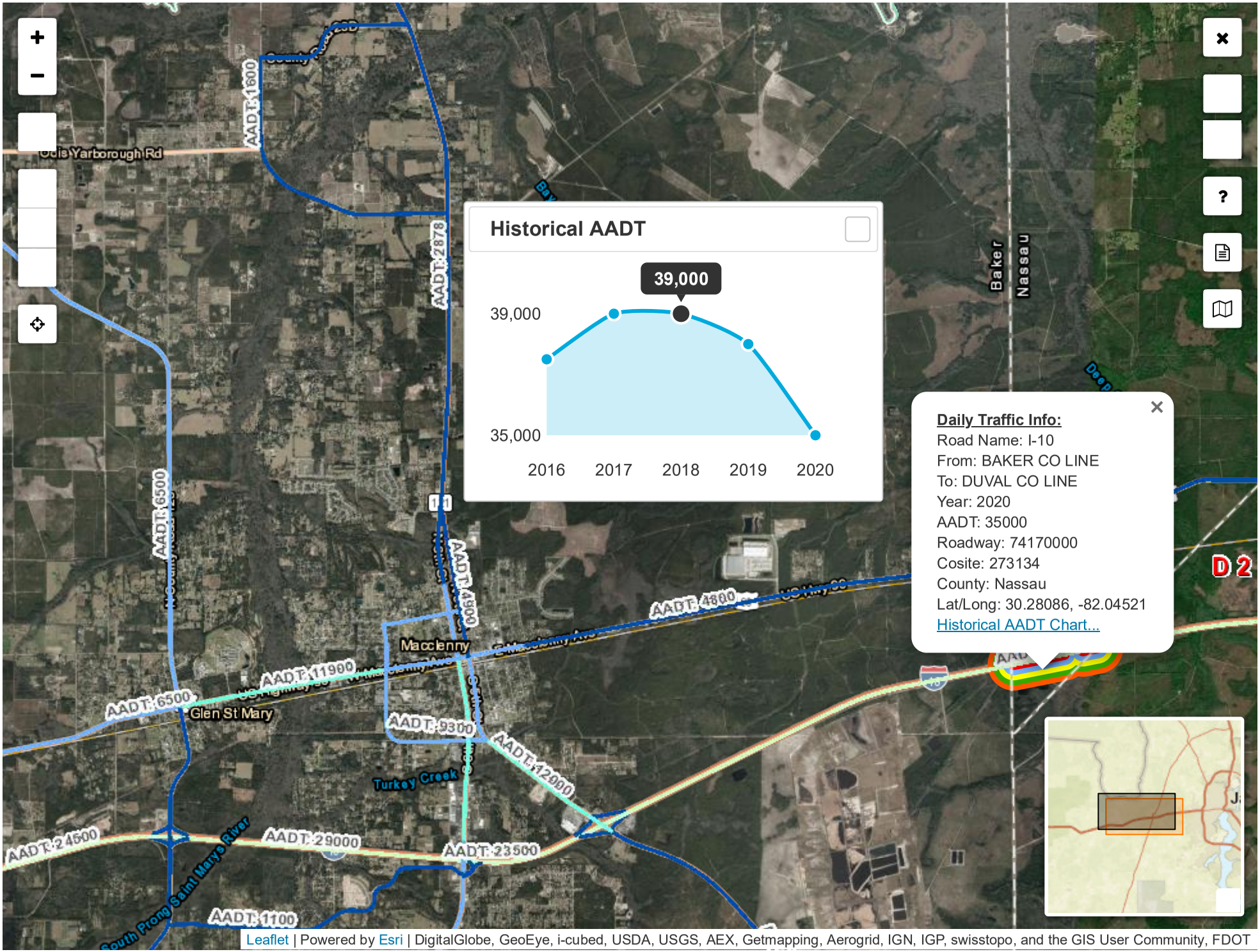
FDOT Traffic Counts Data, Historical AADT, FDOT D2 LOS Summary Reports, QLOS Generalized Service Volumes Tables


Historical AADT
82,500
82,500
75,500
75,500
2016
2017
2018
2019
2020
Daily Traffic Info:
Road Name: I-10
From: CR-115A/CHAFFEE RD
To: N/A
Year: 2020
AADT: 75500
Roadway: 72270000
Cosite: 720832
County: Duval
Lat/Long: 30.31102, -81.8236
Historical AADT Chart...
AADT: 3400
AADT: 7500
AADT: 4400
AADT: 2600
AADT: 8600
AADT: 9700
AADT: 7800
AADT: 52500
AADT: 6700
AADT: 7300
Marietta Lake
Thomas Jefferson Park
Trinity Baptist College
Crystal Springs Road Park
D 2
Jack
Leaflet | Powered by Esri | DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, FDOT


Historical AADT
39,000
35,000
35,000
2016
2017
2018
2019
2020
Daily Traffic Info:
Road Name: I-10
From: NASSAU CO LINE
To: Bridge No-720199
Year: 2020
AADT: 35000
Roadway: 72270000
Cosite: 273134
County: Duval
Lat/Long: 30.28785, -81.99496
Historical AADT Chart...
AADT: 35000
AADT: 4800
AADT: 3000
AADT: 750
AADT: 8200
AADT: 7900
Deep Creek
Baker
Nassau
301
D 2
Leaflet | Powered by Esri | DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, FDOT



Historical AADT
56,000
51,094
2016
2017
2018
2019
2020
Daily Traffic Info:
Road Name: I-10
From: Bridge No-720199
To: CR-115A/CHAFFEE RD
Year: 2020
AADT: 52500
Roadway: 72270000
Cosite: 720109
County: Duval
Lat/Long: 30.30087, -81.91973
Historical AADT Chart...
Baldwin Bay
International Paper
Cecil Field Conserv. Corridor
Baldwin
Pritchard Rd
AADT: 52500
AADT: 1600
AADT: 7200
AADT: 1300
AADT: 4400
AADT: 3200
AADT: 3400
AADT: 3800
AADT: 7500
AADT: 16700
AADT: 6700
AADT: 6100
Leaflet | Powered by Esri | DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, FDOT


Historical AADT
39,000
39,000
35,000
2016
2017
2018
2019
2020
Daily Traffic Info:
Road Name: I-10
From: BAKER CO LINE
To: DUVAL CO LINE
Year: 2020
AADT: 35000
Roadway: 74170000
Cosite: 273134
County: Nassau
Lat/Long: 30.28086, -82.04521
Historical AADT Chart...
AADT: 1600
AADT: 2878
AADT: 6500
AADT: 4600
AADT: 4800
AADT: 11900
AADT: 6500
AADT: 9300
AADT: 12900
AADT: 24500
AADT: 29000
AADT: 23500
AADT: 1100
Macclenny
Glen St Mary
Turkey Creek
South Prong Saint Marys River
Baker
Nassau
D 2
Leaflet | Powered by Esri | DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, FDOT

I-10 from SR 228 to Nassau Co. Line

Attribute	Value
Segment ID:	1043
Segment Length (miles):	3.600 mi
Location:	Baker County
County:	Baker
Roadway ID:	27090000
Begin MP:	21.862
End MP:	25.462
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	70 mph
Facility Type:	Freeway
Area Type:	Rural
Standard K:	10.5%
FDOT LOS Standard:	C
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.273993998687,-82.0781764265482

Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	8	8
AADT	37,914	38,293	40,189	42,085	43,980	45,876	47,772
Peak Hour Maximum Service Volume at LOS Standard	5,040	5,040	5,040	5,040	5,040	9,490	9,490
Peak Hour Traffic Volume	3,981	4,021	4,220	4,419	4,618	4,817	5,016
Peak Hour LOS	C	C	C	C	C	B	B

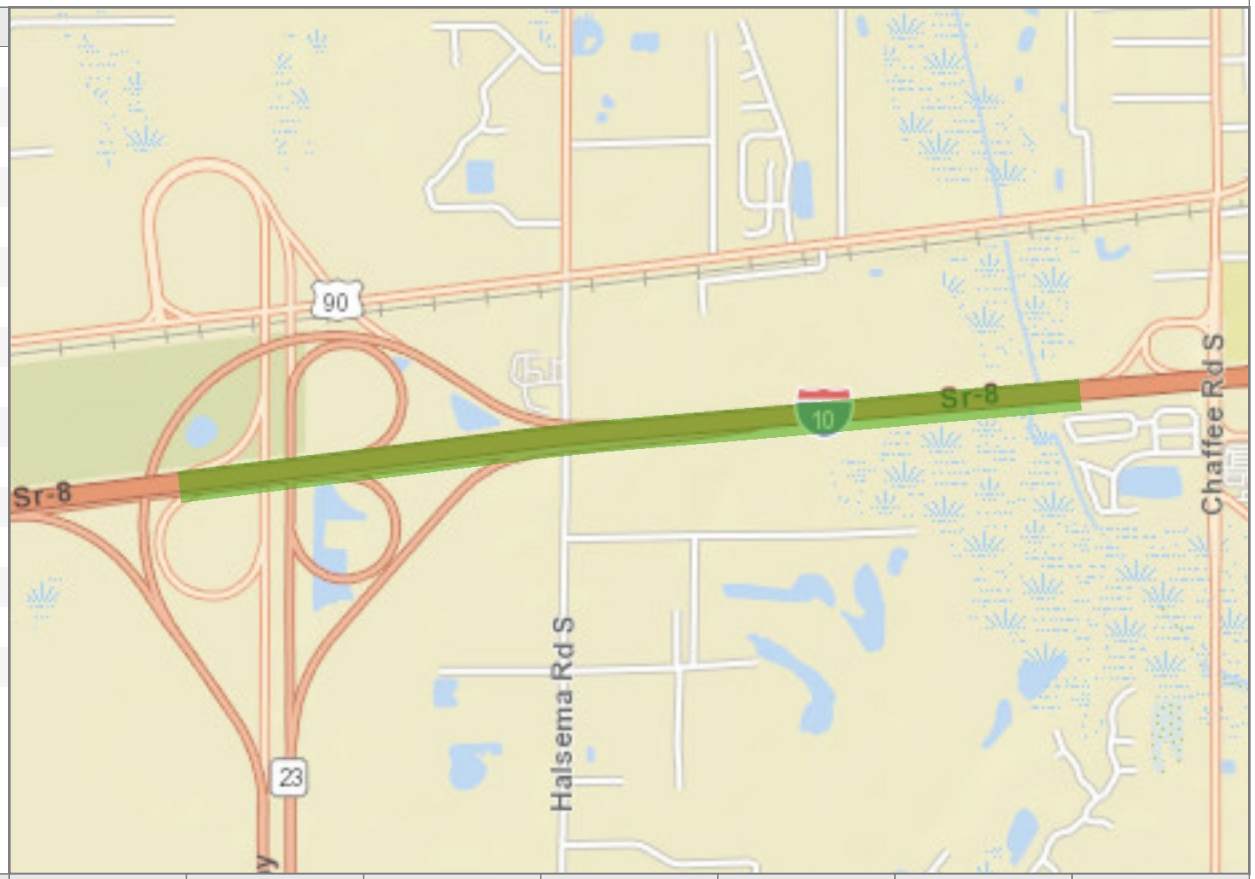
Notes: Eight lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.

I-10 from SR 23 to Chaffee Rd

Attribute	Value
Segment ID:	3030
Segment Length (miles):	1.741 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72270000
Begin MP:	9.514
End MP:	11.256
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	70 mph
Facility Type:	Freeway
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:
http://maps.google.com/maps?q=&layer=c&cbll=30.3076369771431,-81.8674131737383



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	6	6	6	6	6	10	10
AADT	56,000	57,282	63,695	70,107	76,520	82,932	89,344
Peak Hour Maximum Service Volume at LOS Standard	10,220	10,220	10,220	10,220	10,220	17,040	17,040
Peak Hour Traffic Volume	5,040	5,155	5,733	6,310	6,887	7,464	8,041
Peak Hour LOS	B	B	B	C	C	B	B

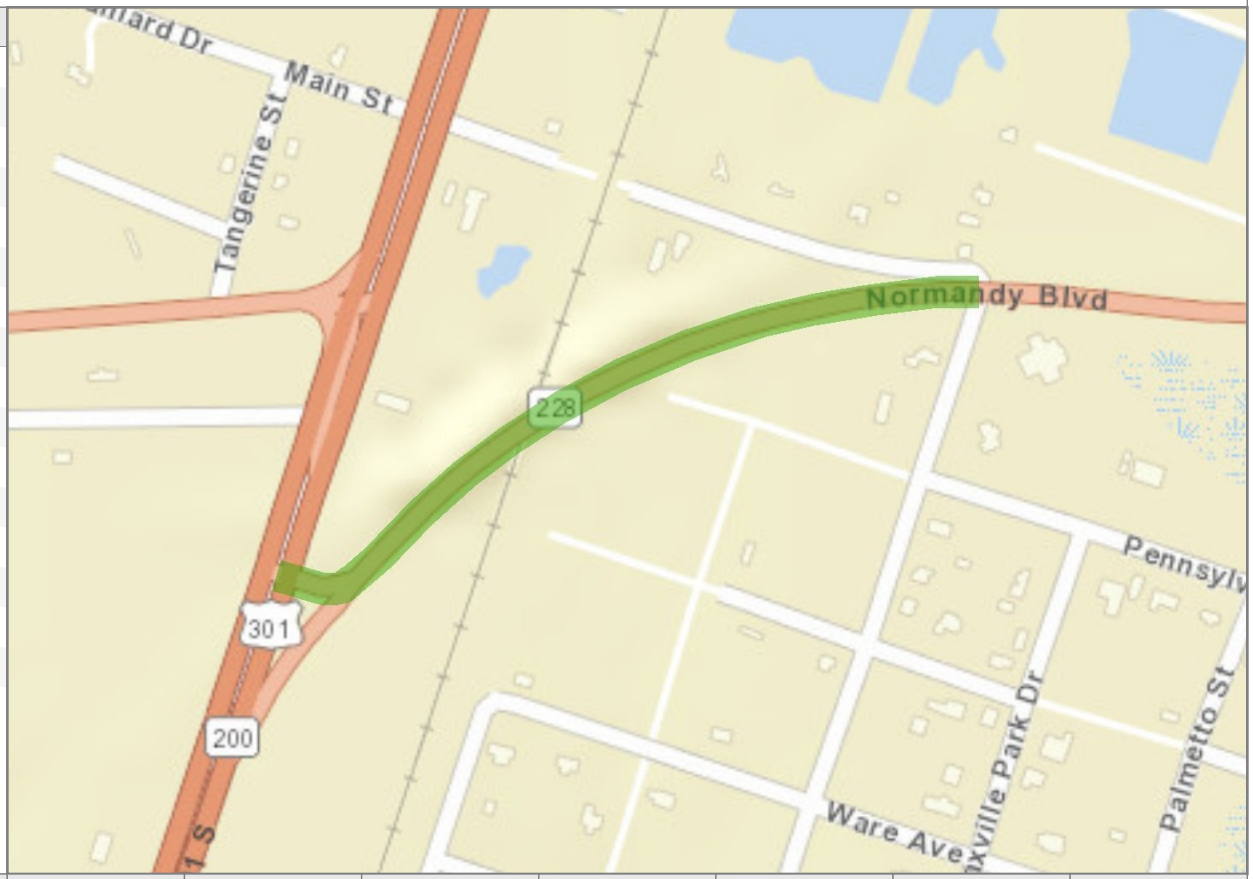
Notes: Ten lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.

SR 228 / Normandy Blvd. from US 301 to McClelland Rd

Attribute	Value
Segment ID:	4481
Segment Length (miles):	0.372 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72120201
Begin MP:	0.000
End MP:	0.373
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Undivided
Directionality:	Two-Way
Posted Speed:	35 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:
http://maps.google.com/maps?q=&layer=c&cbll=30.2016255242882,-82.0125828183902



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	2	2	2	2	2	2	2
AADT	6,400	6,504	7,027	7,549	8,071	8,593	9,115
Peak Hour Maximum Service Volume at LOS Standard	2,180	2,180	2,180	2,180	2,180	2,180	2,180
Peak Hour Traffic Volume	576	585	632	679	726	773	820
Peak Hour LOS	B	B	B	B	B	B	B

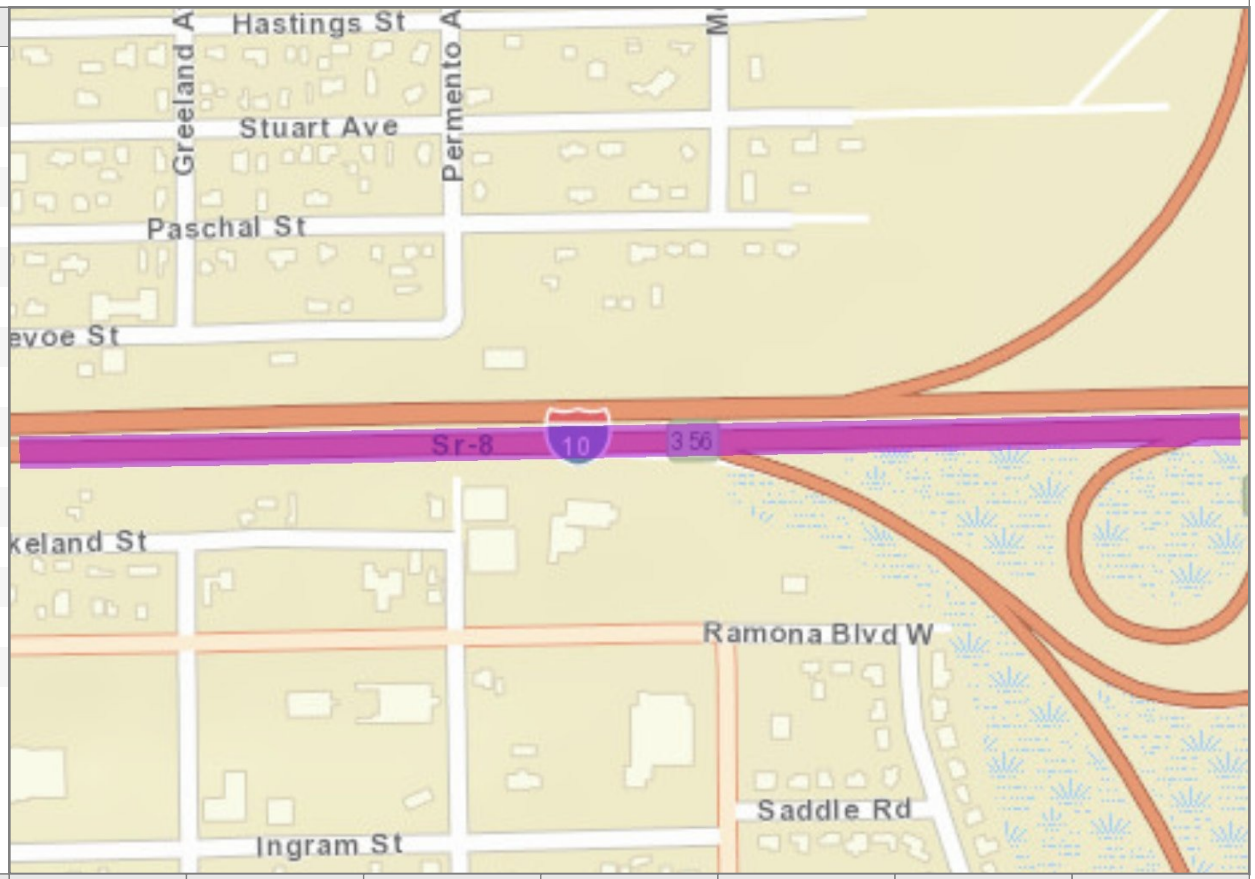
Notes:

I-10 from Greenland Ave to I-295

Attribute	Value
Segment ID:	4547
Segment Length (miles):	0.586 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72270000
Begin MP:	15.601
End MP:	16.187
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	55 mph
Facility Type:	Freeway
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:
http://maps.google.com/maps?q=&layer=c&cbll=30.3150344425531,-81.7757269472387



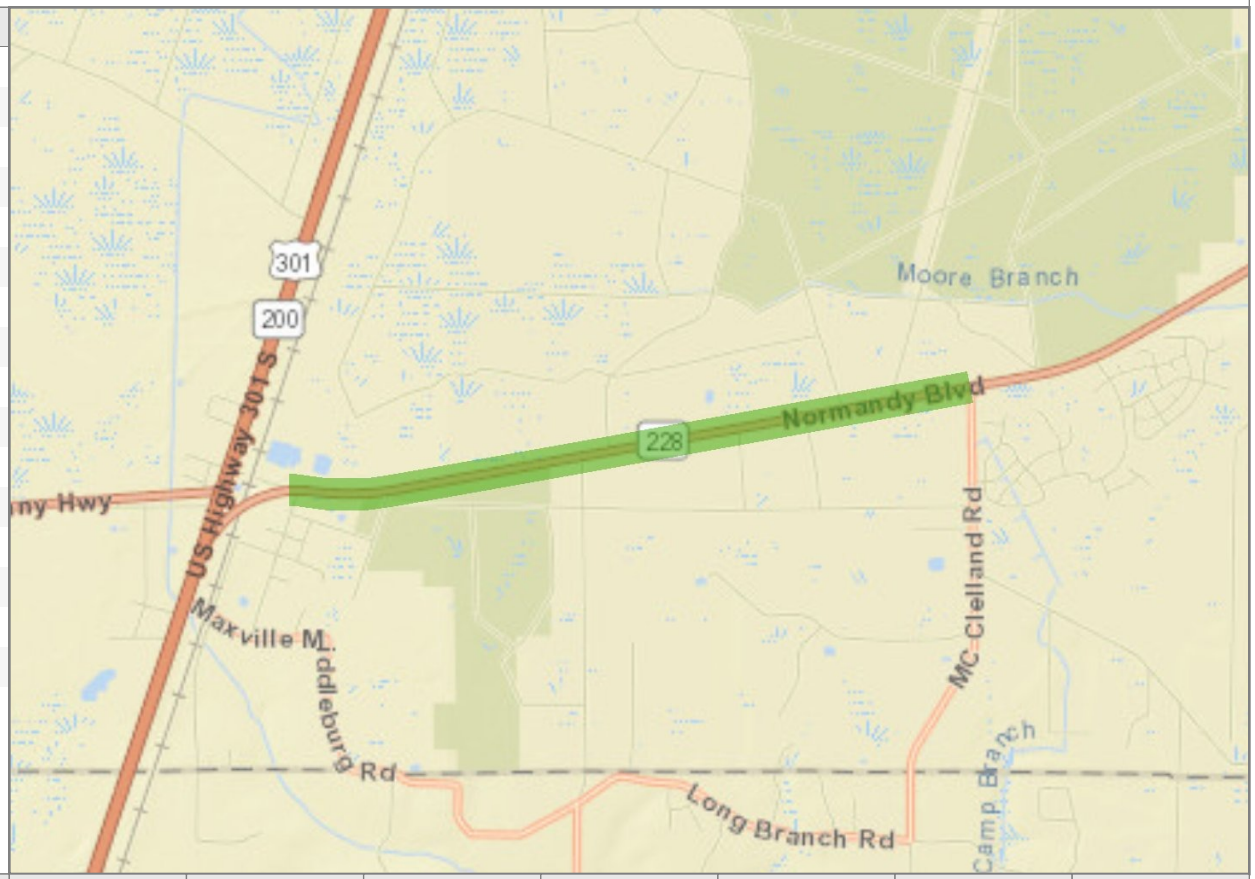
Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	6	6	6	6	6	10	10
AADT	103,137	103,315	104,204	105,093	105,982	106,871	107,760
Peak Hour Maximum Service Volume at LOS Standard	10,220	10,220	10,220	10,220	10,220	17,040	17,040
Peak Hour Traffic Volume	9,282	9,298	9,378	9,458	9,538	9,618	9,698
Peak Hour LOS	D	D	D	D	D	B	B

Notes: Ten lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.

SR 228 / Normandy Blvd. from US 301 to McClelland Rd

Attribute	Value
Segment ID:	481
Segment Length (miles):	2.652 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72120000
Begin MP:	2.576
End MP:	5.228
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Undivided
Directionality:	Two-Way
Posted Speed:	45-60 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:
http://maps.google.com/maps?q=&layer=c&cbll=30.2046451400147,-81.9881277824091



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	2	2	2	2	2	2	2
AADT	11,323	11,522	12,519	13,515	14,511	15,507	16,504
Peak Hour Maximum Service Volume at LOS Standard	2,180	2,180	2,180	2,180	2,180	2,180	2,180
Peak Hour Traffic Volume	1,019	1,037	1,127	1,216	1,306	1,396	1,485
Peak Hour LOS	B	B	C	C	C	C	C

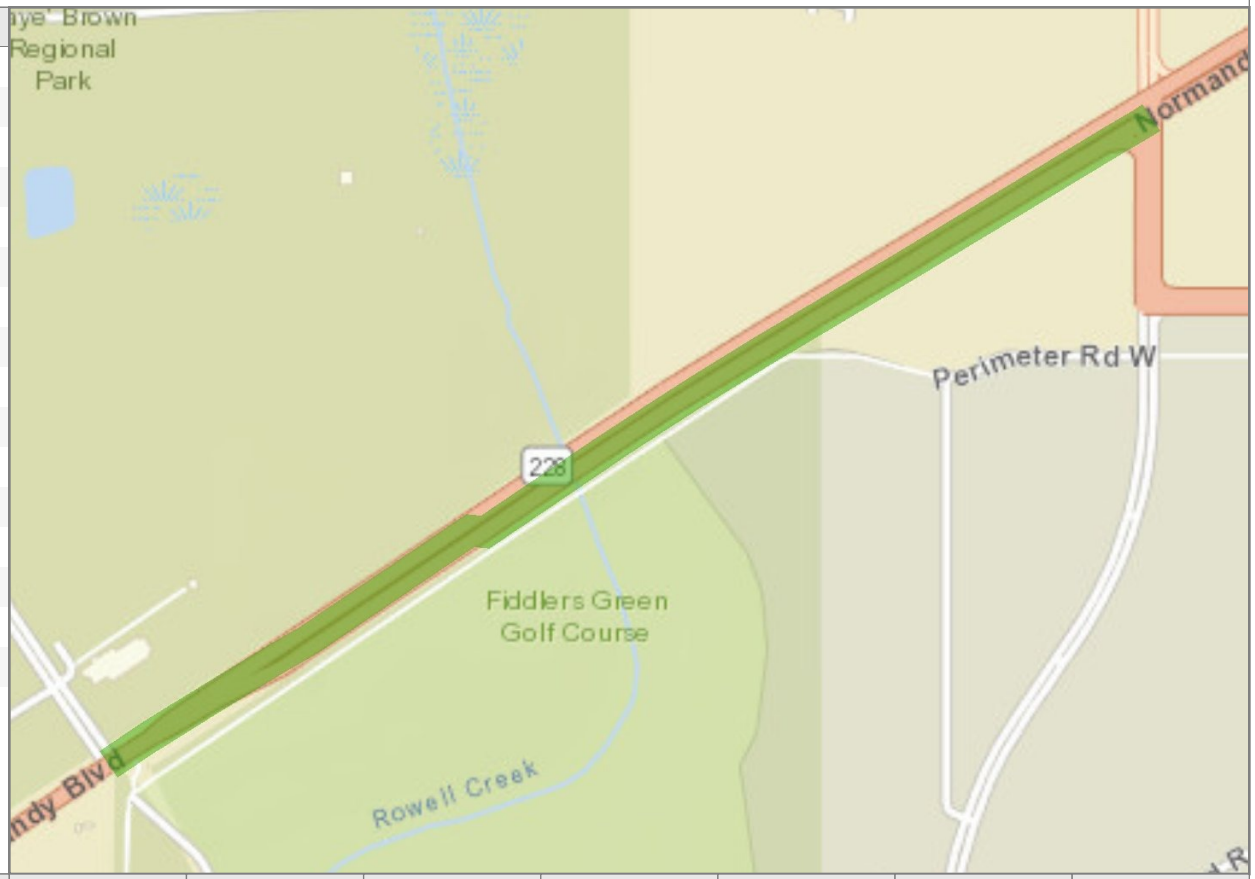
Notes:

SR 228 / Normandy Blvd. from Jax Equestrian Center to SR 134

Attribute	Value
Segment ID:	482
Segment Length (miles):	1.180 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72120000
Begin MP:	9.606
End MP:	10.787
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	50-55 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:
http://maps.google.com/maps?q=&layer=c&cbll=30.244229223904,-81.8948876710151



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	13,084	13,356	14,717	16,078	17,439	18,800	20,161
Peak Hour Maximum Service Volume at LOS Standard	5,960	5,960	5,960	5,960	5,960	5,960	5,960
Peak Hour Traffic Volume	1,178	1,202	1,325	1,447	1,569	1,692	1,814
Peak Hour LOS	B	B	B	B	B	B	B

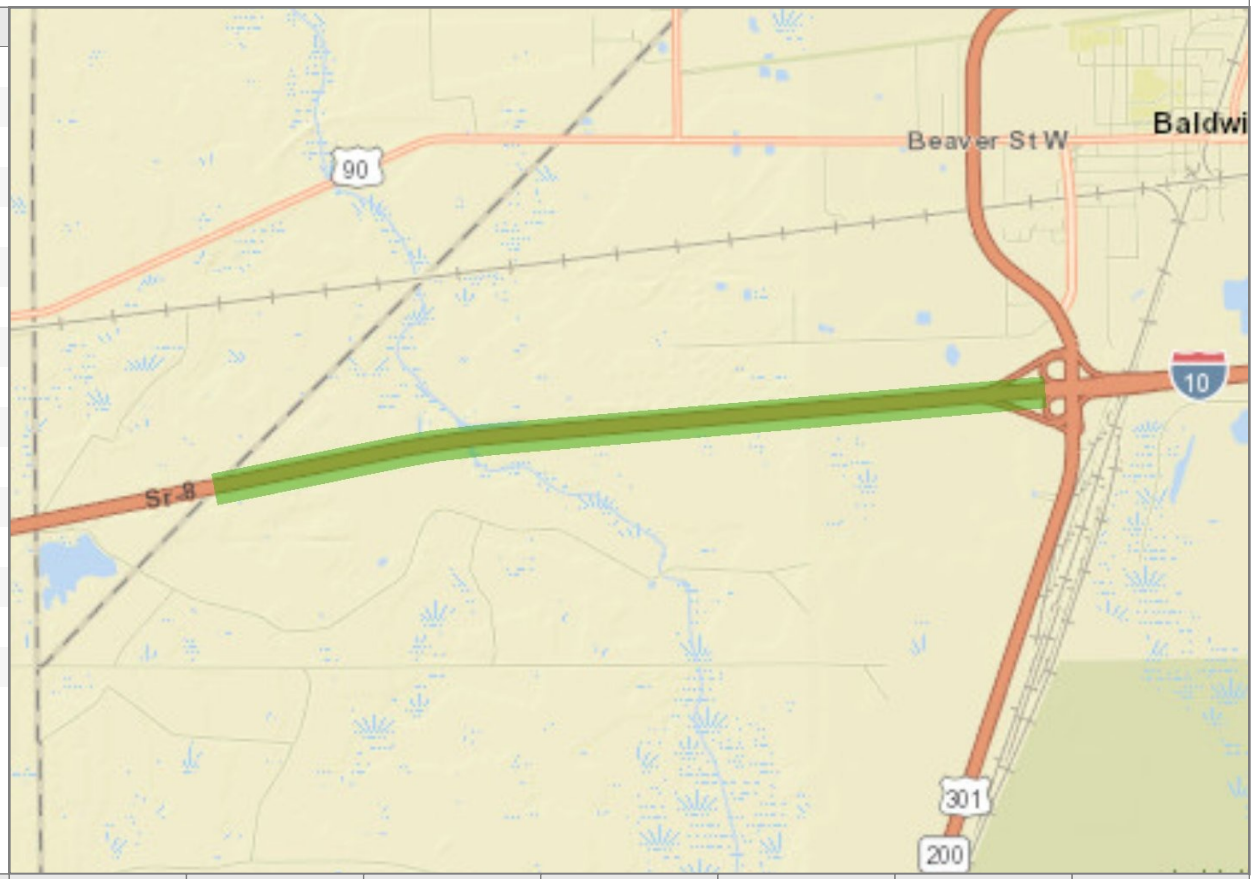
Notes:

I-10 from Nassau Co. Line to US 301

Attribute	Value
Segment ID:	545
Segment Length (miles):	3.220 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72270000
Begin MP:	0.000
End MP:	3.220
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	70 mph
Facility Type:	Freeway
Area Type:	Transition
Standard K:	10.5%
FDOT LOS Standard:	C
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.2867679698219,-82.0114642985243



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	8	8
AADT	38,000	38,380	40,280	42,180	44,080	45,980	47,880
Peak Hour Maximum Service Volume at LOS Standard	5,780	5,780	5,780	5,780	5,780	11,220	11,220
Peak Hour Traffic Volume	3,990	4,030	4,229	4,429	4,628	4,828	5,027
Peak Hour LOS	B	B	B	C	C	B	B

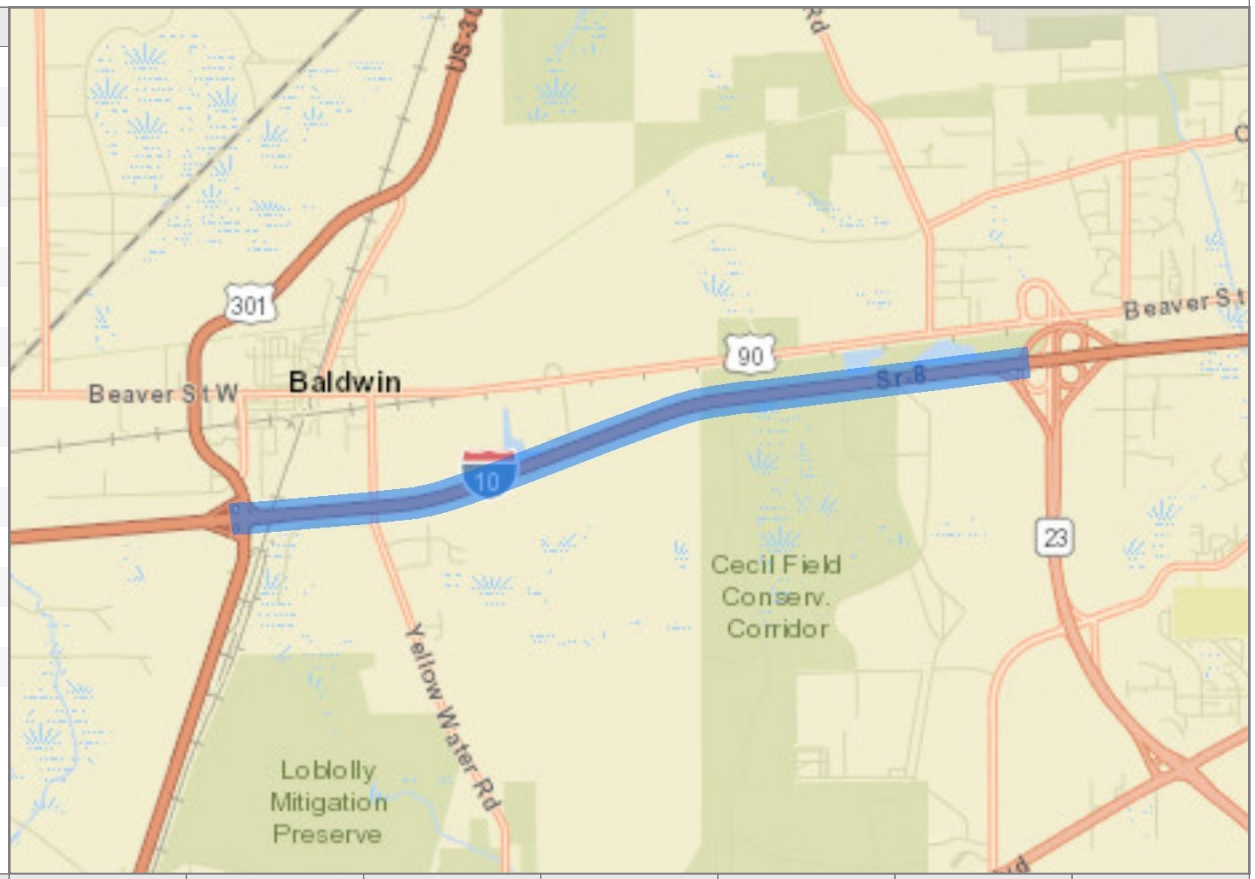
Notes: Eight lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.

I-10 from US 301 to SR 23

Attribute	Value
Segment ID:	546
Segment Length (miles):	6.293 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72270000
Begin MP:	3.220
End MP:	9.514
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	70 mph
Facility Type:	Freeway
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:
http://maps.google.com/maps?q=&layer=c&cbll=30.298797229445,-81.9337018700864



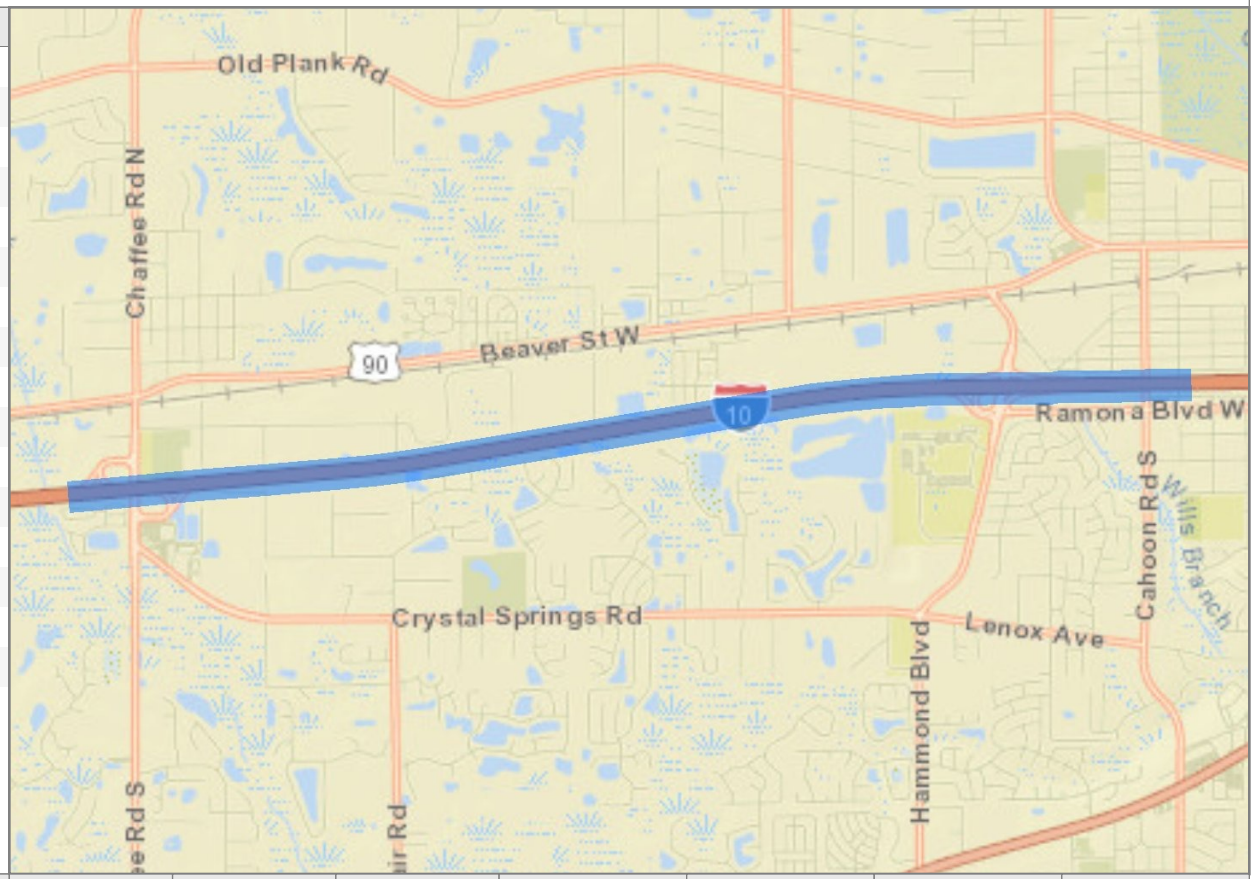
Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	8	8
AADT	55,854	56,608	60,378	64,148	67,918	71,689	75,459
Peak Hour Maximum Service Volume at LOS Standard	6,800	6,800	6,800	6,800	6,800	13,620	13,620
Peak Hour Traffic Volume	5,027	5,095	5,434	5,773	6,113	6,452	6,791
Peak Hour LOS	C	C	C	D	D	B	B

Notes: Eight lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.

I-10 from Chaffee Rd. to Greenland Ave

Attribute	Value
Segment ID:	547
Segment Length (miles):	4.345 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72270000
Begin MP:	11.256
End MP:	15.601
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	55-70 mph
Facility Type:	Freeway
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:
http://maps.google.com/maps?q=&layer=c&cbll=30.3124610484389,-81.8168060548441



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	6	6	6	6	6	10	10
AADT	81,244	82,988	91,710	100,432	109,154	117,876	126,598
Peak Hour Maximum Service Volume at LOS Standard	10,220	10,220	10,220	10,220	10,220	17,040	17,040
Peak Hour Traffic Volume	7,312	7,469	8,254	9,039	9,824	10,609	11,394
Peak Hour LOS	C	C	C	D	D	C	C

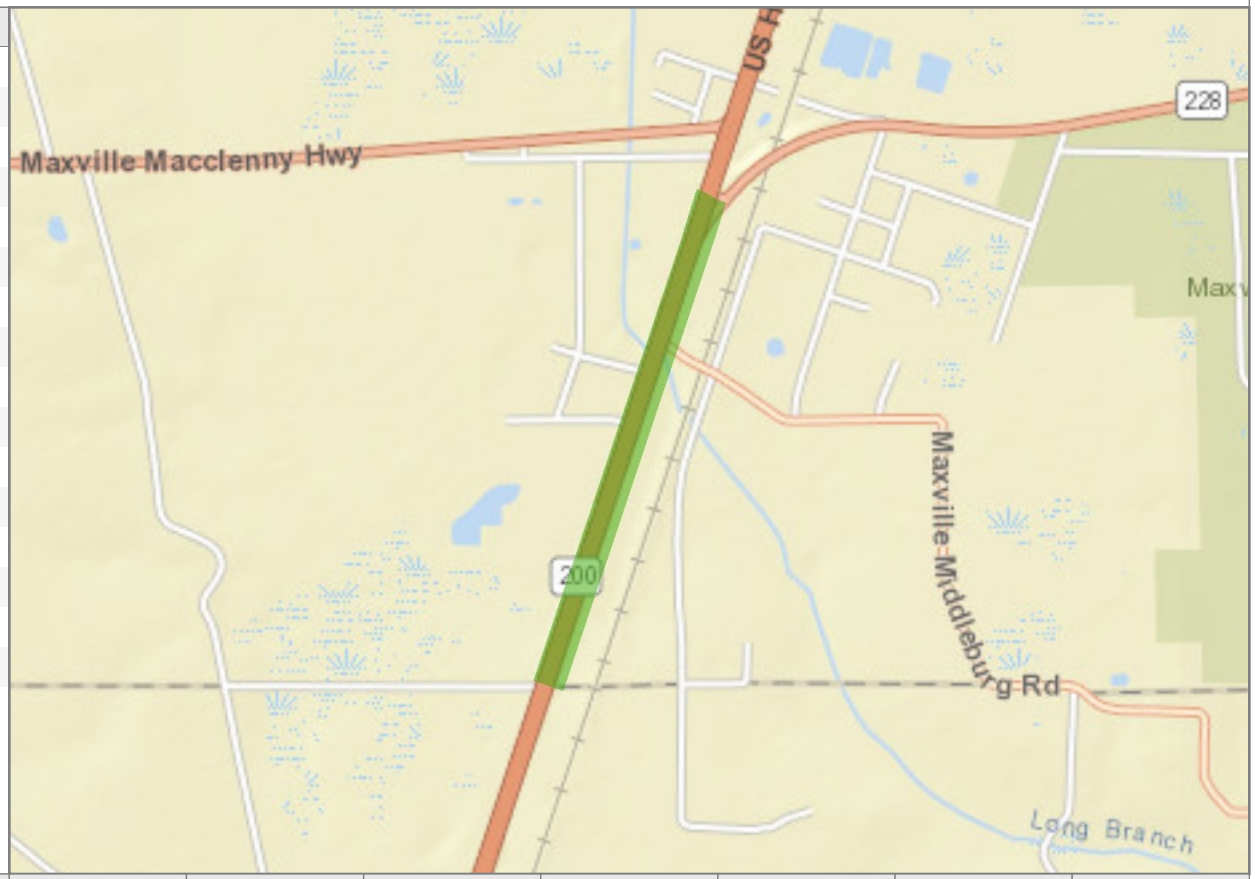
Notes: Ten lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.

US 301 from Clay Co. Line to SR 228 / Normandy Blvd

Attribute	Value
Segment ID:	602
Segment Length (miles):	0.989 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72140000
Begin MP:	0.000
End MP:	0.989
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	45-60 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:
http://maps.google.com/maps?q=&layer=c&cbll=30.1935032531446,-82.0176799449741



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	19,800	20,184	22,104	24,024	25,945	27,865	29,785
Peak Hour Maximum Service Volume at LOS Standard	5,960	5,960	5,960	5,960	5,960	5,960	5,960
Peak Hour Traffic Volume	1,782	1,817	1,989	2,162	2,335	2,508	2,681
Peak Hour LOS	B	B	B	B	B	B	B

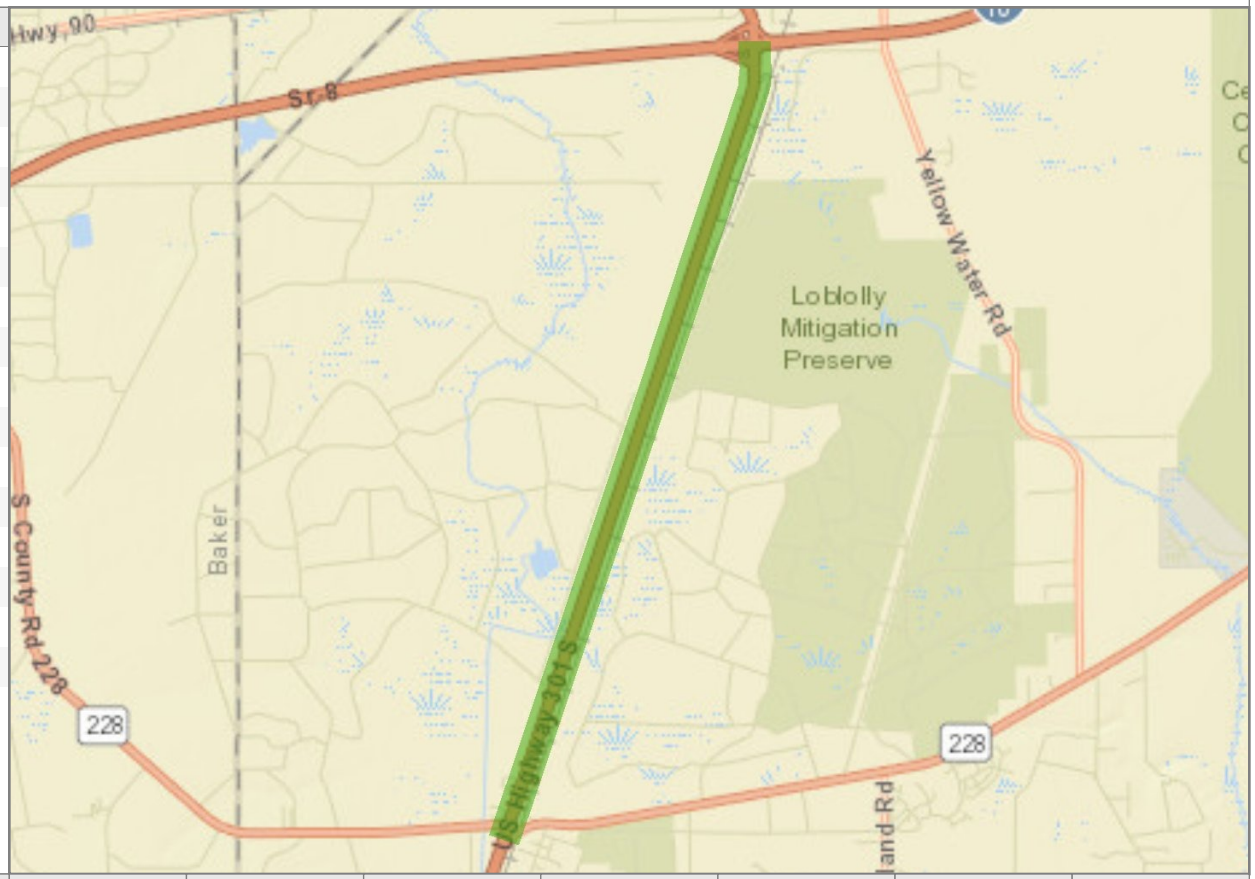
Notes:

US 301 from SR 228 / Normandy Blvd to I-10

Attribute	Value
Segment ID:	603
Segment Length (miles):	6.424 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72140000
Begin MP:	0.989
End MP:	7.413
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	45-65 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:
http://maps.google.com/maps?q=&layer=c&cbll=30.2445622422753,-81.9980365123601



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	15,100	15,470	17,322	19,174	21,026	22,878	24,729
Peak Hour Maximum Service Volume at LOS Standard	5,960	5,960	5,960	5,960	5,960	5,960	5,960
Peak Hour Traffic Volume	1,359	1,392	1,559	1,726	1,892	2,059	2,226
Peak Hour LOS	B	B	B	B	B	B	B

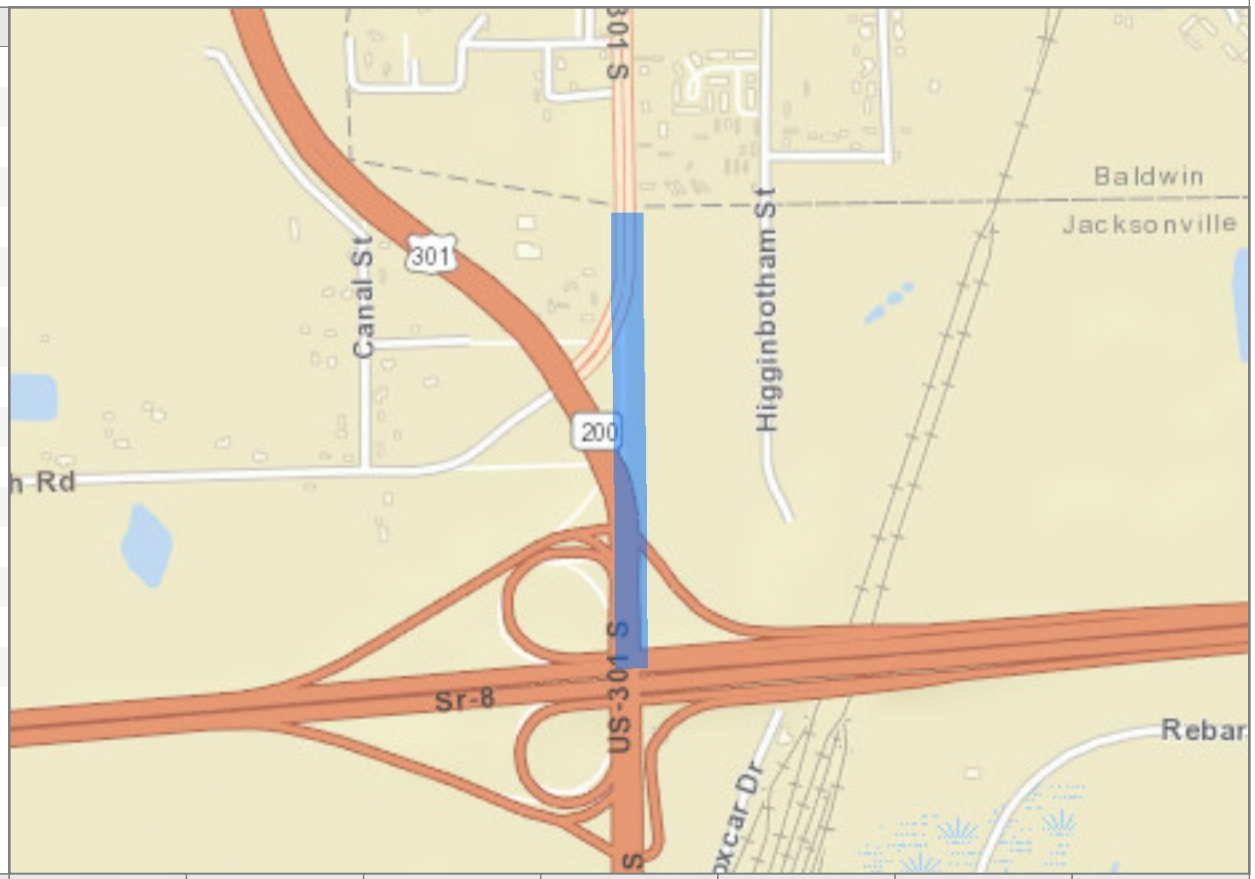
Notes:

US 301 from I-10 to S. City Limit of Baldwin

Attribute	Value
Segment ID:	604
Segment Length (miles):	0.435 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72140000
Begin MP:	7.413
End MP:	7.849
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	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:
http://maps.google.com/maps?q=&layer=c&cbll=30.2922491230002,-81.982828396909



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	10,932	11,067	11,744	12,421	13,098	13,775	14,452
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	984	996	1,057	1,118	1,179	1,240	1,301
Peak Hour LOS	C	C	C	C	C	C	C

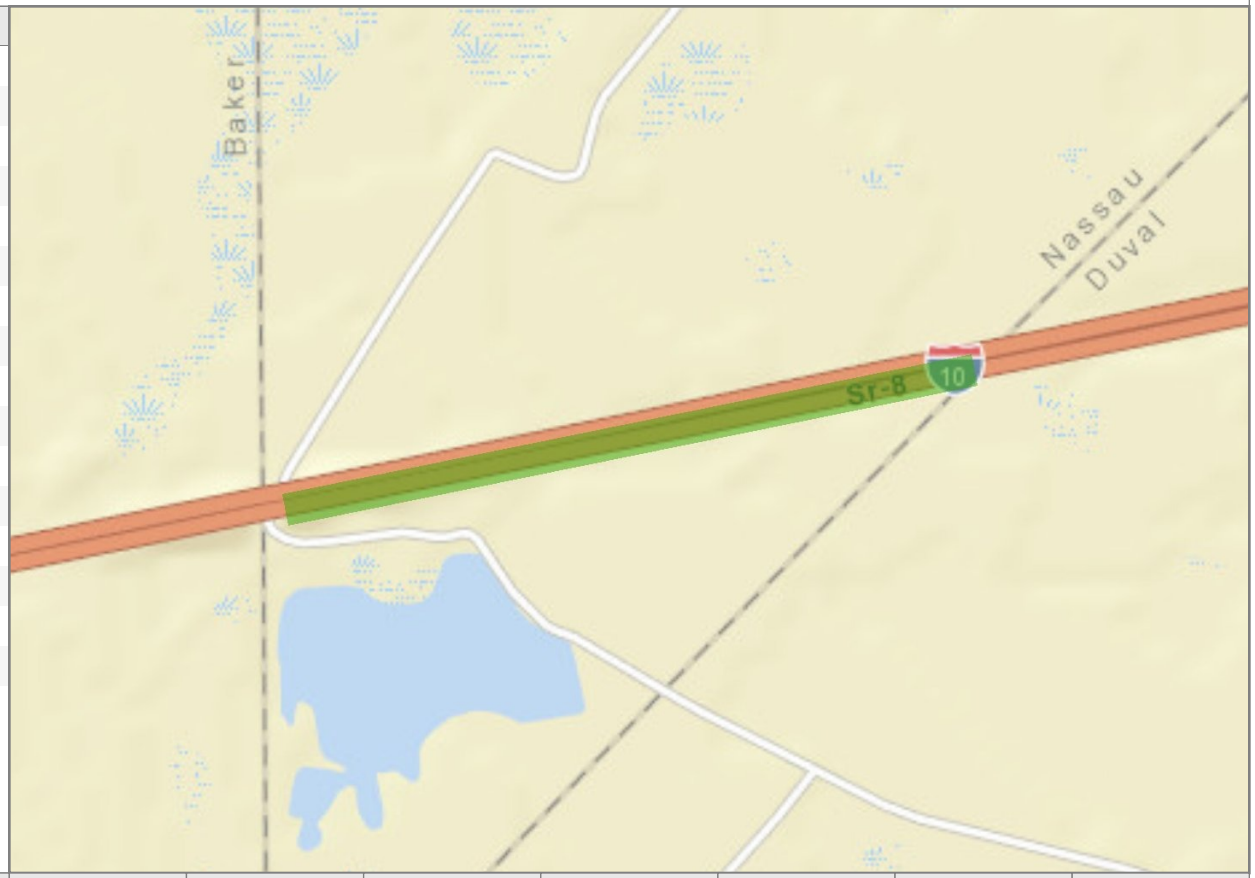
Notes:

I-10 from Baker Co. Line to Duval Co. Line

Attribute	Value
Segment ID:	746
Segment Length (miles):	0.675 mi
Location:	Nassau County
County:	Nassau
Roadway ID:	74170000
Begin MP:	0.000
End MP:	0.676
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	70 mph
Facility Type:	Freeway
Area Type:	Transition
Standard K:	10.5%
FDOT LOS Standard:	C
Max. Service Vol. Adj. Factor:	0.00

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=&layer=c&cbll=30.2823775647025,-82.0436267562776



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	8	8
AADT	38,000	38,380	40,280	42,180	44,080	45,980	47,880
Peak Hour Maximum Service Volume at LOS Standard	5,780	5,780	5,780	5,780	5,780	11,220	11,220
Peak Hour Traffic Volume	3,990	4,030	4,229	4,429	4,628	4,828	5,027
Peak Hour LOS	B	B	B	C	C	B	B

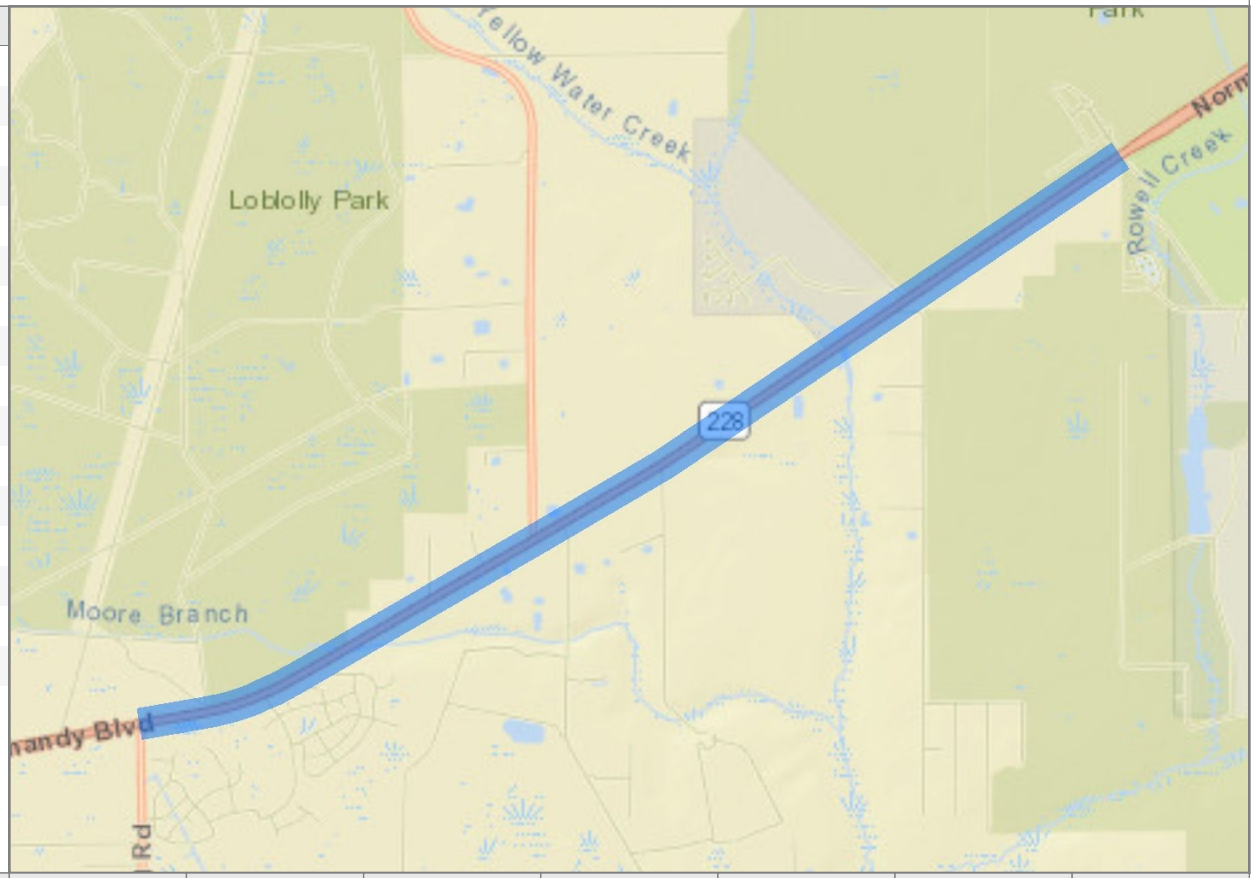
Notes: Eight lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.

SR 228 / Normandy Blvd. from McClelland Rd to Jax Equestrian Center

Attribute	Value
Segment ID:	7481
Segment Length (miles):	4.377 mi
Location:	Jacksonville
County:	Duval
Roadway ID:	72120000
Begin MP:	5.228
End MP:	9.606
SIS:	No
SIS Type:	Non SIS
Median Treatment:	Undivided
Directionality:	Two-Way
Posted Speed:	55-60 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:
http://maps.google.com/maps?q=&layer=c&cbll=30.2219480710645,-81.9336434914948



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	2	2	2	2	2	2	2
AADT	12,739	13,011	14,368	15,726	17,083	18,441	19,799
Peak Hour Maximum Service Volume at LOS Standard	2,180	2,180	2,180	2,180	2,180	2,180	2,180
Peak Hour Traffic Volume	1,147	1,171	1,293	1,415	1,538	1,660	1,782
Peak Hour LOS	C	C	C	C	C	D	D

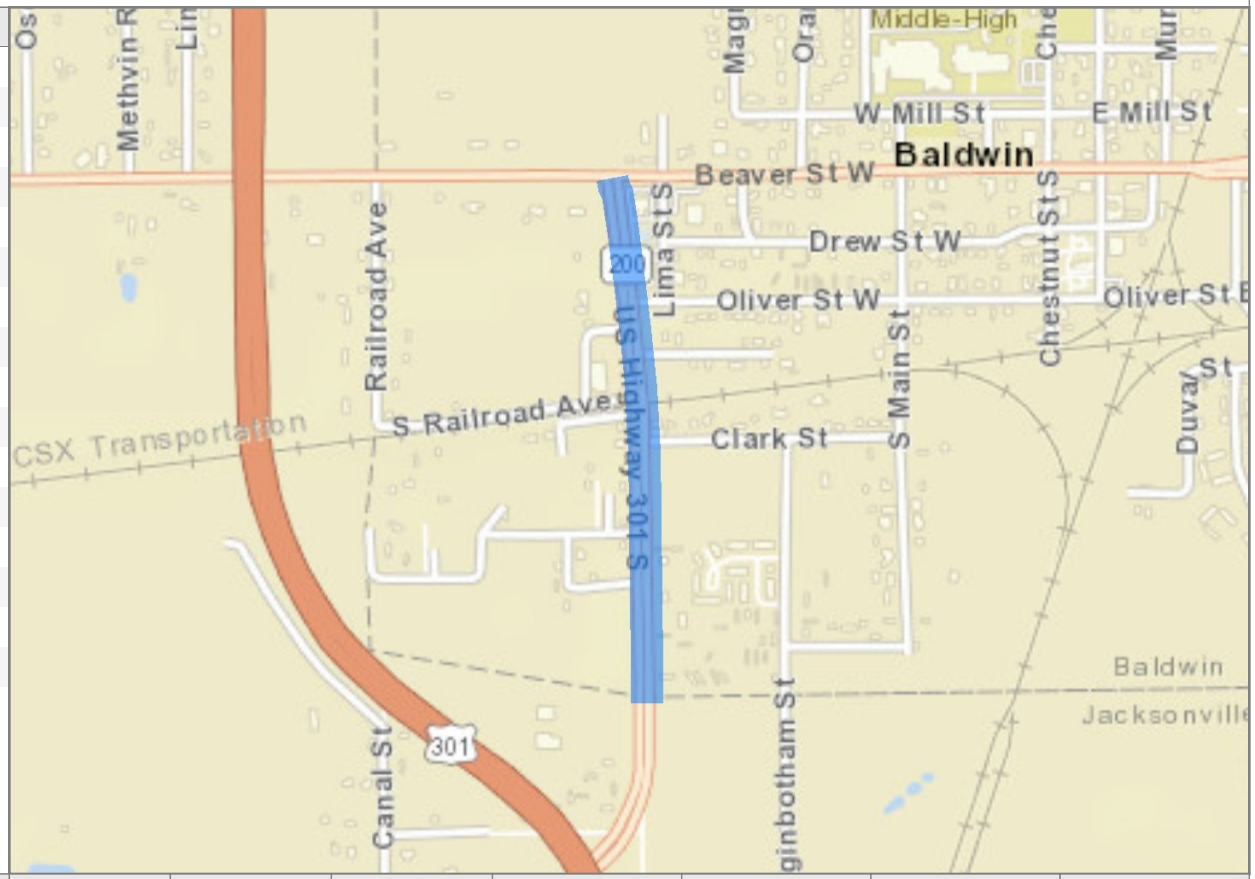
Notes:

US 301 from S. City Limit (580' S. of Lyons Ln) to US 90

Attribute	Value
Segment ID:	7604
Segment Length (miles):	0.505 mi
Location:	Baldwin
County:	Duval
Roadway ID:	72140000
Begin MP:	7.849
End MP:	8.354
SIS:	Yes
SIS Type:	SIS Highway Corridor
Median Treatment:	Divided
Directionality:	Two-Way
Posted Speed:	35-45 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:
http://maps.google.com/maps?q=&layer=c&cbll=30.2990817756942,-81.9829158517044



Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	7,858	8,094	9,276	10,458	11,639	12,821	14,002
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	707	728	835	941	1,048	1,154	1,260
Peak Hour LOS	C	C	C	C	C	C	C

Notes:

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 72 - DUVAL

SITE: 0002 - SR 200 .1 MI. N. OF BRANDY BRANCH RD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	7900 C	N 3900	S 4000	9.00	54.00	33.10
2019	7400 C	N 3800	S 3600	9.00	53.60	30.50
2018	9600 C	N 5000	S 4600	9.00	53.50	29.30
2017	9600 C	N 4800	S 4800	9.00	54.20	26.10
2016	9800 C	N 5200	S 4600	9.00	53.90	28.90
2015	7400 C	N 3900	S 3500	9.00	54.00	29.50
2014	8600 C	N 4400	S 4200	9.00	54.30	28.20
2013	7800 C	N 4200	S 3600	9.00	56.10	30.30
2012	7800 C	N 4100	S 3700	9.00	54.60	33.00
2011	8500 C	N 4500	S 4000	9.00	55.90	29.40
2010	7400 C	N 3900	S 3500	10.26	59.82	27.80
2009	7600 C	N 4000	S 3600	10.44	58.40	29.50
2008	9400 C	N 5700	S 3700	10.42	58.89	31.00
2007	9600 C	N 5100	S 4500	10.41	58.88	31.80
2006	8100 C	N 4200	S 3900	10.57	59.47	27.90
2005	9700 C	N 5000	S 4700	10.60	58.50	26.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 0109 - SR-8/I-10,@CR-217 OVERPASS,E. OF BALDWIN,DUVAL CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	52500 X	0	0	8.00	54.70	15.20
2019	56000 E	0	0	8.00	54.60	13.50
2018	55000 S	0	0	9.00	54.80	20.80
2017	53000 F	0	0	9.00	54.20	20.80
2016	51094 C	E 25151	W 25943	9.00	54.20	20.80
2015	50626 C	E 25213	W 25413	9.00	54.20	20.80
2014	47284 C	E 23570	W 23714	9.00	54.10	19.10
2013	44500 F	E 0	W 0	9.00	54.20	20.60
2012	43700 C	E 21717	W 21983	9.00	54.20	20.60
2011	43827 C	E 21758	W 22069	9.00	54.50	19.80
2010	44967 C	E 22329	W 22638	9.58	54.22	20.00
2009	44483 C	E 22158	W 22325	9.53	55.46	20.50
2008	43854 C	E 21629	W 22225	9.27	54.92	21.00
2007	48745 C	E 24298	W 24447	9.27	54.92	20.50
2006	49337 C	E 24665	W 24672	9.27	54.92	22.40
2005	47674 C	E 24036	W 23638	9.10	60.80	23.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 72 - DUVAL

SITE: 0736 - SR 228 .1 MI. W. OF YELLOW WATER RD.

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	11000 C	E	0	W	0	9.00	55.40	6.70
2019	12000 C	E	0	W	0	9.00	55.90	6.80
2018	10500 C	E	0	W	0	9.00	55.80	7.00
2017	11000 C	E	0	W	0	9.00	56.10	6.60
2016	9900 C	E	0	W	0	9.00	56.20	6.00
2015	8600 C	E	0	W	0	9.00	56.30	5.70
2014	8100 C	E		W		9.00	56.40	5.30
2013	8000 C	E	0	W	0	9.00	57.10	5.60
2012	7100 C	E	0	W	0	9.00	57.80	6.00
2011	7800 C	E	0	W	0	9.00	56.60	4.80
2010	8100 C	E	0	W	0	9.75	56.38	4.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 72 - DUVAL

SITE: 0140 - SR 228 W. OF PINE ST.

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	6000 C	E	0	W	0	9.00	55.40	6.70
2019	7300 C	E	0	W	0	9.00	55.90	6.80
2018	6500 C	E	0	W	0	9.00	55.80	7.00
2017	6200 C	E	0	W	0	9.00	56.10	6.60
2016	5400 C	E	0	W	0	9.00	56.20	6.00
2015	4700 C	E	0	W	0	9.00	56.30	5.70
2014	4600 C	E		W		9.00	56.40	5.30
2013	4500 C	E	0	W	0	9.00	57.10	5.60
2012	4300 C	E	0	W	0	9.00	57.80	6.00
2011	4600 C	E	0	W	0	9.00	56.60	4.80
2010	4800 C	E	0	W	0	9.75	56.38	4.90
2009	5300 C	E	0	W	0	9.48	57.48	4.60
2008	4900 C	E	0	W	0	9.68	57.27	6.20
2007	5600 C	E	0	W	0	9.26	57.87	5.70
2006	6600 C	E	0	W	0	9.52	57.03	1.50
2005	5300 C	E		W		9.00	56.50	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 72 - DUVAL

SITE: 1006 - SR 228 E. OF JAX EQUESTRIAN CENTER

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	12400 C	E 6300	W 6100	9.00	55.40	6.70
2019	13200 C	E 7200	W 6000	9.00	55.90	6.80
2018	12800 C	E 6700	W 6100	9.00	55.80	7.00
2017	13400 C	E 7000	W 6400	9.00	56.10	6.60
2016	12500 C	E 6400	W 6100	9.00	56.20	6.00
2015	10200 C	E 5200	W 5000	9.00	56.30	5.70
2014	9800 C	E 5000	W 4800	9.00	56.40	5.30
2013	9800 C	E 5000	W 4800	9.00	57.10	5.60
2012	9400 C	E 4800	W 4600	9.00	57.80	6.00
2011	11800 C	E 5800	W 6000	9.00	56.60	4.80
2010	10500 C	E 5400	W 5100	9.75	56.38	4.90
2009	11200 C	E 5800	W 5400	9.48	57.48	4.60
2008	10500 C	E 5500	W 5000	9.68	57.27	6.20
2007	11300 C	E 5700	W 5600	9.26	57.87	5.70
2006	12500 C	E 6300	W 6200	9.52	57.03	1.50
2005	12600 C	E 6500	W 6100	9.00	56.50	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 0612 - SR 200/US 301 .3 MI. N. OF SR 228

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	17800 C	N 9000	S 8800	9.00	54.00	32.20
2019	15100 C	N 8100	S 7000	9.00	53.60	31.10
2018	16200 C	N 8600	S 7600	9.00	53.50	30.10
2017	18000 C	N 8900	S 9100	9.00	54.20	25.80
2016	15800 C	N 7700	S 8100	9.00	53.90	29.50
2015	14100 C	N 8200	S 5900	9.00	54.00	29.50
2014	14000 C	N 7100	S 6900	9.00	54.30	28.20
2013	13700 C	N 7300	S 6400	9.00	56.10	30.30
2012	12600 C	N 6200	S 6400	9.00	54.60	33.00
2011	12300 C	N 6200	S 6100	9.00	55.90	31.00
2010	13400 C	N 6700	S 6700	10.26	59.82	31.60
2009	14300 C	N 7600	S 6700	10.44	58.40	29.50
2008	15700 C	N 8500	S 7200	10.42	58.89	31.00
2007	16500 C	N 8800	S 7700	10.41	58.88	31.80
2006	16700 C	N 8200	S 8500	10.57	59.47	27.90
2005	15400 F	N 8100	S 7300	10.60	58.50	35.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 27 - BAKER

SITE: 3134 - I-10 200' E. OF SR 228

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	35000 C	E 17500	W 17500	10.50	54.70	34.20
2019	38000 C	E 19000	W 19000	10.50	54.80	34.90
2018	39000 C	E 19500	W 19500	9.50	54.80	35.70
2017	39000 C	E 19500	W 19500	9.50	55.00	35.80
2016	37500 C	E 19000	W 18500	10.50	54.60	29.70
2015	35500 C	E 18000	W 17500	10.50	54.90	27.10
2014	20000 C	E 10000	W 10000	10.50	54.70	33.90
2013	21000 C	E 10500	W 10500	10.50	54.90	32.00
2012	21500 C	E 11000	W 10500	10.50	54.10	30.60
2011	28000 C	E 14500	W 13500	10.50	53.80	29.00
2010	31500 C	E 16000	W 15500	12.38	54.01	24.50
2009	31500 C	E 16000	W 15500	12.02	58.35	26.50
2008	25000 C	E 12500	W 12500	12.29	59.86	35.80
2007	28000 C	E 14500	W 13500	11.44	61.76	34.40
2006	44000 C	E 21500	W 22500	11.42	53.10	29.70
2005	26500 F	E 13500	W 13000	11.90	57.40	26.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 3547 - SR 200 .1 MI. S. OF SR 228 (NORMANDY BLVD)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	21500 C	N 11000	S 10500	9.00	54.00	32.20
2019	19800 C	N 9900	S 9900	9.00	53.60	31.10
2018	21500 C	N 11000	S 10500	9.00	53.50	30.10
2017	22500 C	N 11500	S 11000	9.00	54.20	25.80
2016	20500 C	N 10500	S 10000	9.00	53.90	29.50
2015	15000 C	N 8200	S 6800	9.00	54.00	29.50
2014	16300 C	N 8500	S 7800	9.00	54.30	28.20
2013	17100 C	N 9000	S 8100	9.00	56.10	30.30
2012	14900 C	N 7500	S 7400	9.00	54.60	33.00
2011	15600 C	N 8100	S 7500	9.00	55.90	31.00
2010	16200 C	N 8500	S 7700	10.26	59.82	31.60
2009	17800 C	N 9400	S 8400	10.44	58.40	29.50
2008	15900 C	N 8500	S 7400	10.42	58.89	31.00
2007	19400 C	N 9900	S 9500	10.41	58.88	31.80
2006	18800 C	N 8300	S 10500	10.57	59.47	27.90
2005	21000 F	N 11000	S 10000	10.60	58.50	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 72 - DUVAL

SITE: 5020 - I-10 500' WEST OF I-295 RAMPS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	95500 C	E 47000	W 48500	8.00	54.70	15.20
2019	102000 C	E 51000	W 51000	8.00	54.60	13.50
2018	100000 C	E 50000	W 50000	9.00	54.80	13.70
2017	98500 C	E 49500	W 49000	9.00	55.00	13.60
2016	96500 C	E 48500	W 48000	9.00	54.20	17.10
2015	72500 C	E 36500	W 36000	9.00	54.20	17.10
2014	66500 C	E 33500	W 33000	9.00	54.10	16.40
2013	62500 C	E 31000	W 31500	9.00	54.70	10.60
2012	64000 C	E 32500	W 31500	9.00	54.20	15.00
2011	72000 T	0	0	9.00	54.00	16.30
2010	72000 S	E 37000	W 35000	10.99	53.09	16.40
2009	74000 F	E 38000	W 36000	10.82	57.31	16.70
2008	76500 C	E 39500	W 37000	12.29	59.86	17.80
2007	79000 C	E 40500	W 38500	11.44	61.76	20.50
2006	87500 C	E 44000	W 43500	10.39	53.93	22.40
2005	67500 C	E 31500	W 36000	10.50	60.40	23.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TABLE 1 Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,600	66,400	83,200	87,300
6	70,100	97,800	123,600	131,200
8	92,200	128,900	164,200	174,700
10	115,300	158,900	203,600	218,600
12	136,500	192,400	246,200	272,900

Urbanized

Lanes	B	C	D	E
4	45,900	62,700	75,600	85,400
6	68,900	93,900	113,600	128,100
8	91,900	125,200	151,300	170,900
10	115,000	156,800	189,300	213,600

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,700	18,000	24,200	32,600
4	Divided	36,300	52,600	66,200	75,300
6	Divided	54,600	78,800	99,400	113,100

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	45,100	59,000	70,300	72,600
6	65,300	86,600	104,100	108,900
8	85,900	114,500	138,100	145,300
10	101,600	135,600	161,900	181,800

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,300	17,300	23,400	31,600
4	Divided	34,600	49,900	63,000	71,700
6	Divided	51,700	74,800	94,600	107,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable le for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	12,900	14,200	**
4	Divided	*	29,300	30,400	**
6	Divided	*	45,200	45,800	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	34,800	48,000	56,700	63,200
6	48,900	69,000	82,600	94,800
8	62,900	90,400	108,400	126,400

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	4,600	8,600	14,000	28,500
4	Divided	31,200	44,900	55,700	62,700
6	Divided	46,800	67,600	83,500	94,200

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	10,300	15,700	21,300	28,500
4	Divided	29,300	42,300	54,000	61,600
6	Divided	44,000	63,600	81,200	92,400

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 3
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Rural Undeveloped Areas **and**
Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,820	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,420	5,780	6,890	7,110
6	6,400	8,490	10,200	10,670
8	8,420	11,220	13,530	14,240
10	9,960	13,290	15,870	17,820

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,020	1,560	2,110	2,840
4	Divided	3,110	4,490	5,670	6,450
6	Divided	4,650	6,730	8,510	9,670

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,650	5,040	5,950	6,640
6	5,130	7,250	8,670	9,950
8	6,600	9,490	11,380	13,270

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	820	1,330	2,710
4	Divided	2,960	4,270	5,290	5,960
6	Divided	4,450	6,420	7,930	8,950

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	980	1,490	2,020	2,710
4	Divided	2,780	4,020	5,130	5,850
6	Divided	4,180	6,040	7,710	8,780

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Attachment D

Internal Capture Worksheets

Attachment D1

Phase 01 Year 2026 Development
Internal Capture Worksheets

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	301 Villages	**Organization:**	Chindalur Traffic Solutions
Project Location:	Duval County, FL	**Performed By:**	Rajesh Chindalur
Scenario Description:	Phase 01	**Date:**	8/15/2021
Analysis Year:	2022 - 2026	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710 & 720	150,000	SF	237	194	43
Retail	820	150,000	SF	227	141	86
Restaurant				0		
Cinema/Entertainment				0		
Residential	210 & 220	3,500	Dwelling Units	2,205	543	1,662
Hotel	210	120	Rooms	55	32	23
All Other Land Uses[2]	110	150,000	SF	60	53	7
				2,784	963	1,821

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	0	0	0	0
Retail	8		0	0	11	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	17	0	0		0
Hotel	6	3	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,784	963	1,821
Internal Capture Percentage	5%	7%	3%
External Vehicle-Trips[5]	2,658	900	1,758
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	10%	28%
Retail	23%	22%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	39%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	301 Villages
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	194	194	1.00	43	43
Retail	1.00	141	141	1.00	86	86
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	543	543	1.00	1662	1662
Hotel	1.00	32	32	1.00	23	23

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	27	0	0	0
Retail	25		11	0	12	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	33	17	332	0		0
Hotel	17	3	2	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		45	0	0	0	0
Retail	8		0	0	11	0
Restaurant	27	11		0	27	1
Cinema/Entertainment	0	0	0		0	0
Residential	6	24	0	0		0
Hotel	6	6	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	20	174	194	174	0	0
Retail	32	109	141	109	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	532	543	532	0	0
Hotel	0	32	32	32	0	0
All Other Land Uses[3]	0	53	53	53	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	12	31	43	31	0	0
Retail	19	67	86	67	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	1639	1662	1639	0	0
Hotel	9	14	23	14	0	0
All Other Land Uses[3]	0	7	7	7	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	301 Villages	**Organization:**	Chindalur Traffic Solutions
Project Location:	Duval County, FL	**Performed By:**	Rajesh Chindalur
Scenario Description:	Phase 01	**Date:**	8/15/2021
Analysis Year:	2022 - 2026	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710 & 720	150,000	SF	287	66	221
Retail	820	150,000	SF	734	352	382
Restaurant				0		
Cinema/Entertainment				0		
Residential	210 & 220	3,500	Dwelling Units	2,691	1,696	995
Hotel	210	120	Rooms	64	33	31
All Other Land Uses[2]	110	150,000	SF	49	6	43
				3,825	2,153	1,672

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		28	0	0	4	0
Retail	8		0	0	99	6
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	38	35	0	0		4
Hotel	0	5	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	3,825	2,153	1,672
Internal Capture Percentage	12%	11%	14%
External Vehicle-Trips[5]	3,371	1,926	1,445
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	70%	14%
Retail	19%	30%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	6%	8%
Hotel	30%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	301 Villages
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	66	66	1.00	221	221
Retail	1.00	352	352	1.00	382	382
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	1696	1696	1.00	995	995
Hotel	1.00	33	33	1.00	31	31

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		44	9	0	4	0
Retail	8		111	15	99	19
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	40	418	209	0		30
Hotel	0	5	21	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		28	0	0	68	0
Retail	20		0	0	780	6
Restaurant	20	176		0	271	23
Cinema/Entertainment	4	14	0		68	0
Residential	38	35	0	0		4
Hotel	0	7	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	46	20	66	20	0	0
Retail	68	284	352	284	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	103	1593	1696	1593	0	0
Hotel	10	23	33	23	0	0
All Other Land Uses[3]	0	6	6	6	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	32	189	221	189	0	0
Retail	113	269	382	269	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	77	918	995	918	0	0
Hotel	5	26	31	26	0	0
All Other Land Uses[3]	0	43	43	43	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Attachment D2

Phase 02 Year 2031 Development
Internal Capture Worksheets

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	301 Villages	**Organization:**	Chindalur Traffic Solutions
Project Location:	Duval County, FL	**Performed By:**	Rajesh Chindalur
Scenario Description:	Phase 01	**Date:**	8/15/2021
Analysis Year:	2022 - 2026	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	610, 710 & 720	400,000	SF	590	455	135
Retail	820	475,000	SF	389	241	148
Restaurant				0		
Cinema/Entertainment				0		
Residential	210 & 220	10,450	Dwelling Units	6,761	1,673	5,088
Hotel	210	340	Rooms	165	97	68
All Other Land Uses[2]	110	300,000	SF	101	89	12
				8,006	2,555	5,451

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		38	0	0	0	0
Retail	18		0	0	21	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	14	41	0	0		0
Hotel	14	10	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	8,006	2,555	5,451
Internal Capture Percentage	4%	6%	3%
External Vehicle-Trips[5]	7,694	2,399	5,295
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	10%	28%
Retail	37%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	1%
Hotel	0%	35%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	301 Villages
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	455	455	1.00	135	135
Retail	1.00	241	241	1.00	148	148
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	1673	1673	1.00	5088	5088
Hotel	1.00	97	97	1.00	68	68

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		38	85	0	1	0
Retail	43		19	0	21	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	102	51	1018	0		0
Hotel	51	10	6	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		77	0	0	0	0
Retail	18		0	0	33	0
Restaurant	64	19		0	84	4
Cinema/Entertainment	0	0	0		0	0
Residential	14	41	0	0		0
Hotel	14	10	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	46	409	455	409	0	0
Retail	89	152	241	152	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	21	1652	1673	1652	0	0
Hotel	0	97	97	97	0	0
All Other Land Uses[3]	0	89	89	89	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	38	97	135	97	0	0
Retail	39	109	148	109	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	55	5033	5088	5033	0	0
Hotel	24	44	68	44	0	0
All Other Land Uses[3]	0	12	12	12	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	301 Villages	**Organization:**	Chindalur Traffic Solutions
Project Location:	Duval County, FL	**Performed By:**	Rajesh Chindalur
Scenario Description:	Phase 01	**Date:**	8/15/2021
Analysis Year:	2022 - 2026	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	610, 710 & 720	400,000	SF	629	158	471
Retail	820	475,000	SF	1,721	826	895
Restaurant				0		
Cinema/Entertainment				0		
Residential	210 & 220	10,450	Dwelling Units	7,950	5,009	2,941
Hotel	210	340	Rooms	229	117	112
All Other Land Uses[2]	110	300,000	SF	79	10	69
				10,608	6,120	4,488

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		66	0	0	9	0
Retail	18		0	0	233	20
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	90	83	0	0		14
Hotel	0	17	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	10,608	6,120	4,488
Internal Capture Percentage	10%	9%	12%
External Vehicle-Trips[5]	9,508	5,570	3,938
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	68%	16%
Retail	20%	30%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	5%	6%
Hotel	29%	15%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	301 Villages
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	158	158	1.00	471	471
Retail	1.00	826	826	1.00	895	895
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	5009	5009	1.00	2941	2941
Hotel	1.00	117	117	1.00	112	112

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		94	19	0	9	0
Retail	18		260	36	233	45
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	118	1235	618	0		88
Hotel	0	18	76	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		66	0	0	200	0
Retail	49		0	0	2304	20
Restaurant	47	413		0	801	83
Cinema/Entertainment	9	33	0		200	1
Residential	90	83	0	0		14
Hotel	0	17	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	108	50	158	50	0	0
Retail	166	660	826	660	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	242	4767	5009	4767	0	0
Hotel	34	83	117	83	0	0
All Other Land Uses[3]	0	10	10	10	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	75	396	471	396	0	0
Retail	271	624	895	624	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	187	2754	2941	2754	0	0
Hotel	17	95	112	95	0	0
All Other Land Uses[3]	0	69	69	69	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Attachment D3

Phase 03 Year 2037 Development
Internal Capture Worksheets

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	301 Villages	**Organization:**	Chindalur Traffic Solutions
Project Location:	Duval County, FL	**Performed By:**	Rajesh Chindalur
Scenario Description:	Phase 01	**Date:**	8/15/2021
Analysis Year:	2022 - 2026	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	610, 710 & 720	675,000	SF	901	697	204
Retail	820	750,000	SF	527	327	200
Restaurant				0		
Cinema/Entertainment				0		
Residential	210 & 220	15,000	Dwelling Units	9,484	2,341	7,143
Hotel	210	340	Rooms	165	97	68
All Other Land Uses[2]	110	300,000	SF	101	89	12
				11,178	3,551	7,627

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		57	0	0	0	0
Retail	28		0	0	28	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	21	56	0	0		0
Hotel	21	10	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	11,178	3,551	7,627
Internal Capture Percentage	4%	6%	3%
External Vehicle-Trips[5]	10,736	3,330	7,406
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	10%	28%
Retail	38%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	1%
Hotel	0%	46%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	301 Villages
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	697	697	1.00	204	204
Retail	1.00	327	327	1.00	200	200
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2341	2341	1.00	7143	7143
Hotel	1.00	97	97	1.00	68	68

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		57	129	0	2	0
Retail	58		26	0	28	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	143	71	1429	0		0
Hotel	51	10	6	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		105	0	0	0	0
Retail	28		0	0	47	0
Restaurant	98	26		0	117	4
Cinema/Entertainment	0	0	0		0	0
Residential	21	56	0	0		0
Hotel	21	13	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	70	627	697	627	0	0
Retail	123	204	327	204	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	28	2313	2341	2313	0	0
Hotel	0	97	97	97	0	0
All Other Land Uses[3]	0	89	89	89	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	57	147	204	147	0	0
Retail	56	144	200	144	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	77	7066	7143	7066	0	0
Hotel	31	37	68	37	0	0
All Other Land Uses[3]	0	12	12	12	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	301 Villages	**Organization:**	Chindalur Traffic Solutions
Project Location:	Duval County, FL	**Performed By:**	Rajesh Chindalur
Scenario Description:	Phase 01	**Date:**	8/15/2021
Analysis Year:	2022 - 2026	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	610, 710 & 720	675,000	SF	1,018	256	762
Retail	820	750,000	SF	2,414	1,159	1,255
Restaurant				0		
Cinema/Entertainment				0		
Residential	210 & 220	15,000	Dwelling Units	10,949	6,898	4,051
Hotel	210	340	Rooms	229	117	112
All Other Land Uses[2]	110	300,000	SF	79	10	69
				14,689	8,440	6,249

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		93	0	0	15	0
Retail	25		0	0	326	20
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	146	116	0	0		14
Hotel	0	18	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	14,689	8,440	6,249
Internal Capture Percentage	11%	9%	12%
External Vehicle-Trips[5]	13,143	7,667	5,476
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	67%	14%
Retail	20%	30%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	5%	7%
Hotel	29%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	301 Villages
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	256	256	1.00	762	762
Retail	1.00	1159	1159	1.00	1255	1255
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	6898	6898	1.00	4051	4051
Hotel	1.00	117	117	1.00	112	112

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		152	30	0	15	0
Retail	25		364	50	326	63
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	162	1701	851	0		122
Hotel	0	18	76	0	2	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		93	0	0	276	0
Retail	79		0	0	3173	20
Restaurant	77	580		0	1104	83
Cinema/Entertainment	15	46	0		276	1
Residential	146	116	0	0		14
Hotel	0	23	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	171	85	256	85	0	0
Retail	227	932	1159	932	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	341	6557	6898	6557	0	0
Hotel	34	83	117	83	0	0
All Other Land Uses[3]	0	10	10	10	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	108	654	762	654	0	0
Retail	371	884	1255	884	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	276	3775	4051	3775	0	0
Hotel	18	94	112	94	0	0
All Other Land Uses[3]	0	69	69	69	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Attachment E

Socio-Economic Data Variables

Appendix - E
301 Villages - Documentation of ZDATA Variables Used for Project Traffic Distribution

			Production Variables							Attraction Variables																						
			Single Family		Multi-Family		Hotel-Motel					Industrial		Manufacturing		Retail				Service												
																		Medical Office		Office							Hotel		Svc.	Empl.	School
TAZ	County	Development	DU's 9-13	Pop. 20-24	DU's 34-38	Pop. 45-49	Rooms 59-63	% Occ. 64-66	Hotel Pop. 67-71	Total Dwelling Units	Total Population	SF	Empl. 9-14			SF	Empl. 15-20	SF	Empl.	SF	Empl.	18 Hole Golf	Movie Theater	Ele School	Mid School	High School	Rooms	Empl.	Sum 21-26	Sum 27-32	School Enroll. 33-38
Phase 01 Socio-Economic Data Variables																															
1124	Duval	The Trails Phase 01 - Residential	1,617	**4,527**		-	-	**70%**	-	**1,617**	**4,527**		-		-	76,667	**192**		-		-						-	-	-	-	-
1125	Duval	The Trails Phase 01 - Non-Residential		-		-	-	**70%**	-	-	-		-		-		-		-		-						-	-	-	**192**	-
1020	Duval	301 Villages - Phase 01	2,500	**7,000**	1,000	**1,990**	**120**	**70%**	**126**	**3,500**	**8,990**	75,000	**93**	75,000	**93**	150,000	**375**	50,000	**120**	100,000	**239**						120	33	**392**	**953**	-
Phase 02 Socio-Economic Data Variables																															
1124	Duval	The Trails Phase 01 - Residential	3,233	**9,053**		-	-	**70%**	-	**3,233**	**9,053**		-		-		-		-		-						-	-	-	-	-
1125	Duval	The Trails Phase 01 - Non-Residential		-		-	-	**70%**	-	-	-		-		-	153,333	**383**		-		-						-	-	-	**383**	-
1020	Duval	301 Villages - Phase 01	2,500	**7,000**	1,000	**1,990**	**120**	**70%**	**126**	**3,500**	**8,990**	75,000	**93**	75,000	**93**	150,000	**375**	50,000	**120**	100,000	**239**						120	33	**392**	**953**	-
1020	Duval	301 Villages - Phase 02	5,750	**16,100**	1,200	**2,388**	**220**	**70%**	**231**	**6,950**	**18,488**	75,000	**93**	75,000	**93**	325,000	**813**	150,000	**359**	100,000	**239**						220	61	**659**	**1,658**	-
				6,950													-		-		-							-			
Phase 03 Socio-Economic Data Variables																															
1124	Duval	The Trails Phase 01 - Residential	4,850	**13,580**		-	-	**70%**	-	**4,850**	**13,580**		-		-		-		-		-						-	-	-	-	-
1125	Duval	The Trails Phase 01 - Non-Residential		-		-	-	**70%**	-	-	-		-		-	230,000	**575**		-		-						-	-	-	**575**	-
1020	Duval	301 Villages - Phase 01	2,500	**7,000**	1,000	**1,990**	**120**	**70%**	**126**	**3,500**	**8,990**	75,000	**93**	75,000	**93**	150,000	**375**	50,000	**120**	100,000	**239**						120	33	**392**	**953**	-
1020	Duval	301 Villages - Phase 02	5,750	**16,100**	1,200	**2,388**	**220**	**70%**	**231**	**6,950**	**18,488**	75,000	**93**	75,000	**93**	325,000	**813**	150,000	**359**	100,000	**239**						220	61	**659**	**1,658**	-
1020	Duval	301 Villages - Phase 03	3,000	**8,400**	1,550	**3,085**	-	**70%**	-	**4,550**	**11,485**	-	-	-	-	275,000	**688**	175,000	**418**	100,000	**239**						-	-	**657**	**1,345**	-

Tre Trails Trip Generation

Parcel	LUC	Size	Unit	ADT			AM					PM				NEW PM PHT		
					Passby		Enter (%)	Exit (%)	Enter	Exit	Total	Enter (%)	Exit (%)	Enter	Exit	Total	Passby	Enter	Exit	Total
A	210	48	SFDU	529	0%	529	25%	75%	10	29	39	63%	0%	31	19	50	0%	31	19	50
B	820	180,000	SF	8,966	34%	5,918	62%	38%	150	92	242	48%	52%	402	437	839	34%	265	288	554
C	820	30,000	SF	2,651	34%	1,750	62%	38%	103	64	167	48%	52%	107	116	223	34%	71	77	147
D	210	744	SFDU	6,588	0%	6,588	25%	75%	133	400	533	63%	0%	439	259	698	0%	439	259	698
E	210	804	SFDU	7,076	0%	7,076	25%	75%	144	432	576	63%	0%	473	278	751	0%	473	278	751
F	820	20,000	SF	2,012	34%	1,328	62%	38%	100	62	162	48%	52%	79	86	165	34%	52	57	109
G	210	222	SFDU	2,166	0%	2,166	25%	75%	40	122	162	63%	0%	137	81	218	0%	137	81	218
H	210	1,850	SFDU	15,231	0%	15,231	25%	75%	329	989	1318	63%	0%	1053	619	1672	0%	1,053	619	1,672
I	210	1,097	SFDU	9,417	0%	9,417	25%	75%	196	588	784	63%	0%	638	375	1013	0%	638	375	1,013
J	210	78	SFDU	827	0%	827	25%	75%	15	45	60	63%	0%	50	30	80	0%	50	30	80
K	210	7	SFDU	90	0%	90	25%	75%	2	8	10	63%	0%	5	3	8	0%	5	3	8
				55,553		50,919			1,222	2,831	4,053			3,414	2,303	5,717		3,214	2,086	5,300

Source: City of Jacksonville, Planning Department

Alfred Benesch & Company
225 Water Street, Suite 1510
Jacksonville, FL 32202
www.benesch.com
P 904-396-5727
F 904-738-7863

MEETING SUMMARY

The Trails PUD | SR 228 Corridor Study

December 7, 2020
2:00 PM – 2:31 PM

Attendees:	**COJ:** Laurie Santana, Soliman Salem, John Kolczynski **FDOT:** Scott Clem, Brian Austin **Benesch:** Martha Moore **Absent:** Chris LeDew, Tom Cavin

DISCUSSION ITEMS:

1. **Status of data collection and study**

   Martha Moore: The study limits are SR 228 from US 301 to SR 23. At the request of Scott Clem, we also included the intersection of SR 134 (103rd St) at POW-MIA Pkwy (fka New World Ave) and at SR 23.

   The turning movement counts (TMCs) were conducted on September 23, 2020. Pre Covid volume counts (February 2020) on SR 228 were obtained from FDOT. These counts were in proximity to the proposed count locations in the scope and were used in lieu of new counts.

   A TMC was taken at the SR 228 and Winding Mare Blvd intersection, which is the entrance to the Winchester Ridge subdivision. The directional distribution will be used to assign traffic from The Trails project; counts indicate that 85%-90% of trips will originate to the east.

   Scott Clem stated that he is comfortable with the study area, which focuses on SR 228 and not US 301. He also stated that traffic from The Trails will head east to reach I-10 rather than west.

2. **Covid adjustment for traffic counts**

   Martha Moore: The date of the TMCs is after the start of school and two days prior to the declaration by Governor Ron DeSantis of the beginning of the Phase 3 of the Reopening Plan on September 25, 2020. As per a prior discussion with Tom Cavin, FDOT is not requiring Covid adjustment in Phase 3. This means that the study counts are likely close to baseline. As a check for the validity of the count data, Benesch compared the peak hours and volumes from the pre-Covid FDOT SR 228 counts to the study counts.

- AM – The AM peak hours counted occurred 15-30 minutes later than the pre-Covid AM peaks. The Benesch counts were an average of 16% lower than the FDOT pre-Covid counts so all the AM counts will be adjusted up by 16%.
- PM – The Benesch SR 228 counts were an average of 7% higher than the FDOT pre-Covid counts. The PM peak hour was similar as well. No adjustment is proposed in the PM.

Laurie Santana: Summarize and discuss the methodology with Chris LeDew, since he is not in the meeting.

[UPDATE FROM MARTHA] Martha and Chris discussed the methodology on December 31, 2020. Chris is agreeable to it.

3. Socioeconomic data included in NERPM.

Soliman Salem confirmed that The Trails data is in the NERPM-AB.

4. Status of I-10/US 301 development (301 Capital Partners) FLUM

Soliman Salem confirmed that the Prosser plan (attached) is not in the NERPM-AB.

Scott Clem: Some level of development, maybe not all, for 301 Villages should be included in the socioeconomic data. How much is the decision of the City.

Laurie Santana will check with Bill Killingsworth and forward the information. Soliman has a tool to edit the DAYSIM files and will coordinate with Benesch on how to use it.

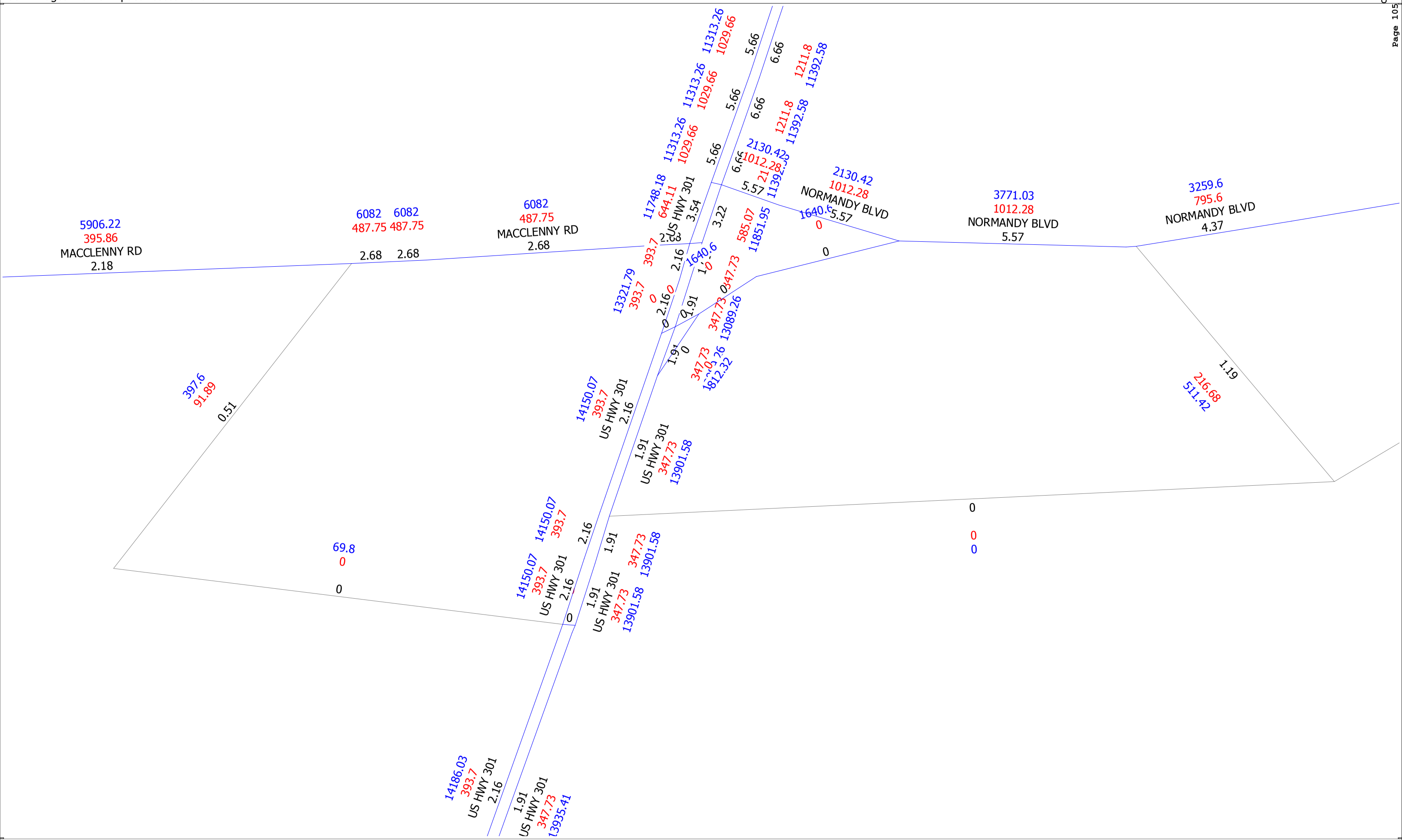
[UPDATE FROM LAURIE] Bill Killingsworth wants all the 301 Village development included. As per Scott Clem, the interchange with I-10 will not be added to the model.

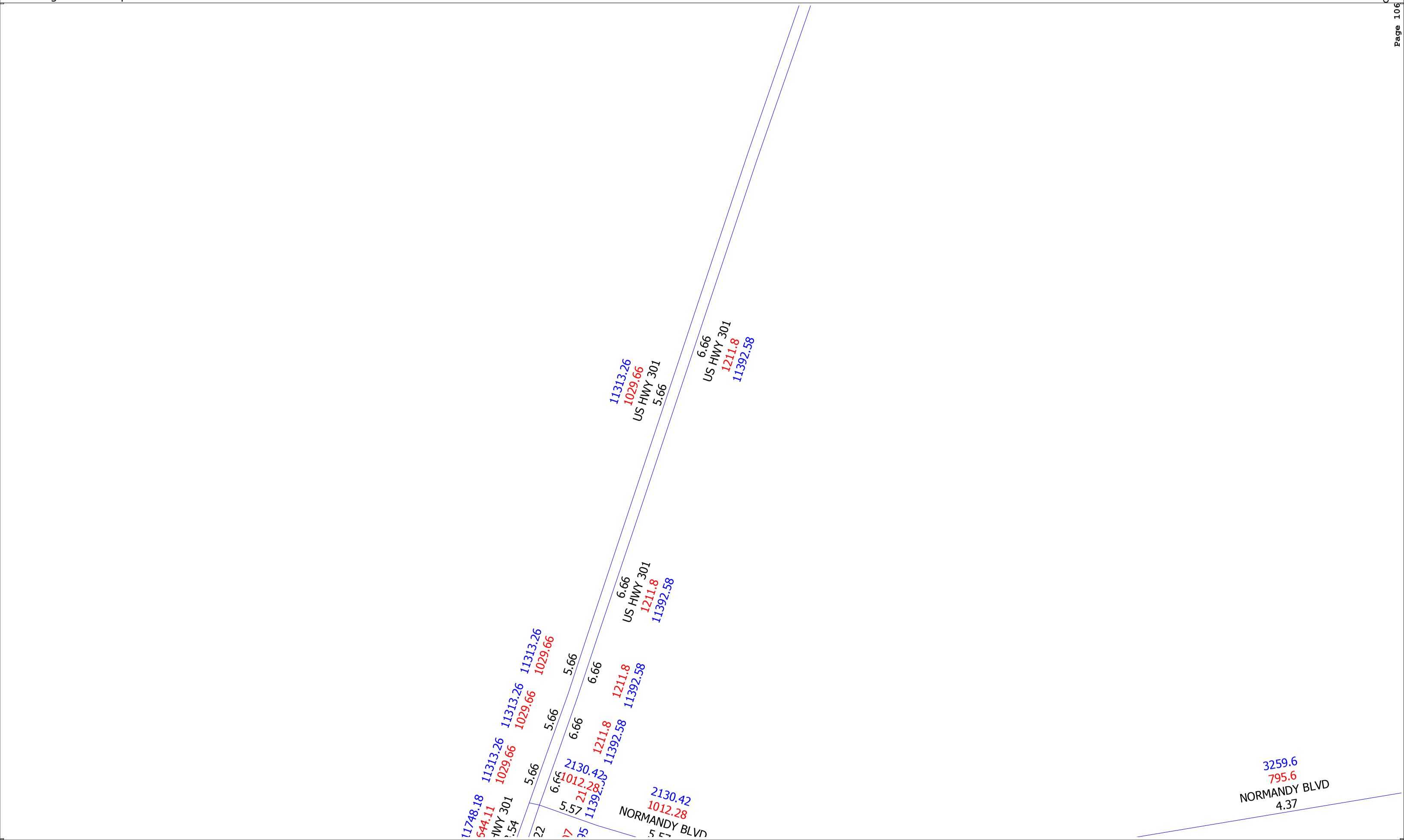
Attachment F

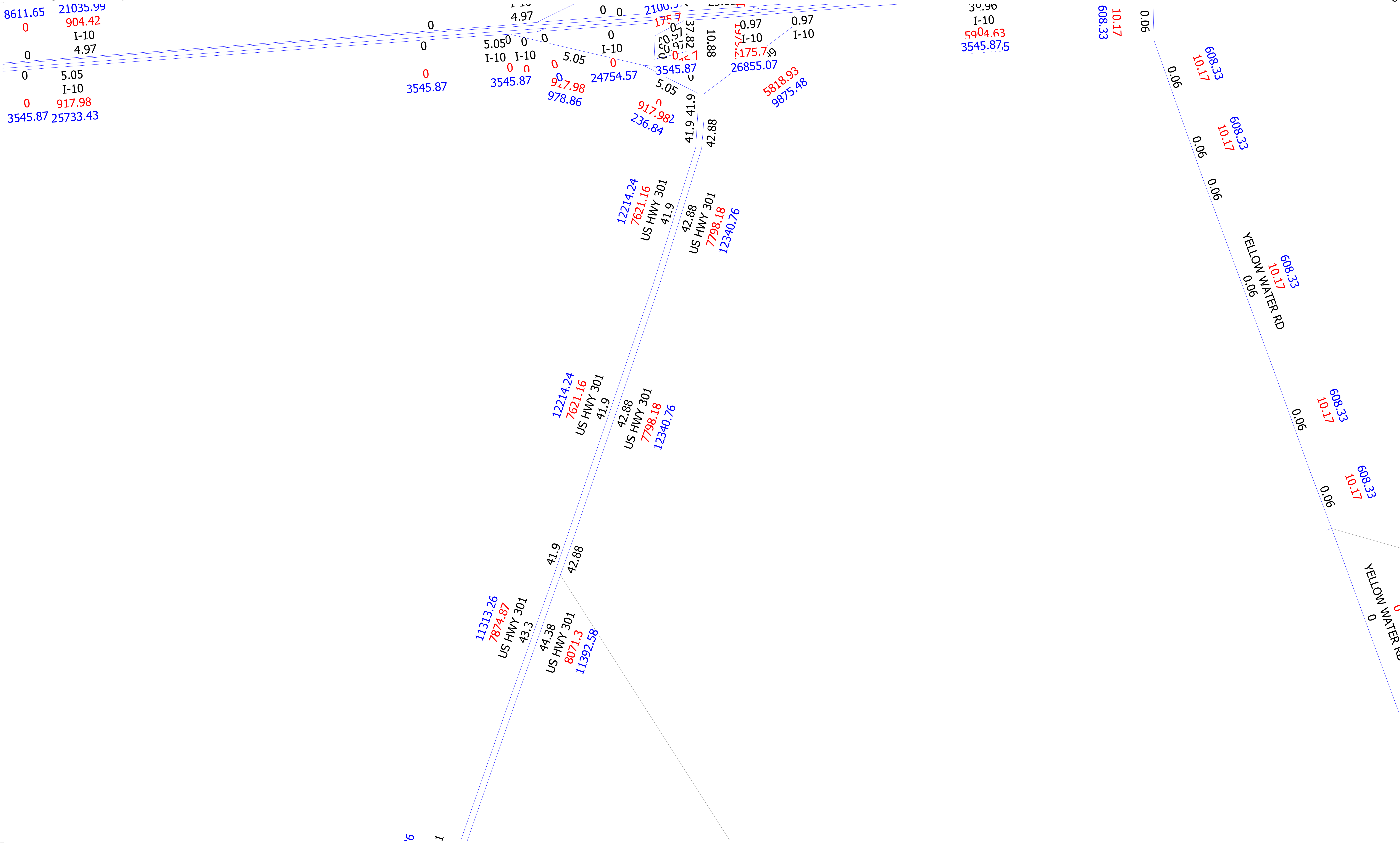
NERPM_Abv3 Travel Demand Model Plots

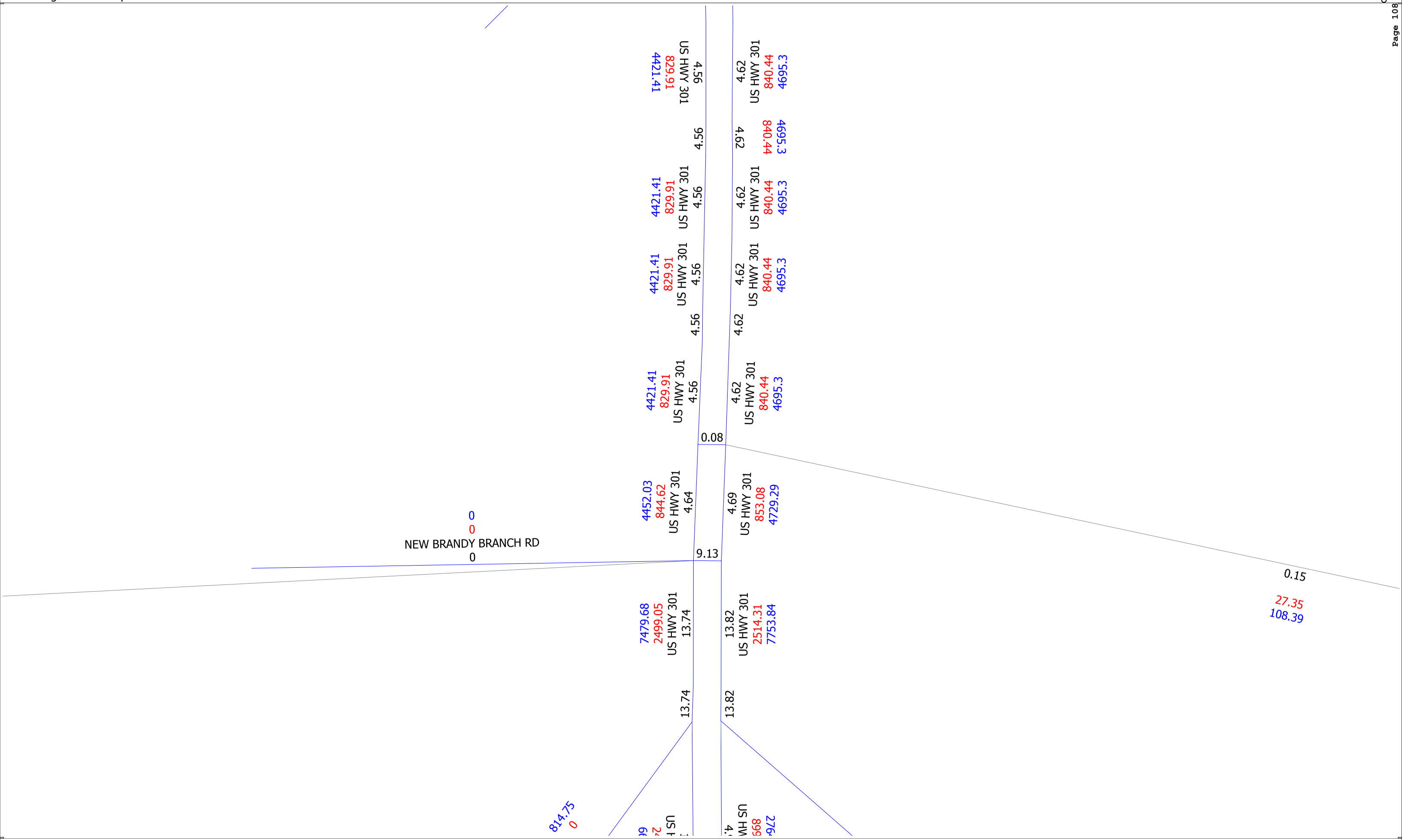
Attachment F1

Year 2025 NERPM_Abv3 Travel Demand Model Plots





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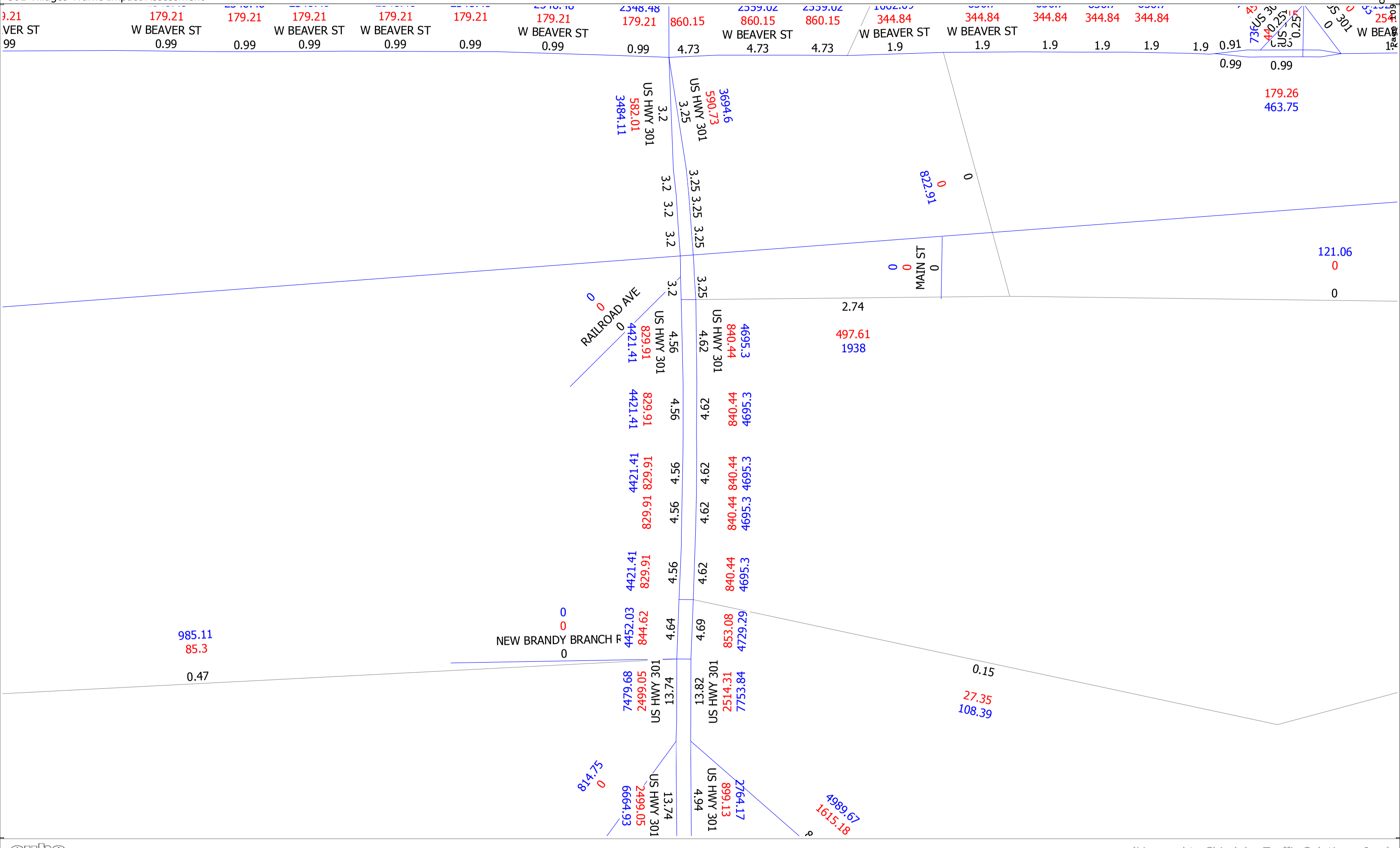
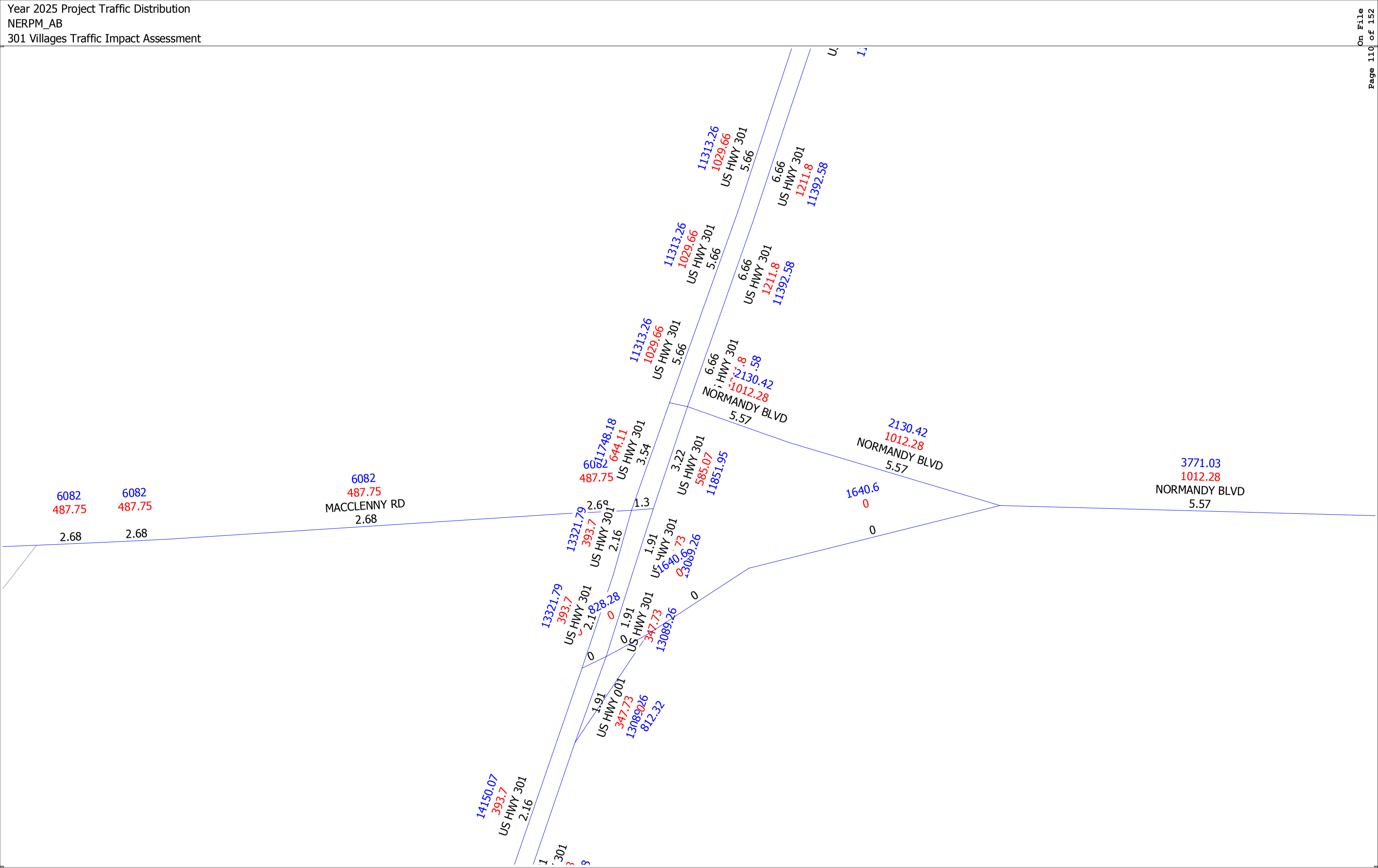
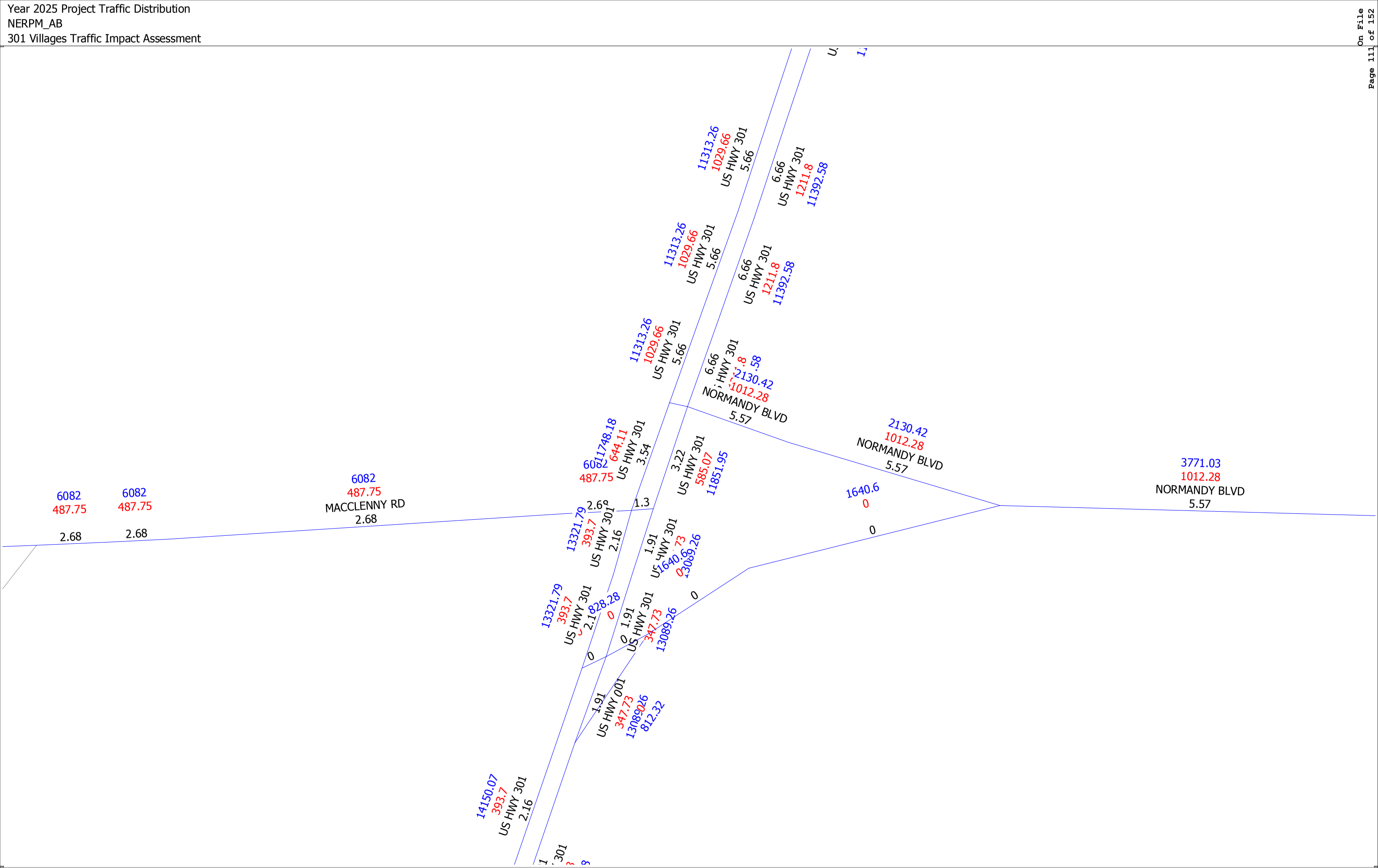
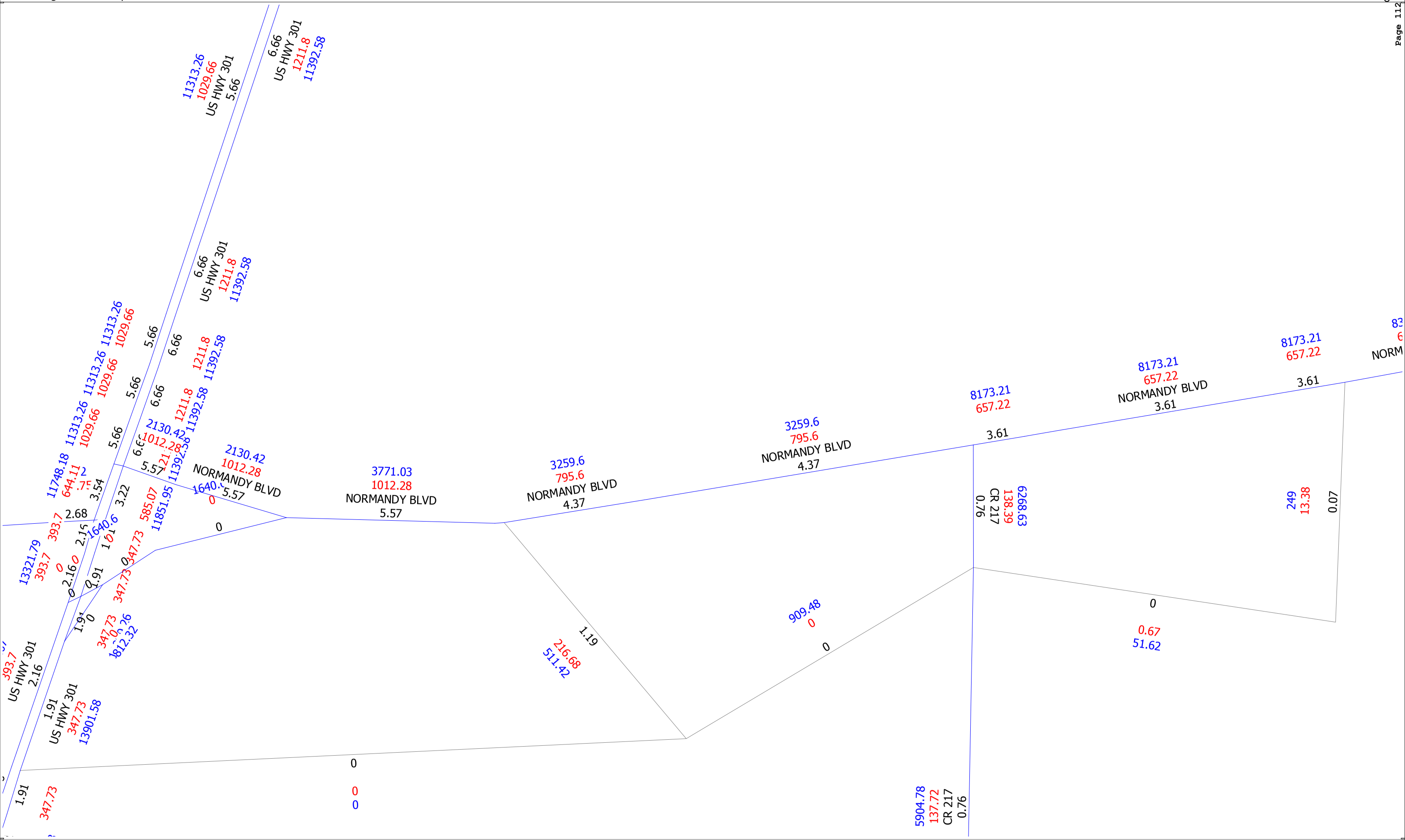
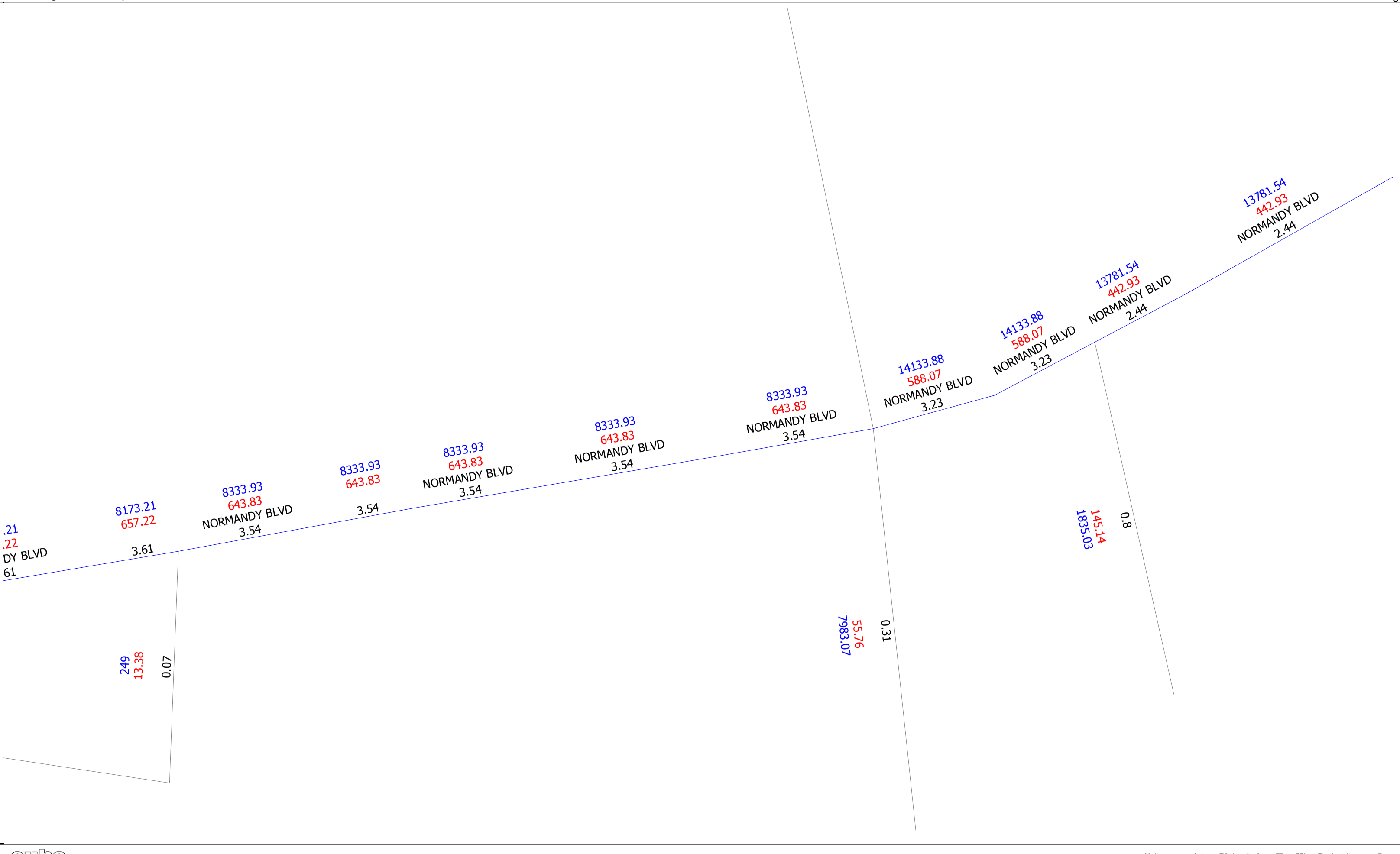
Year 2025 Project Traffic Distribution
NERPM_AB
301 Villages Traffic Impact Assessment

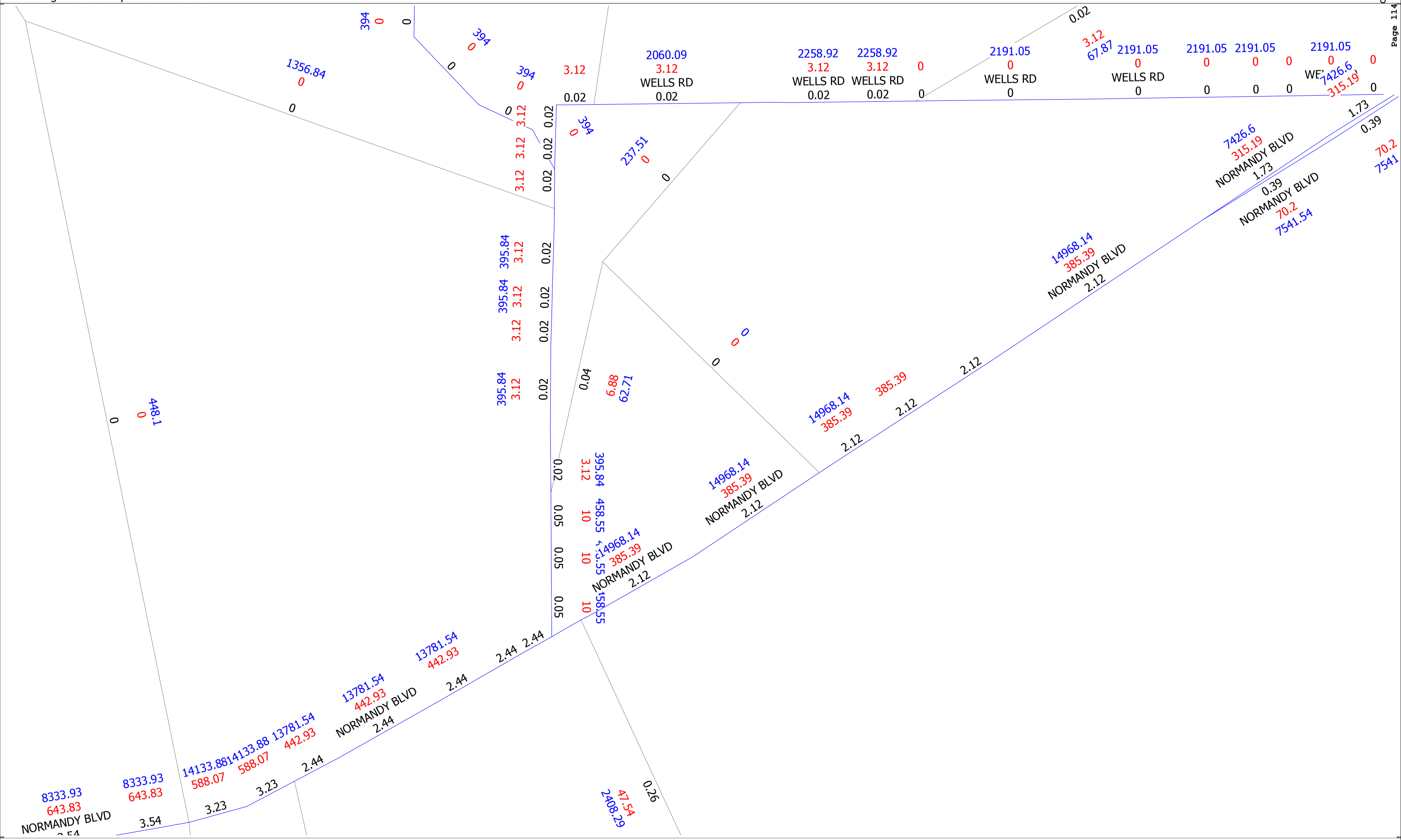


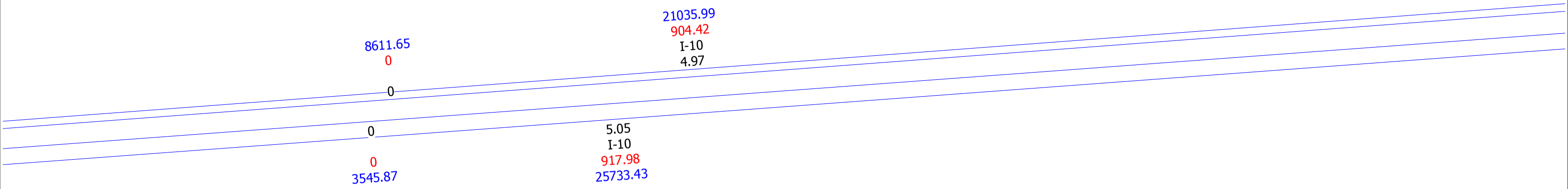








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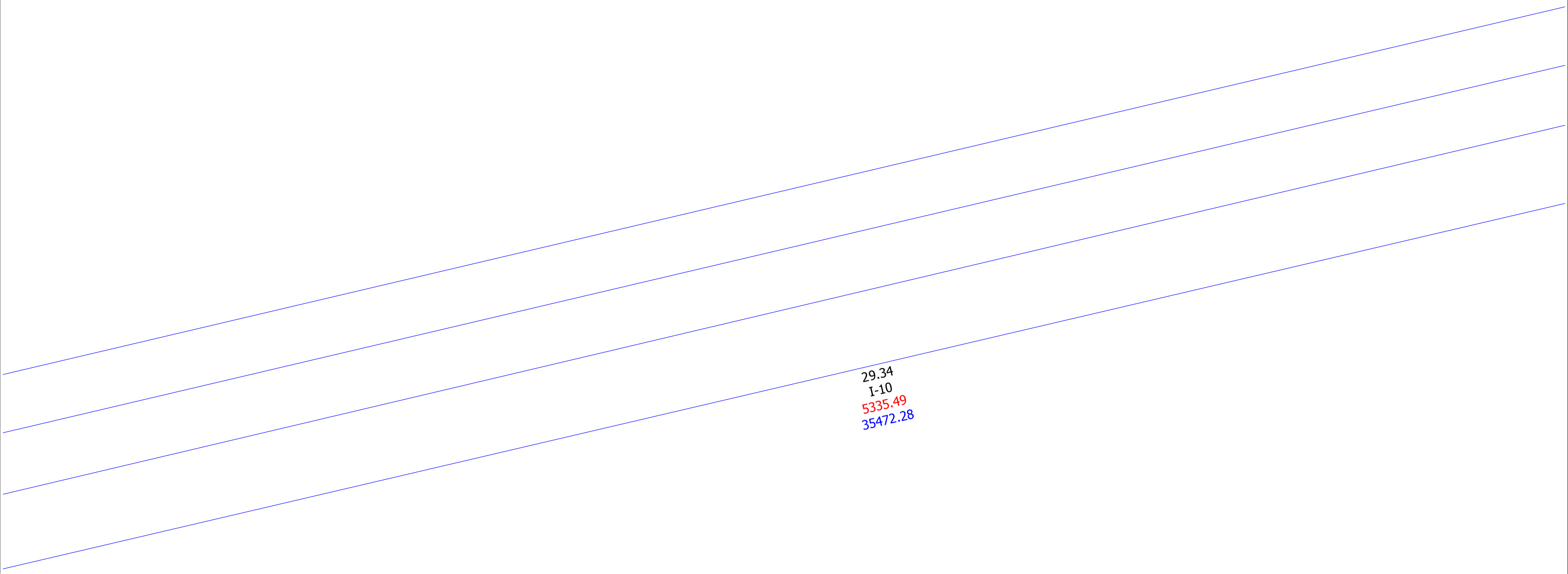
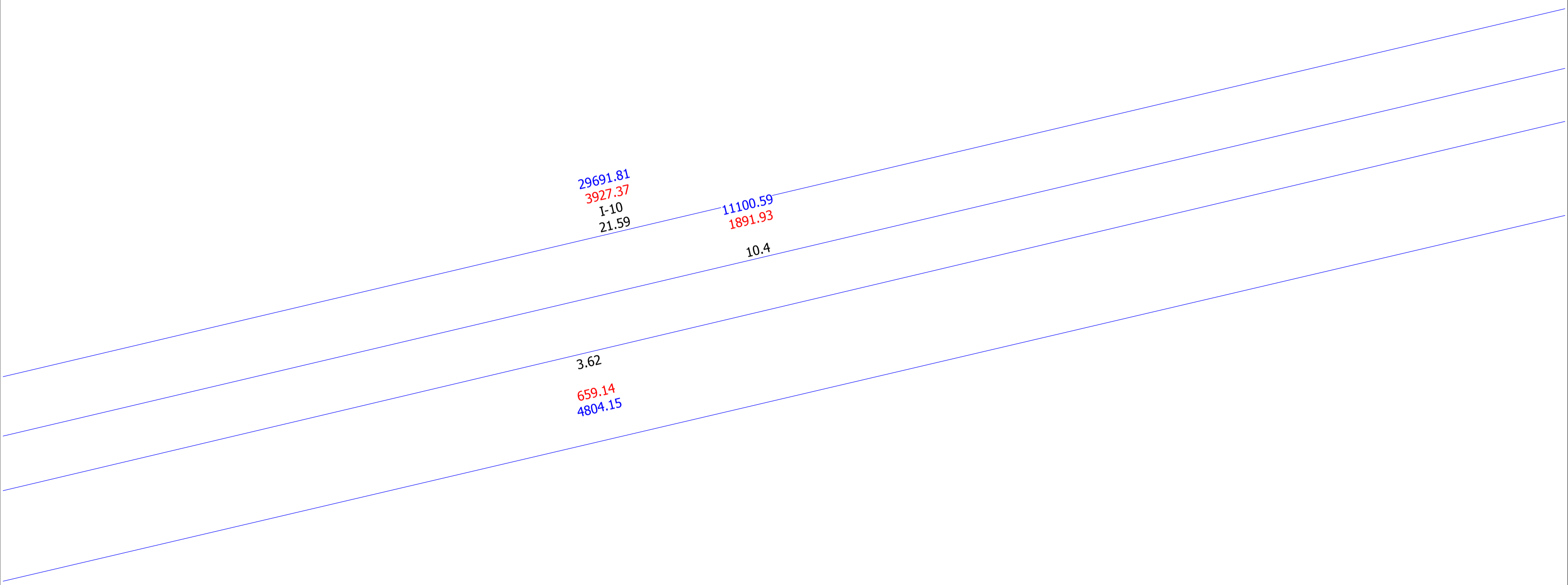
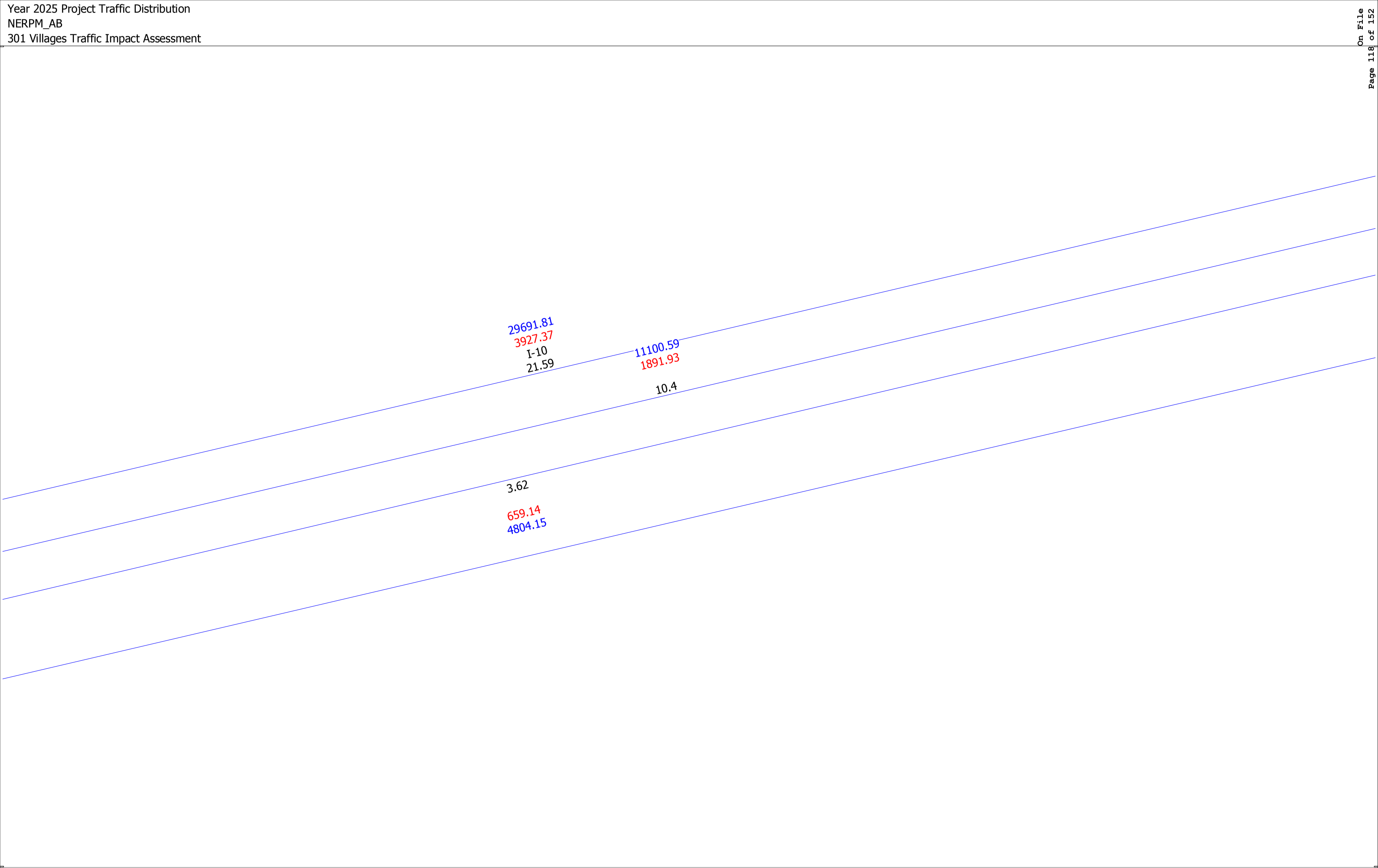
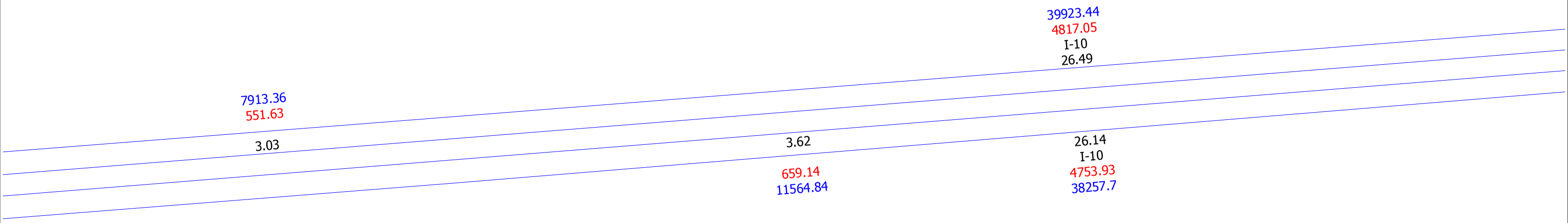


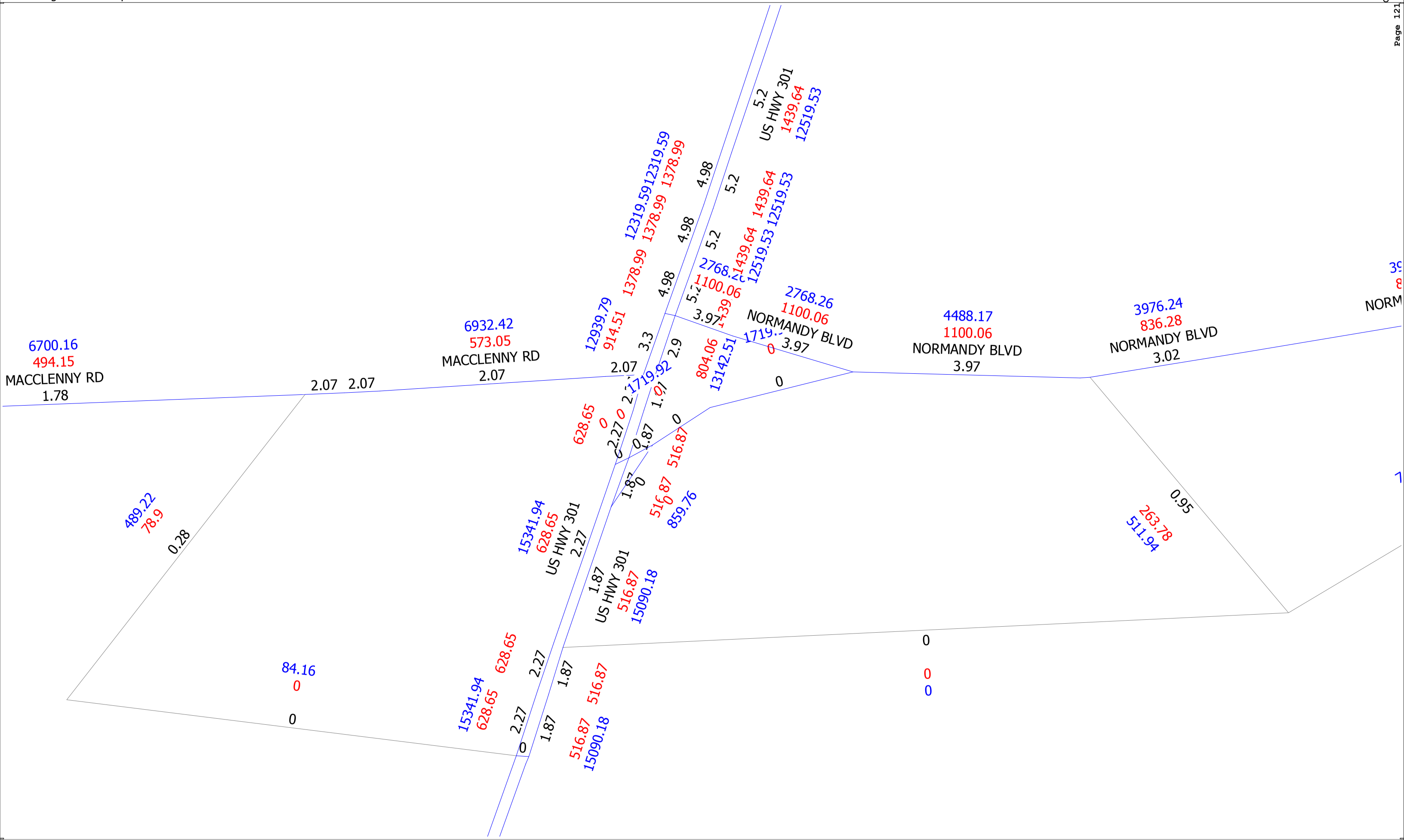


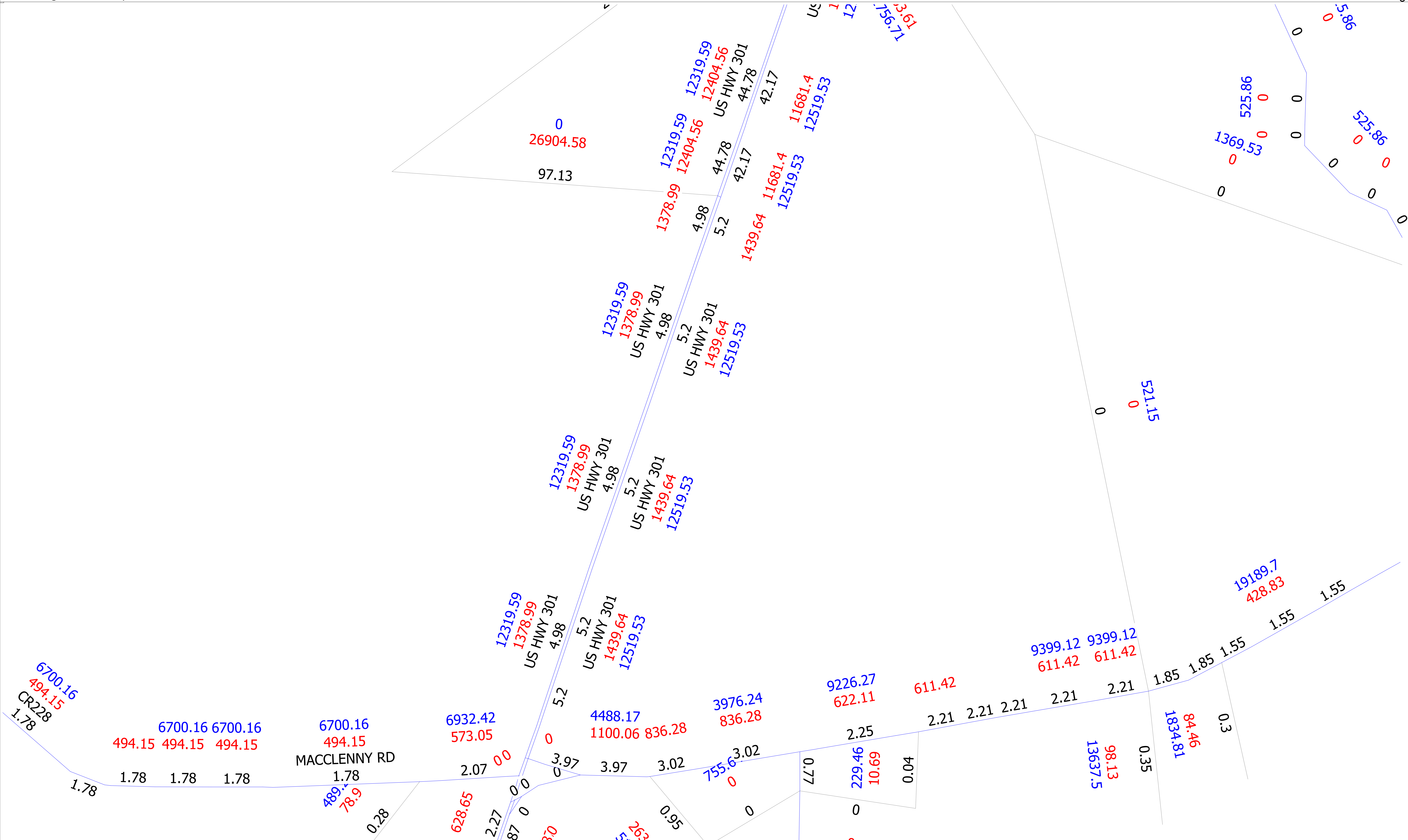




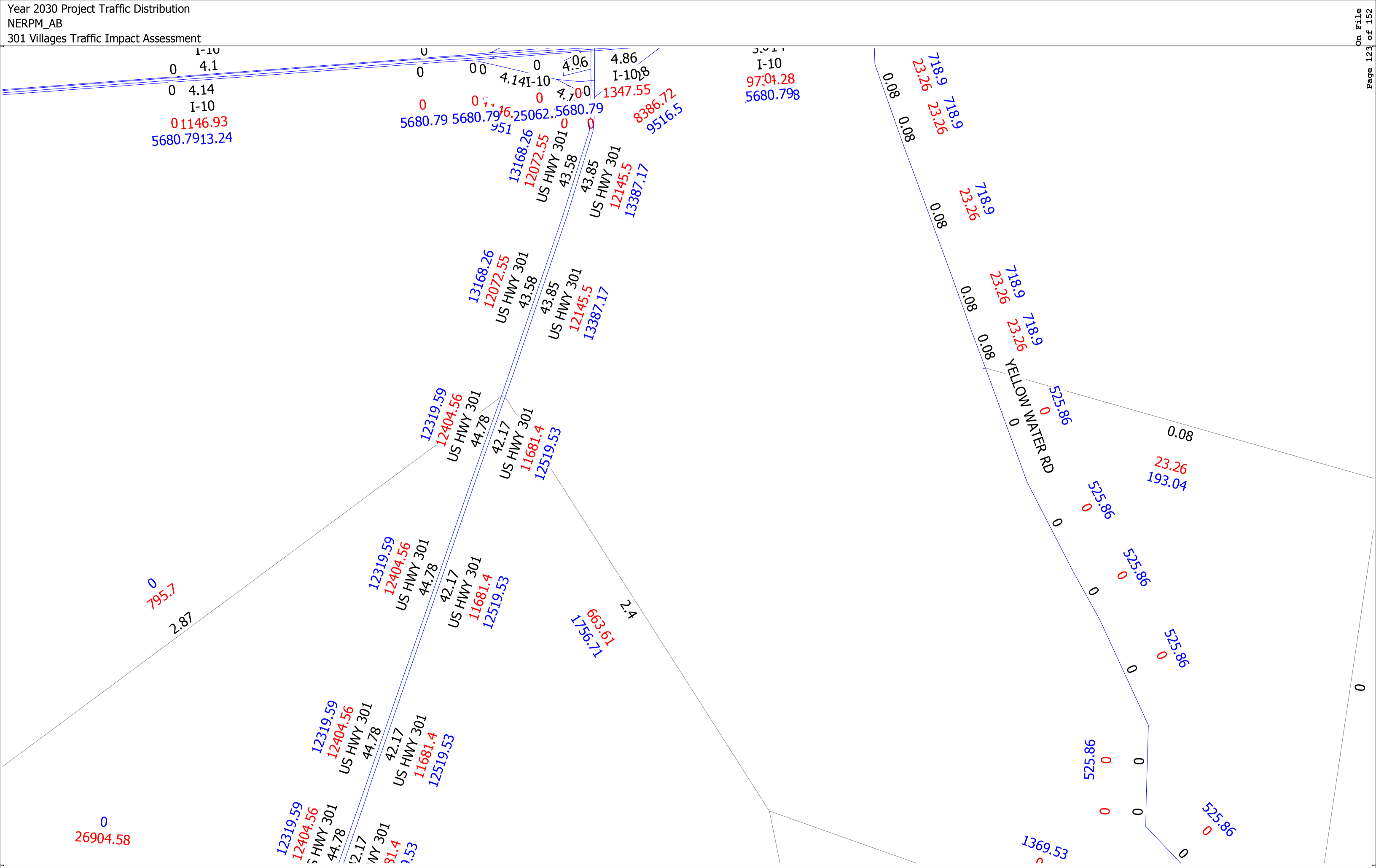
Attachment F2

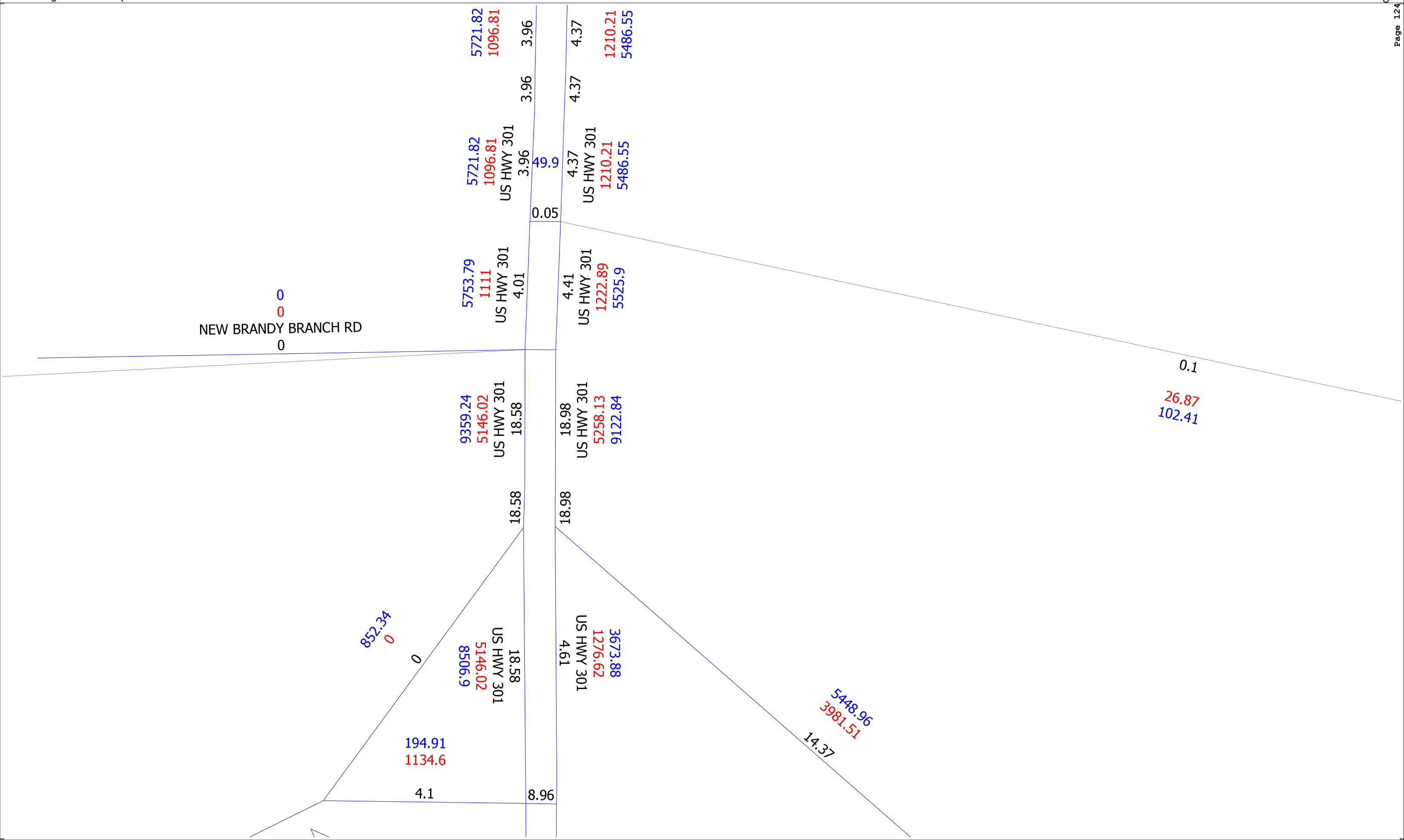
Year 2030 NERPM_Abv3 Travel Demand Model Plots



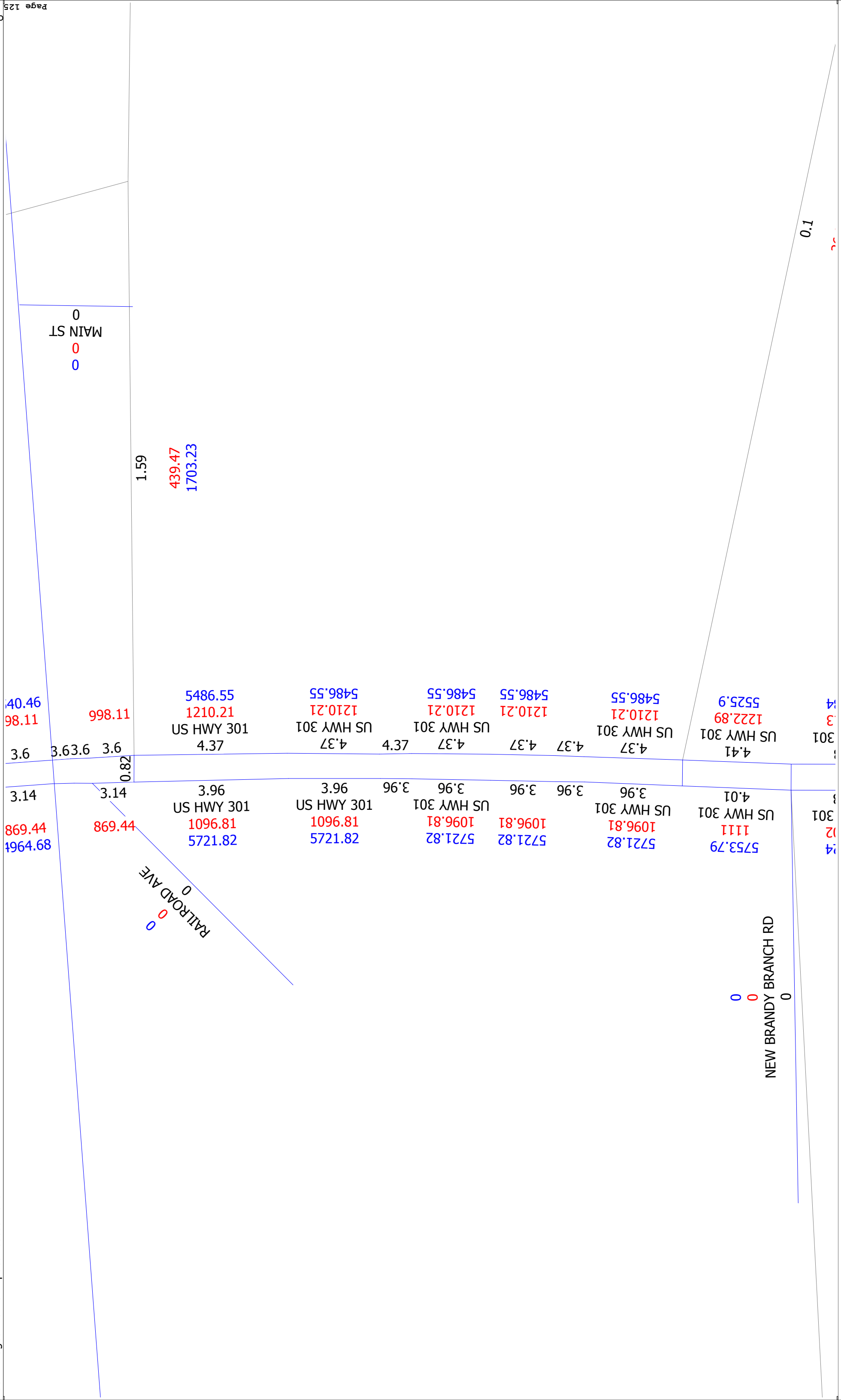


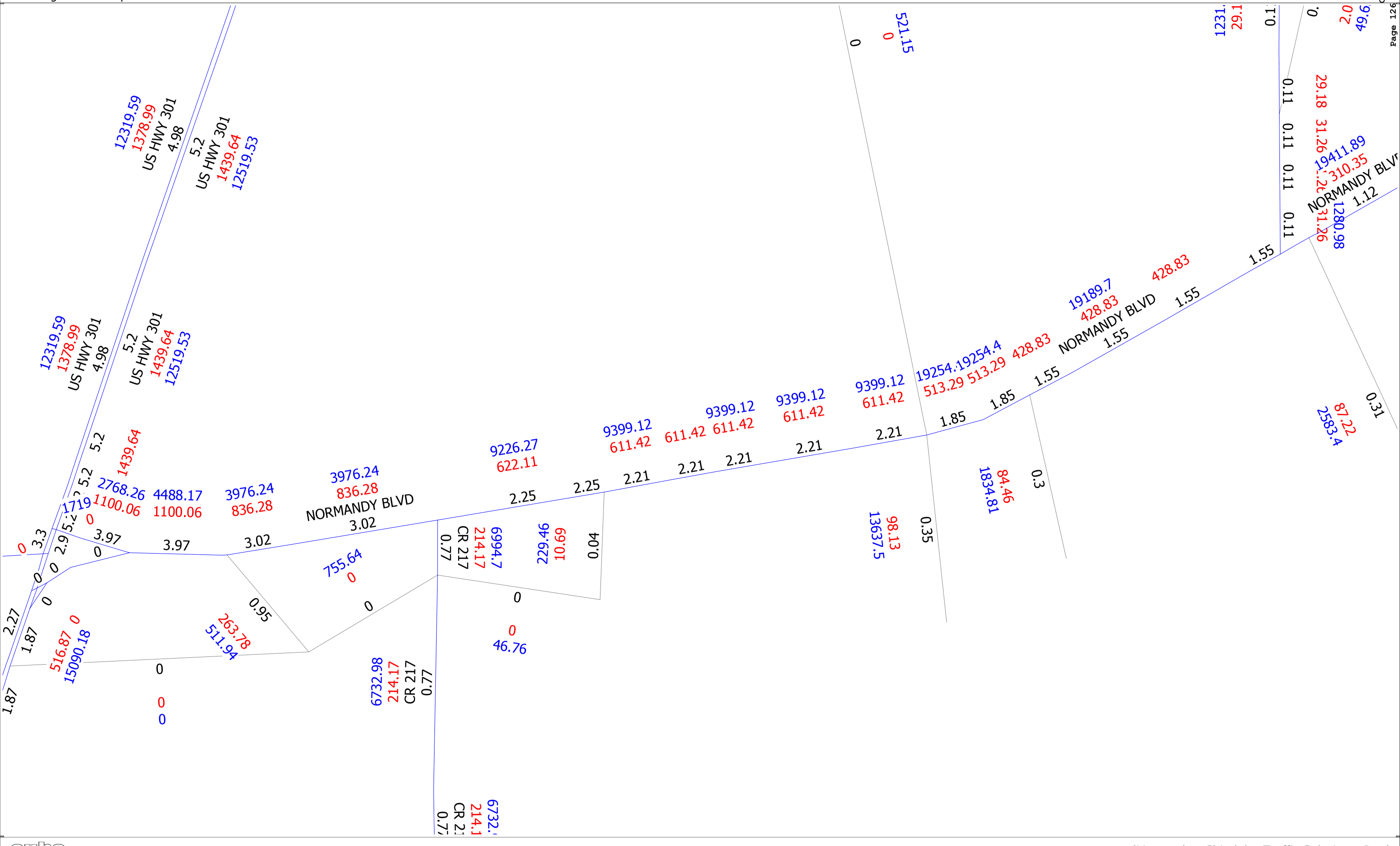
Year 2030 Project Traffic Distribution
NERPM_AB
301 Villages Traffic Impact Assessment

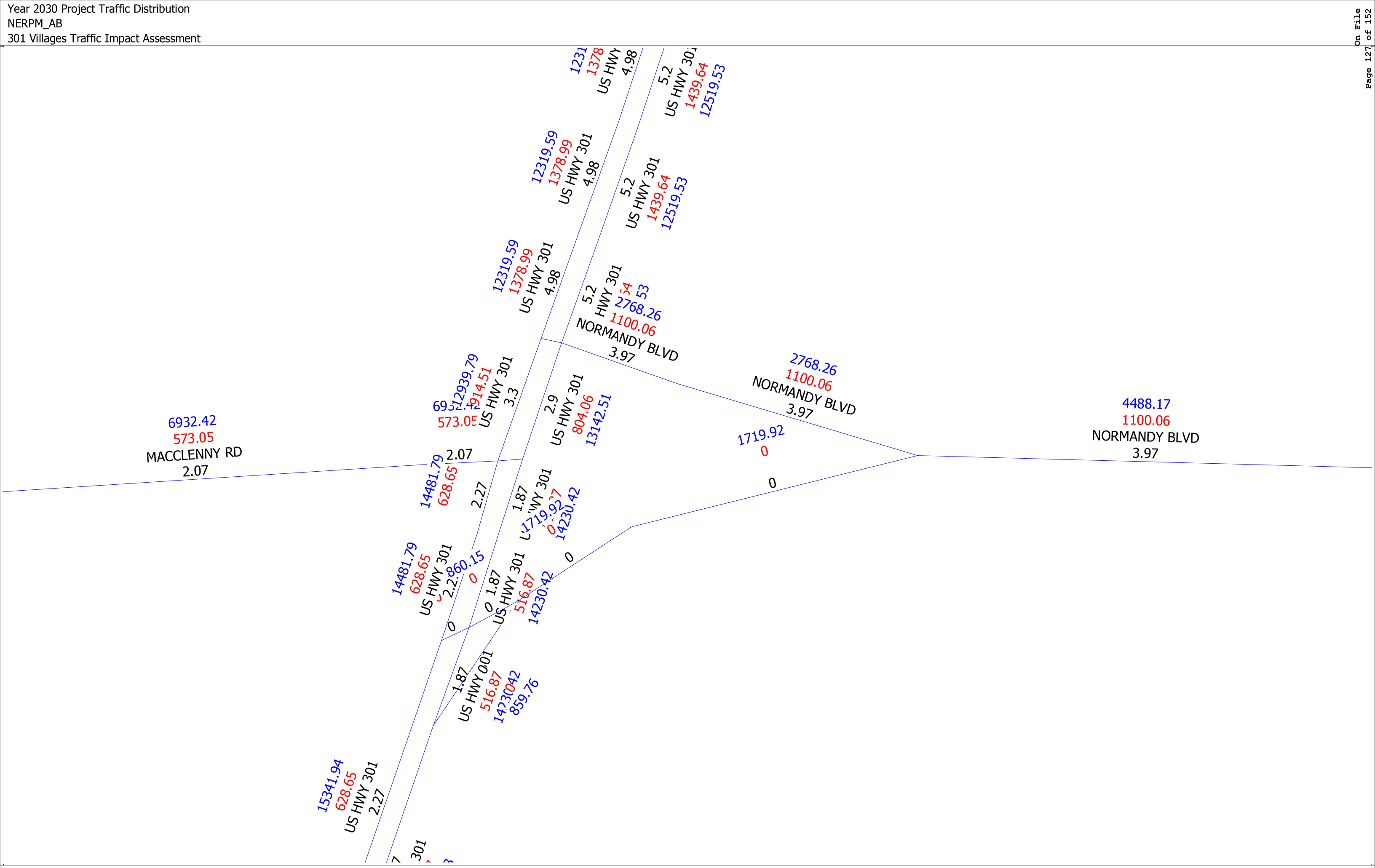


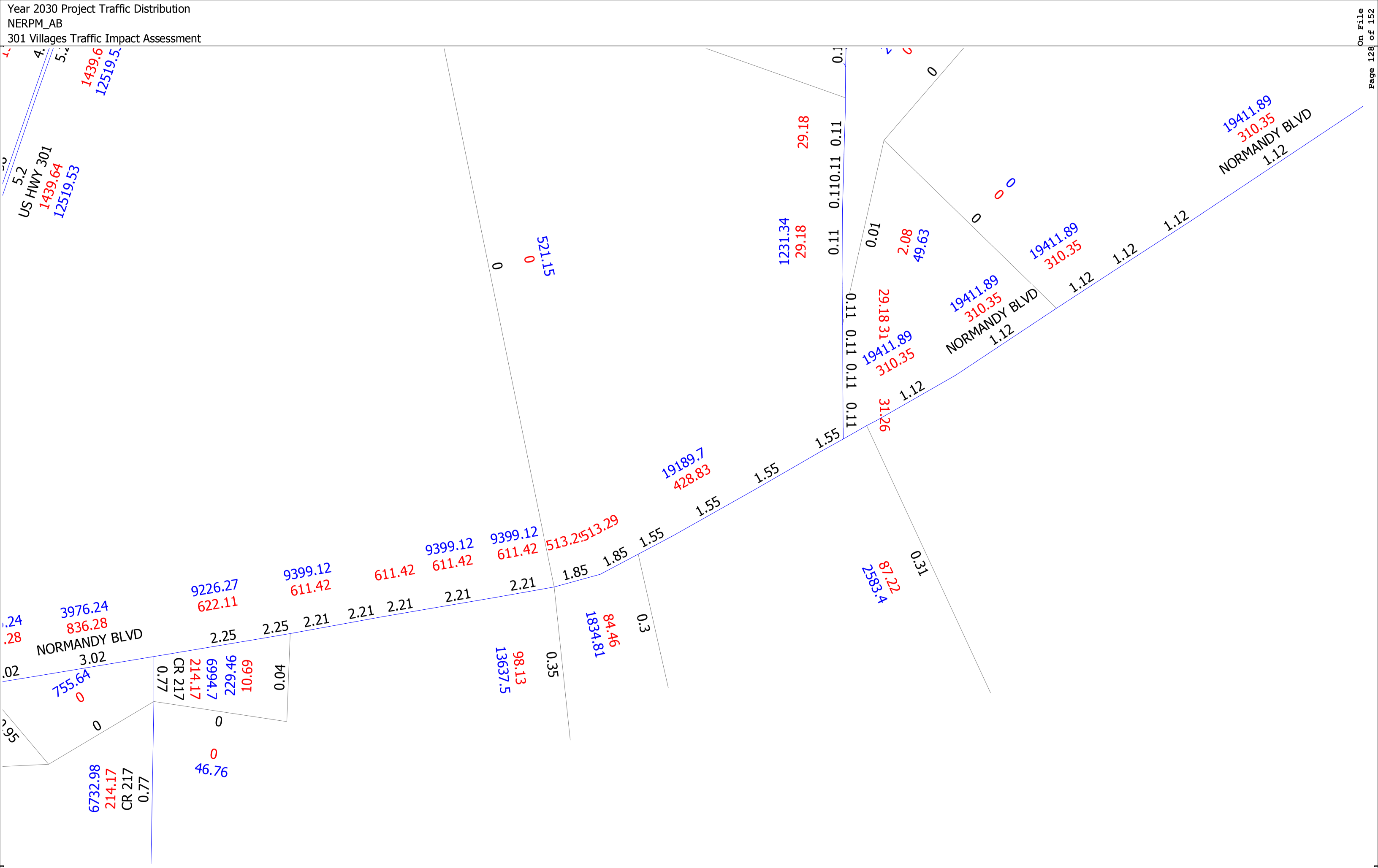


Year 2030 Project Traffic Distribution
NERPM_AB
301 Villages Traffic Impact Assessment

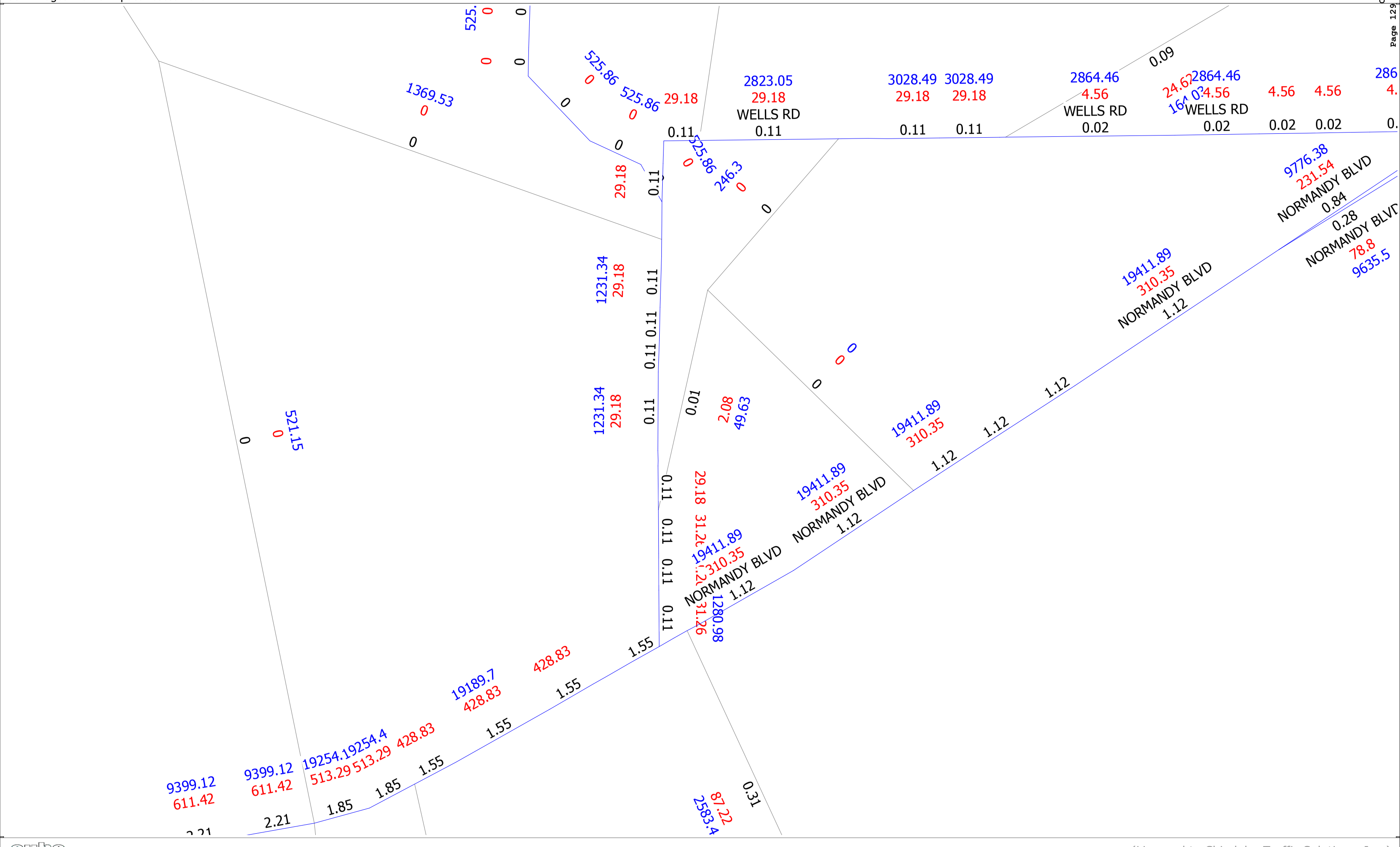


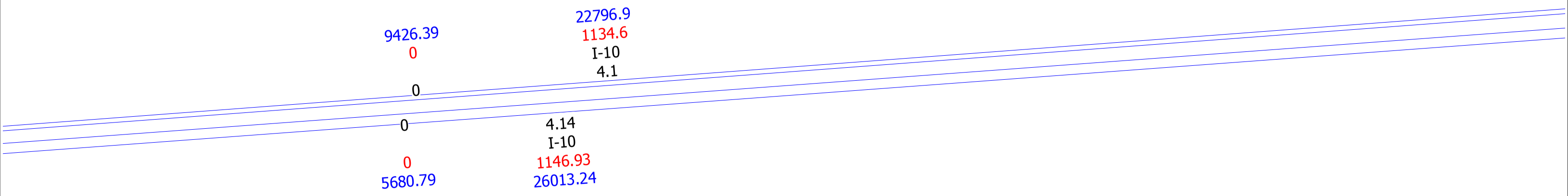


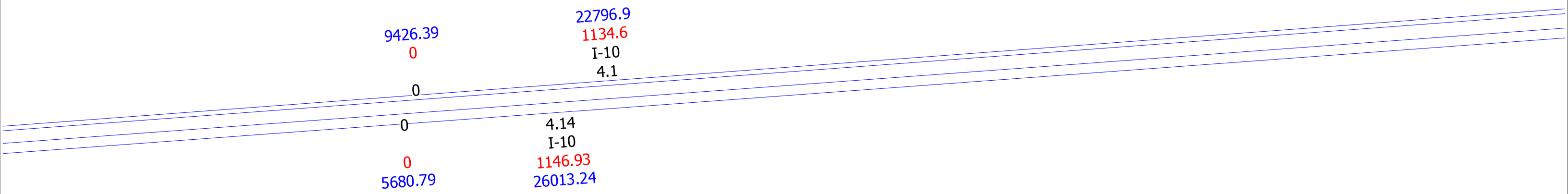


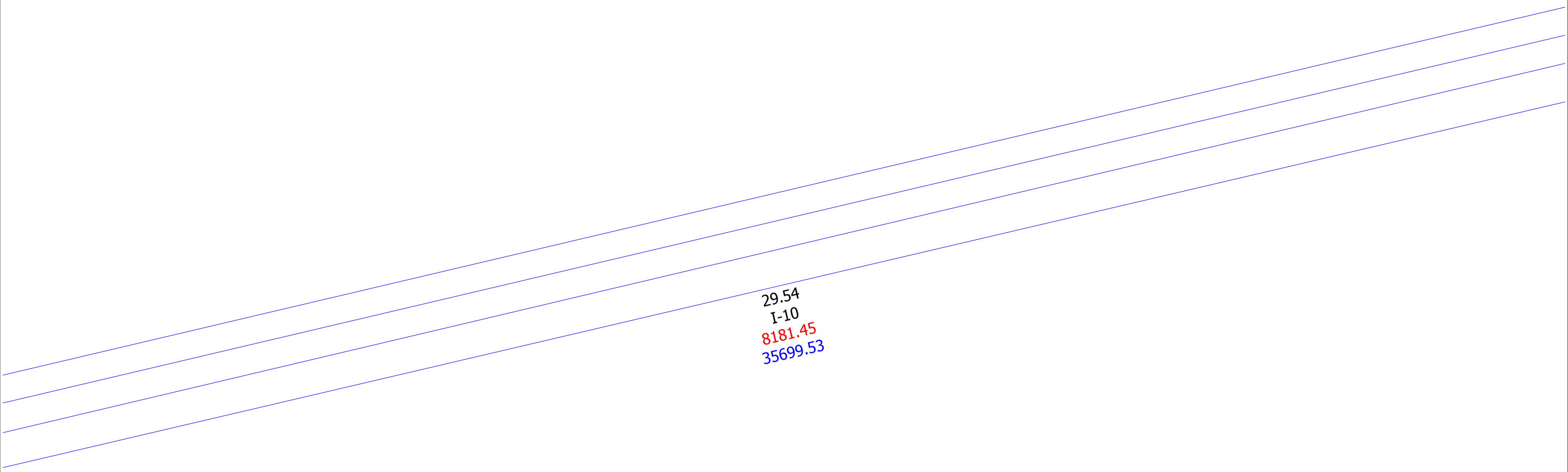


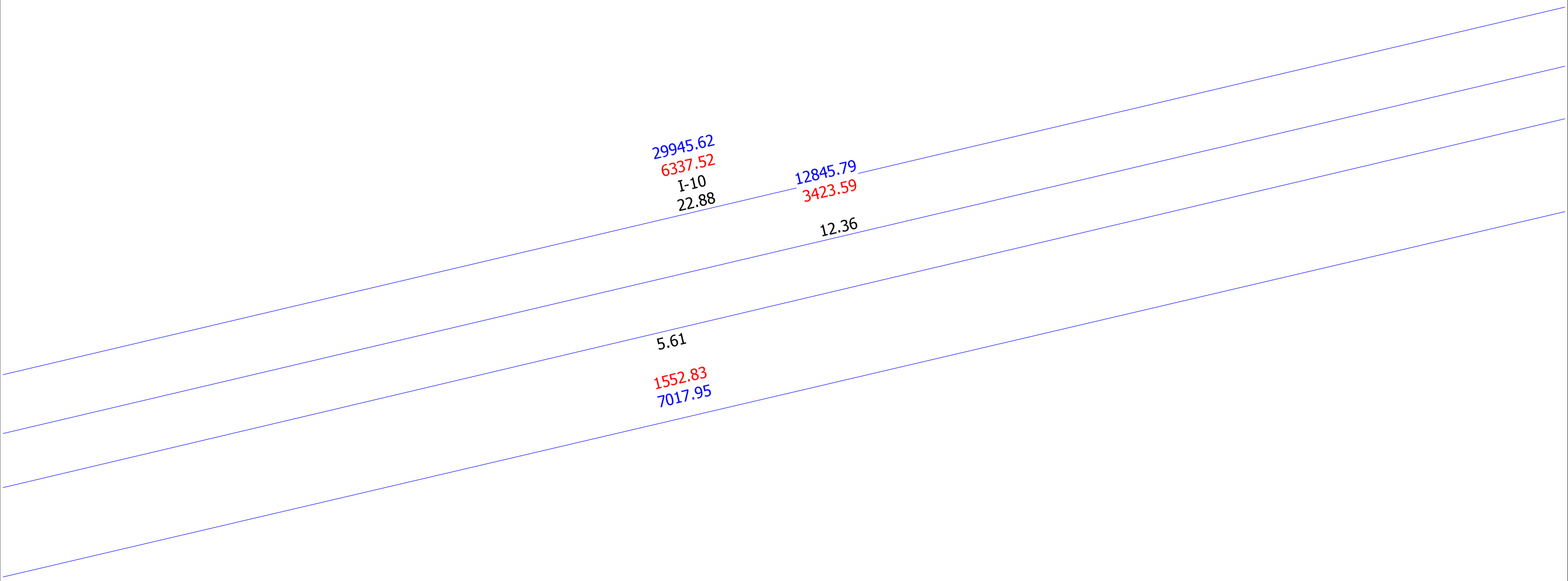
Year 2030 Project Traffic Distribution
NERPM_AB
301 Villages Traffic Impact Assessment

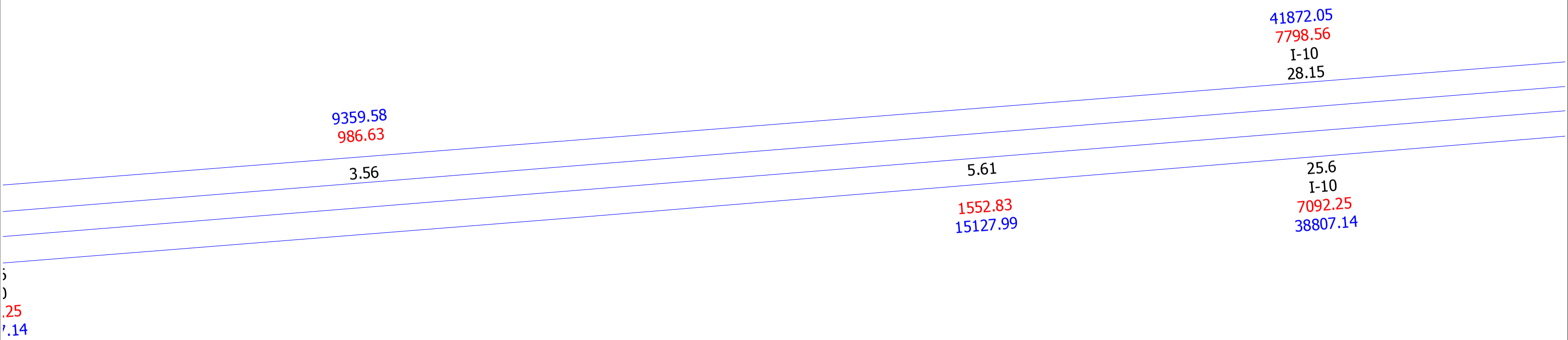


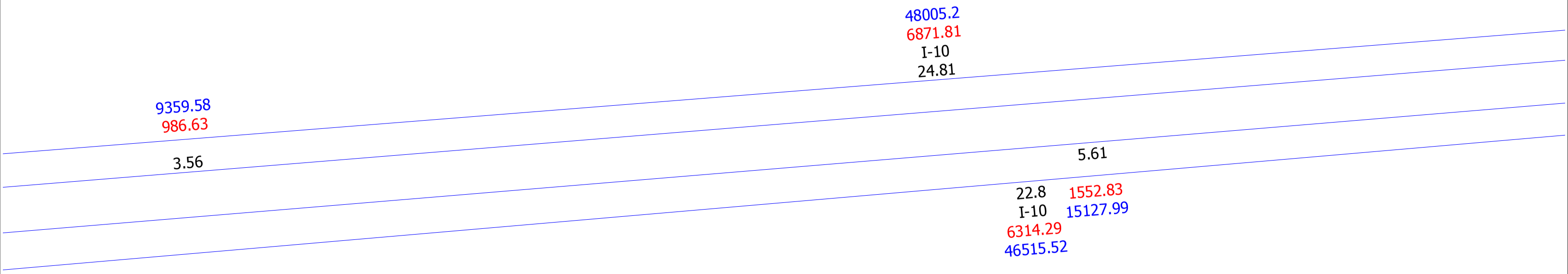






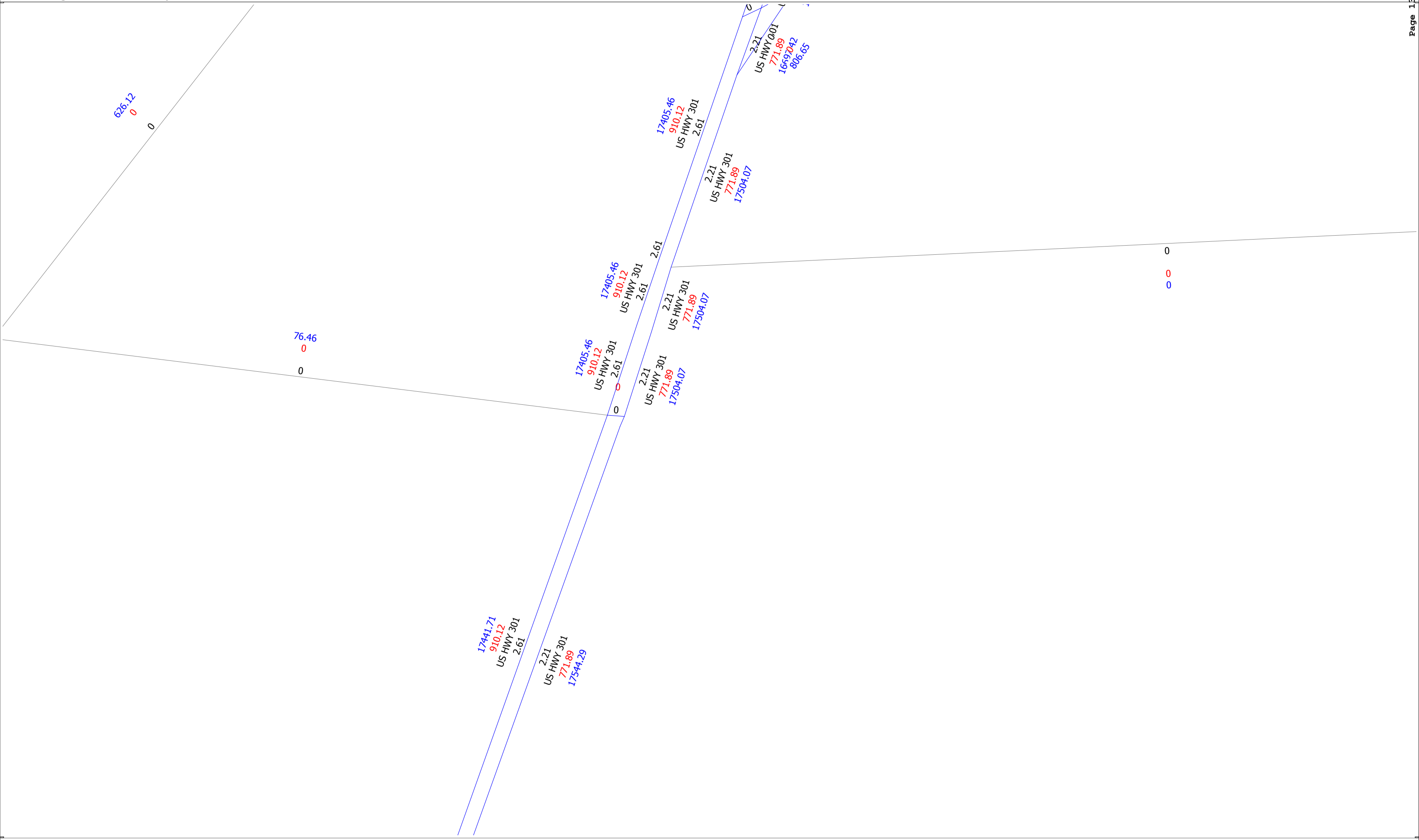


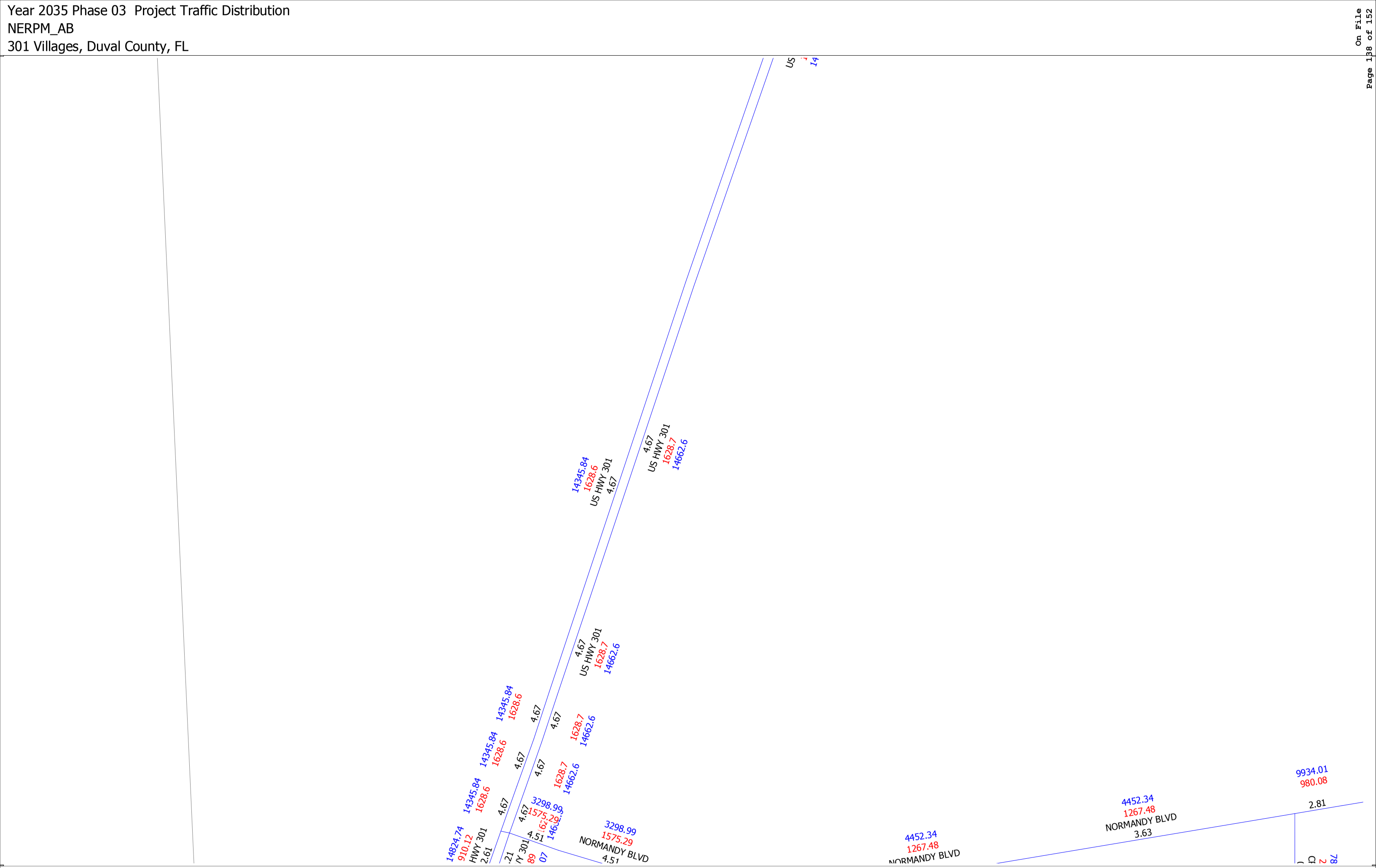


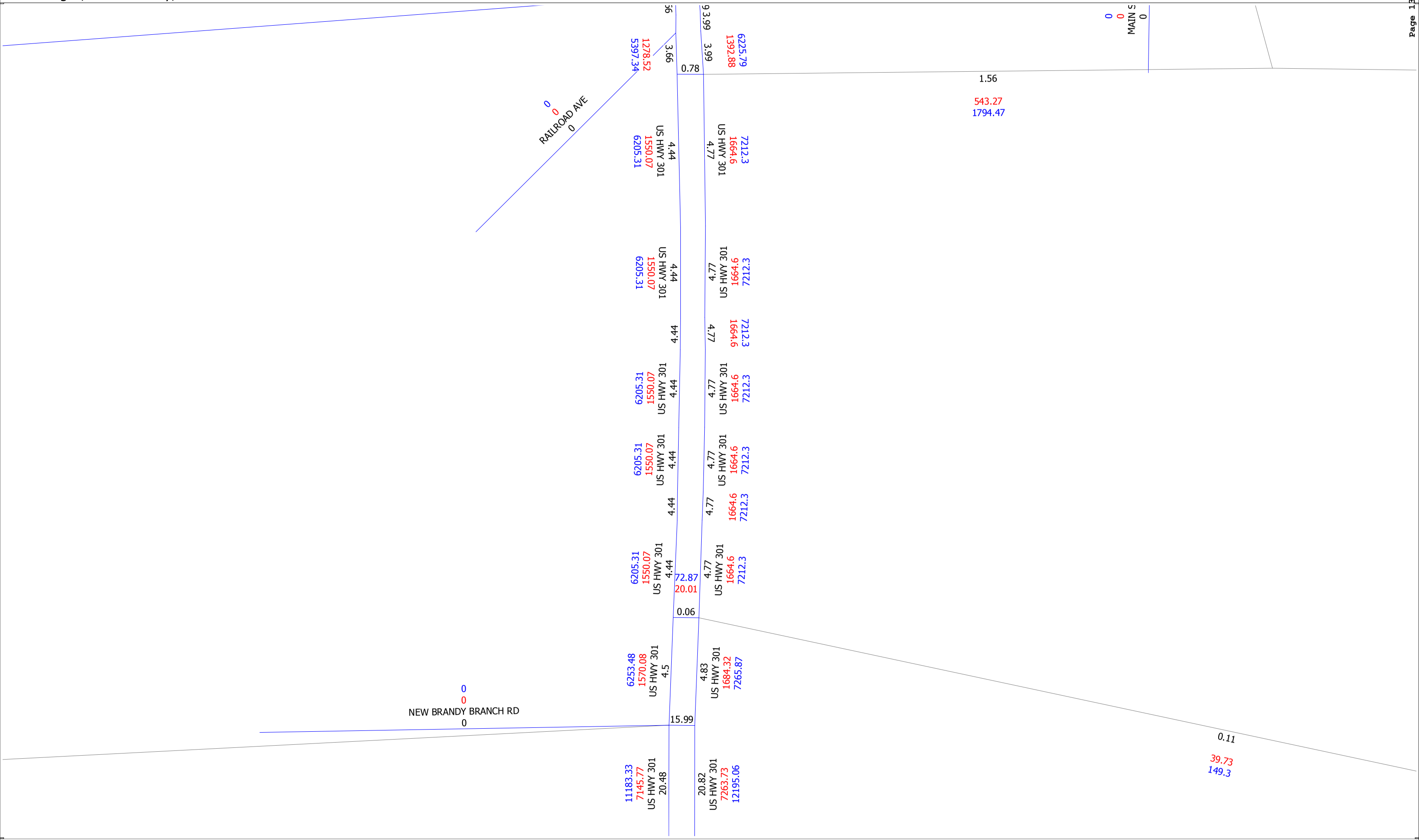


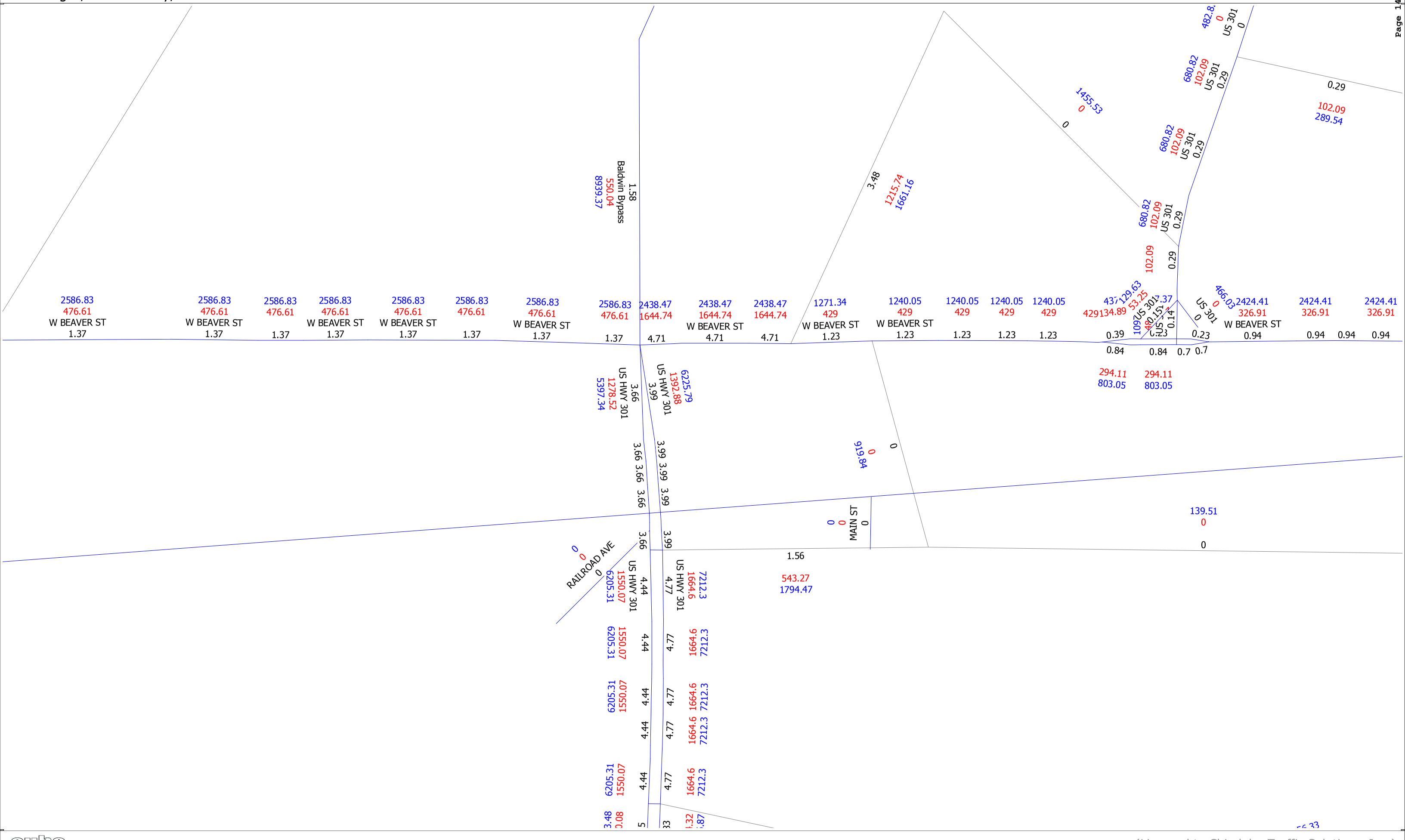
Attachment F3

Year 2037 NERPM_Abv3 Travel Demand Model Plots





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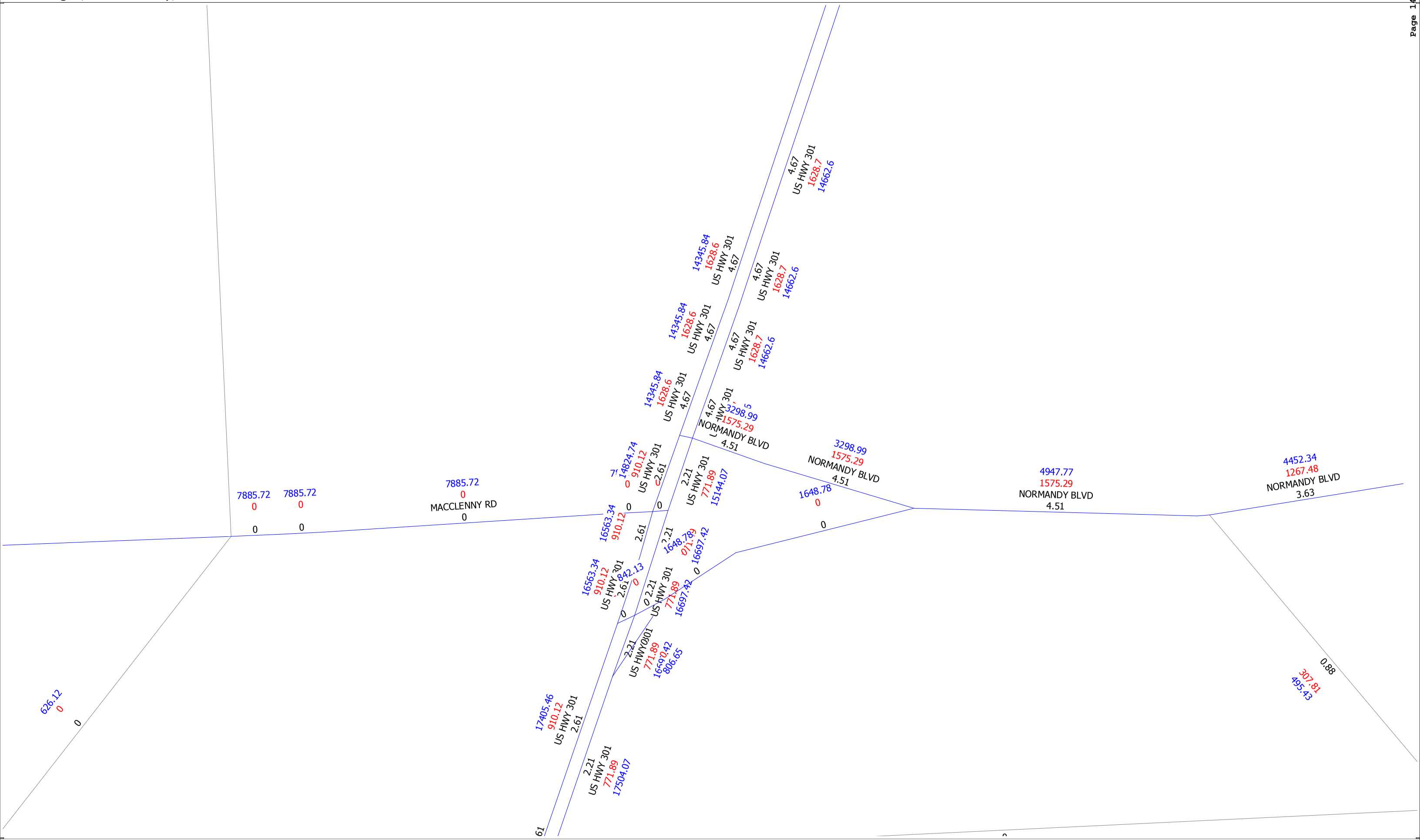
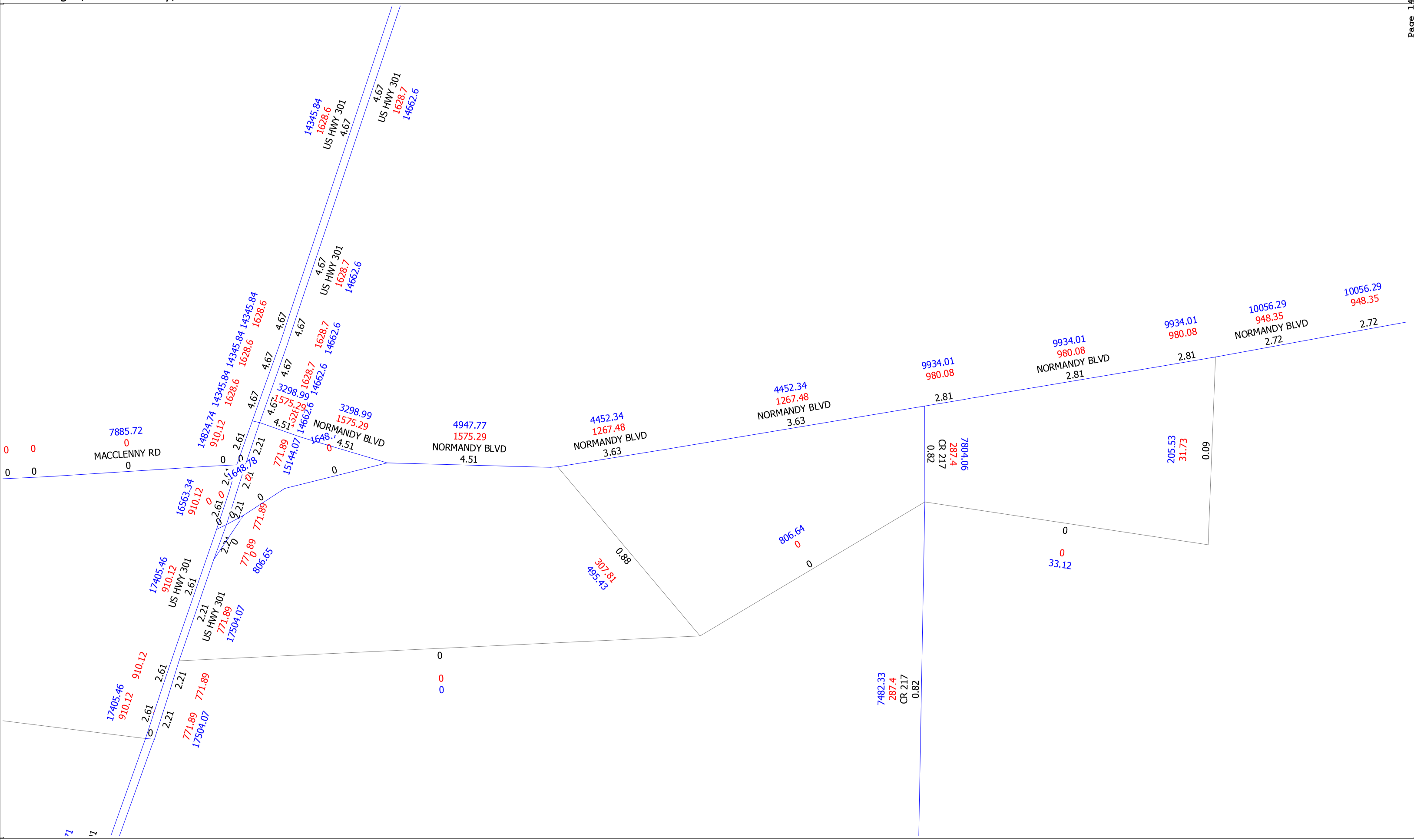
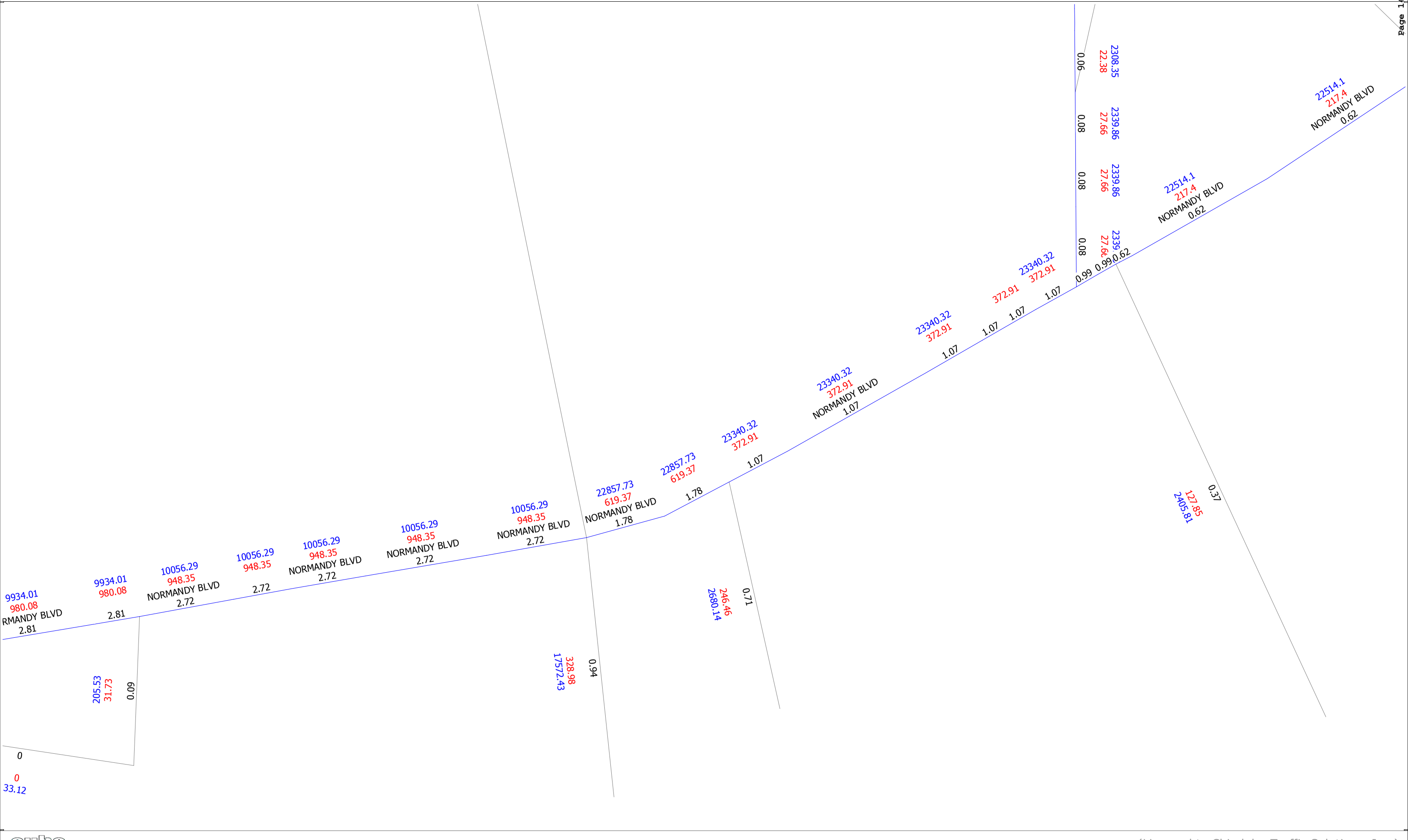
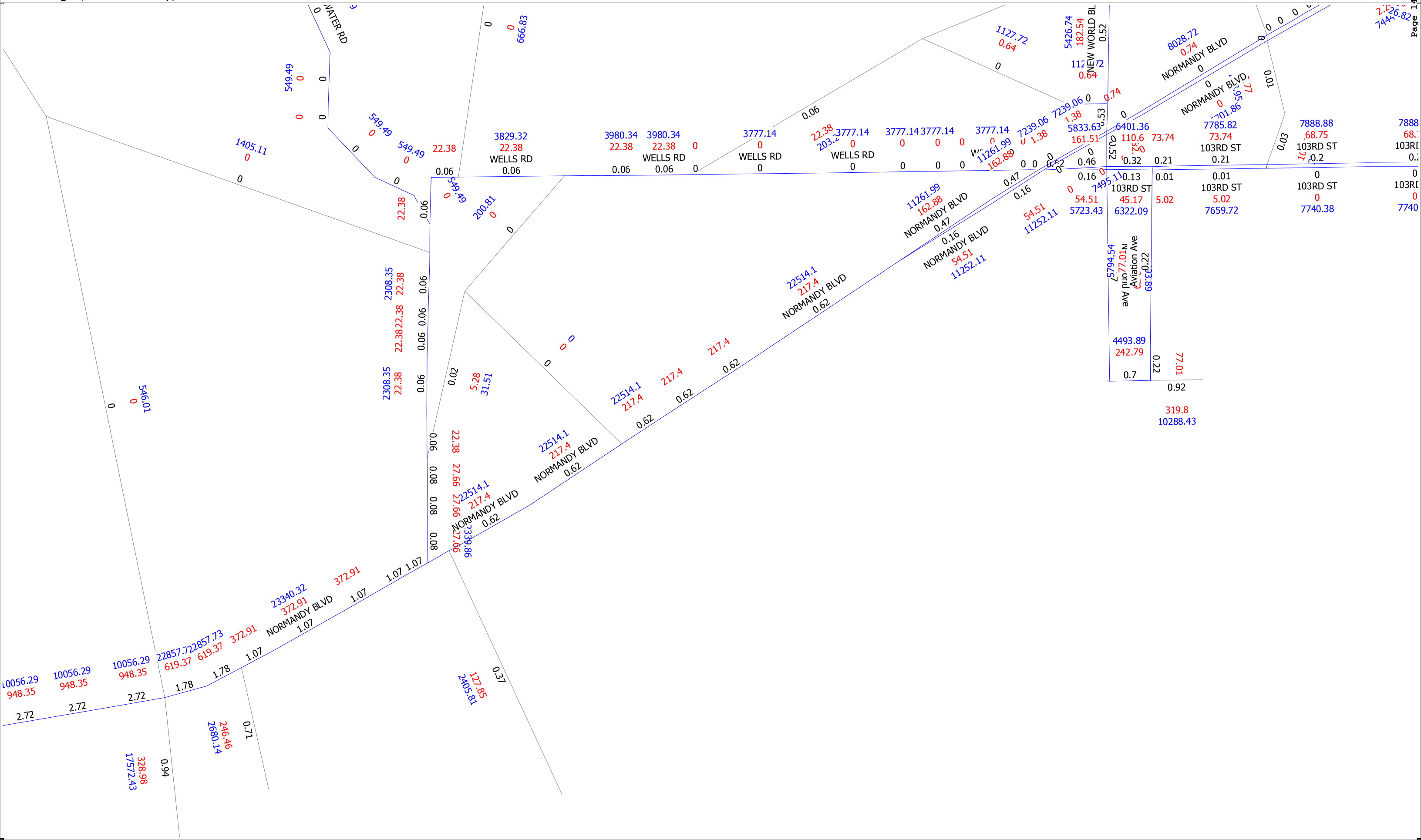
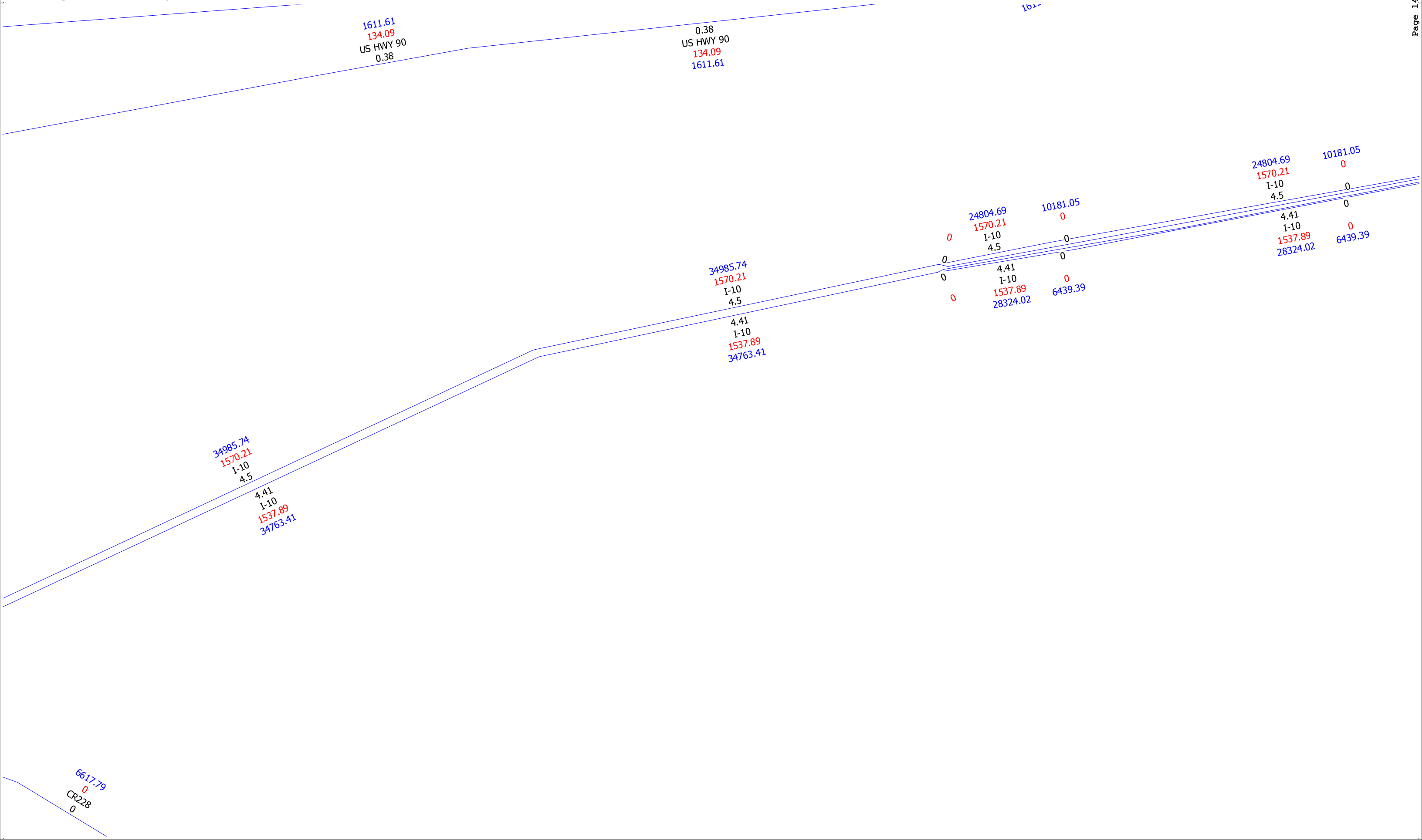
US HWY 301
US 301
MAIN ST
RAILROAD AVE



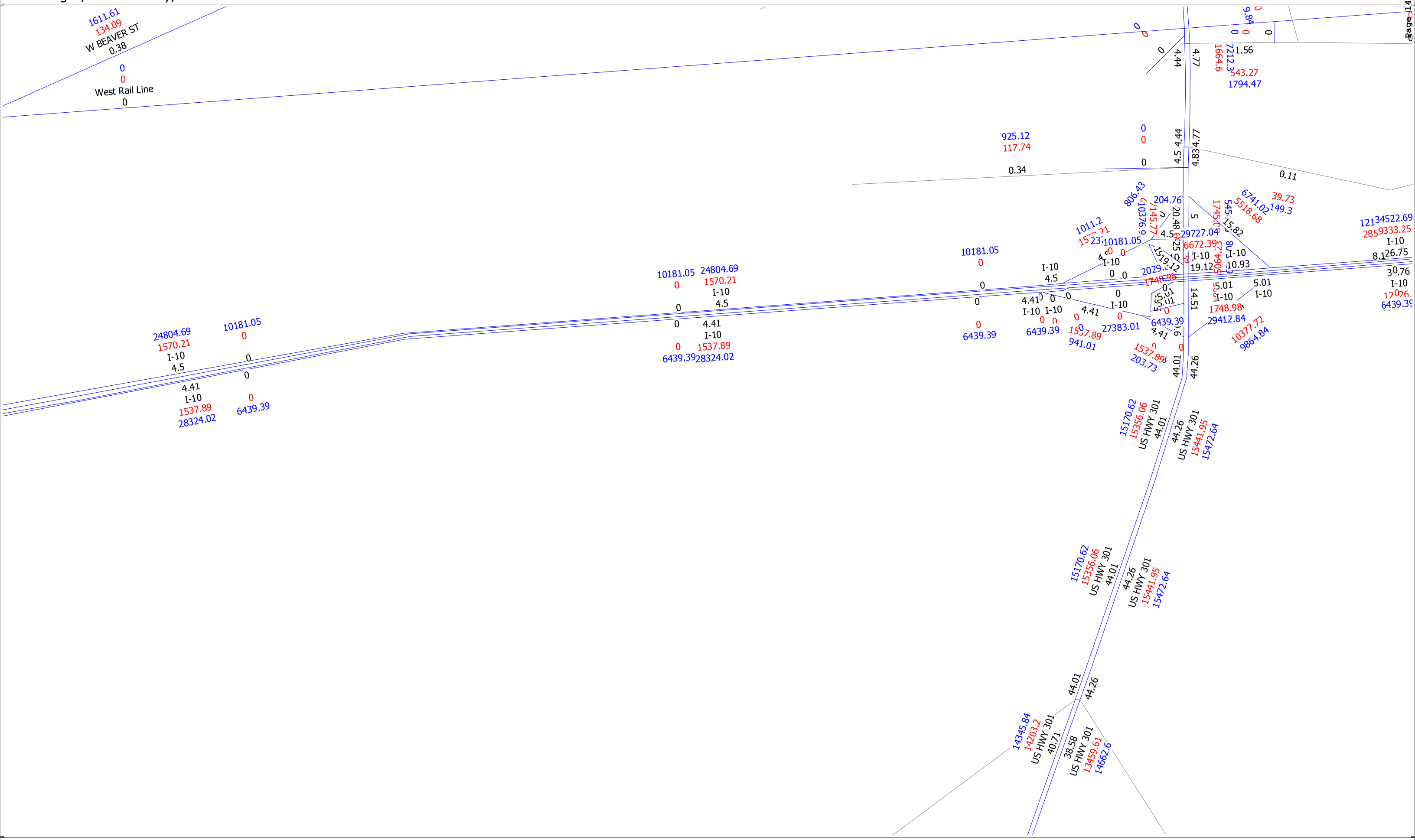








Year 2035 Phase 03 Project Traffic Distribution
NERPM_AB
301 Villages, Duval County, FL



Year 2035 Phase 03 Project Traffic Distribution
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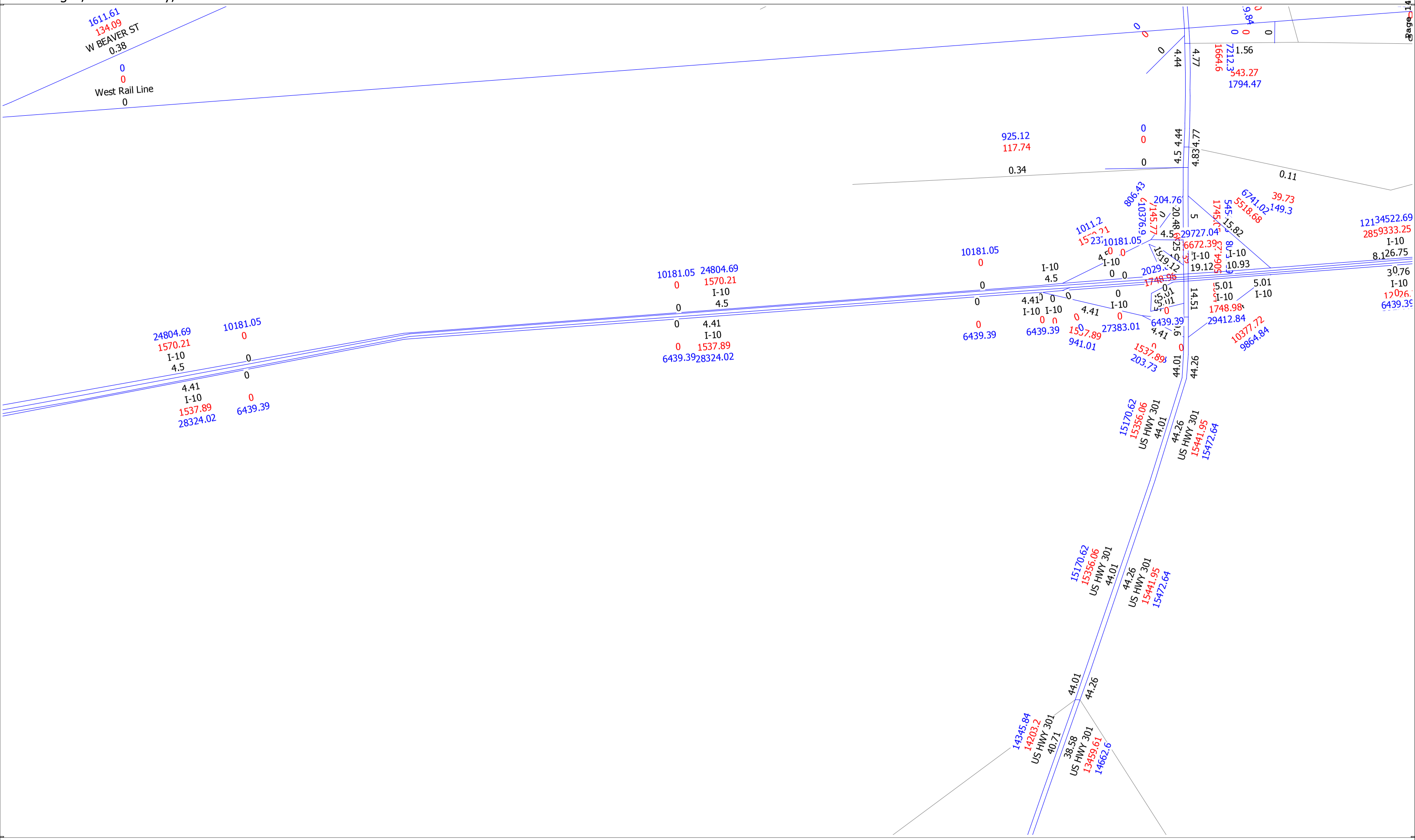
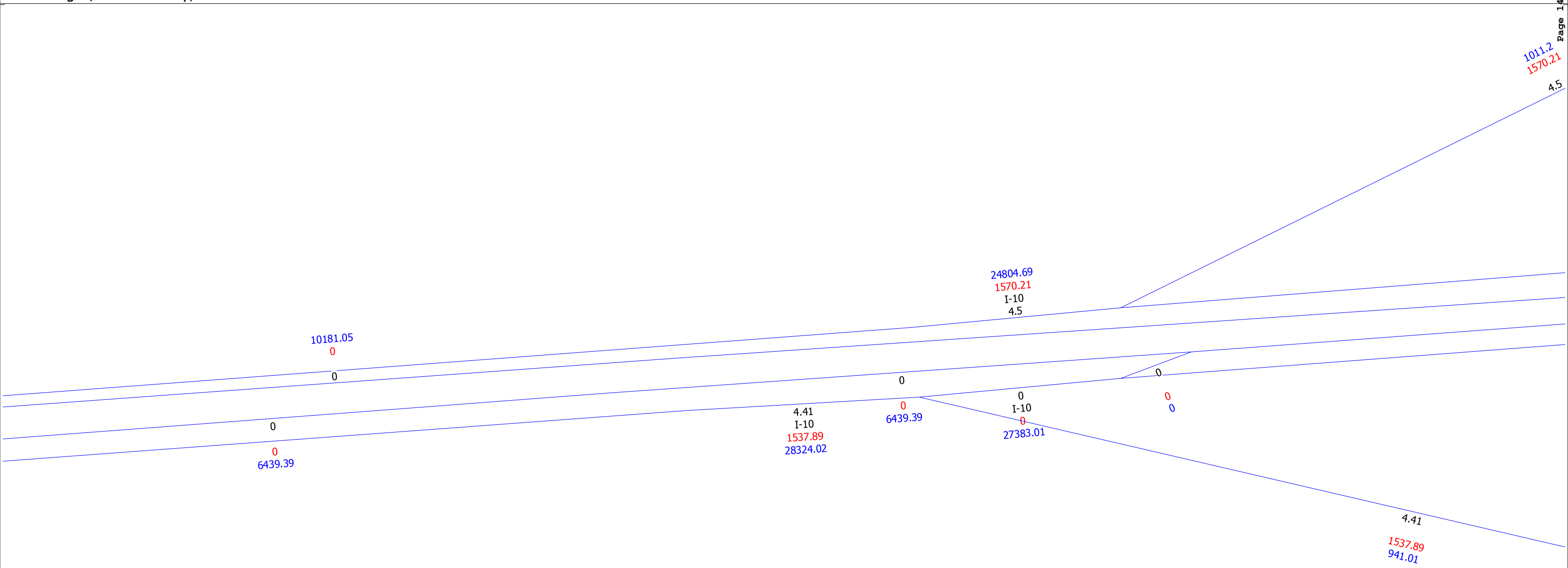
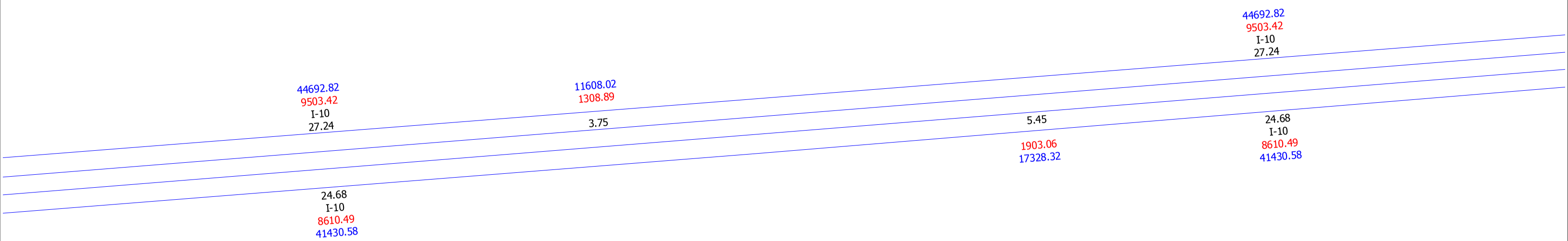
301 Villages, Duval County, FL







Attachment G

FDOT D2 Long Range Cost
Feasible Plan FY 2029 - 2045

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL	
965	I-10	W of SR-121	Nassau C/L		4,250	**4,250**	921	135,510	**136,431**					MGLANE
3303	I-10	SR-23	I-295		21,250	**21,250**	3,950	433,542	**437,492**					MGLANE
950	I-10	US-301	SR 23-Cecil Commerce Ctr Pkwy		10,250	**10,250**		266,968	**266,968**					MGLANE
3309	I-10	at SR-121			5,000	**5,000**	5,000	29,932	**34,932**					M-INCH
946	I-10	W of CR-125	W of SR-121		5,050	**5,050**	5,391	125,873	**131,264**					MGLANE
947	I-10	Baker C/L	Duval C/L		860	**860**	2,900	31,287	**34,187**					MGLANE
948	I-10	Duval C/L	US-301				3,588	128,645	**132,233**					MGLANE
1167	I-295	N of Commonwealth	N of New Kings Rd		3,450	**3,450**	2,699	90,268	**92,967**					MGLANE
3261	I-295	I-95	Southside Connector/SR-113		126,781	**126,781**								MGLANE
1169	I-295	N of Collins Rd Interchange	N of Commonwealth	750	3,765	**4,515**	16,204	486,269	**502,473**					MGLANE
1168	I-295	N of New Kings Rd	S of I-95 N Interchange		16,538	**16,538**	3,785	382,345	**386,130**					MGLANE
1154	I-75	at SR-121 (Williston Rd)					8,136	14,629	**22,765**					M-INCH
3419	I-75	N of US-90	N of I-10 Interchange	1,515	15,523	**17,038**								MGLANE
3301	I-75	SR-222 (NW 39th Ave)	US-441 (Alachua)	1,515	13,159	**14,674**	5,365		**5,365**					MGLANE
3418	I-75	SR-121 (Williston Rd)	SR-222 (NW 39th Ave)		33,096	**33,096**	5,789	802,843	**808,632**					MGLANE
3312	I-75	US 441 (Alachua)	US-41/US-441 Ellisville	1,515	17,936	**19,451**	1,856		**1,856**					MGLANE
3314	I-75	US-41/US-441 (Ellisville)	N of US-90	1,515	36,690	**38,205**	12,055		**12,055**					MGLANE
3305	I-75	Marion/Alachua County Line	SR-121/Williston Rd		21,253	**21,253**	5,278	534,742	**540,020**					MGLANE
3445	I-95	N of SR-115 (MLK)	S of SR-105	1,515	20,937	**22,452**								MGLANE
3308	I-95	S of Duval Co Line	SR-202 (JT Butler Blvd)				11,602	670,829	**682,431**					MGLANE
3311	I-95	I-10	S of SR-115 (MLK)		12,184	**12,184**		202,046	**202,046**					A4-12
3310	I-95	at SR-16			750	**750**		11,462	**11,462**					M-INCH
911	SR 26	Gilchrist C/L- CR-337	CR-26A-Newberry Lane					29,454	**29,454**					A2-4
3302	US 17	Collins Rd	NAS Birmingham Gate		1,125	**1,125**	1,250	40,052	**41,302**					A1-AUX
Funded CFP Totals						**378,172**			**4,512,465**				**Total CFP Funds= 4,890,637**	

LEGEND

- FY 2028/2029 - 2034/2035
- FY 2035/2036 - 2039/2040
- FY 2040/2041 - 2044/2045
- Mega Projects Phased Over Time

INFLATION FACTORS

- FY 2031/32 - 1.474
- FY 2037/38 - 1.791
- FY 2042/43 - 2.107

NOTES

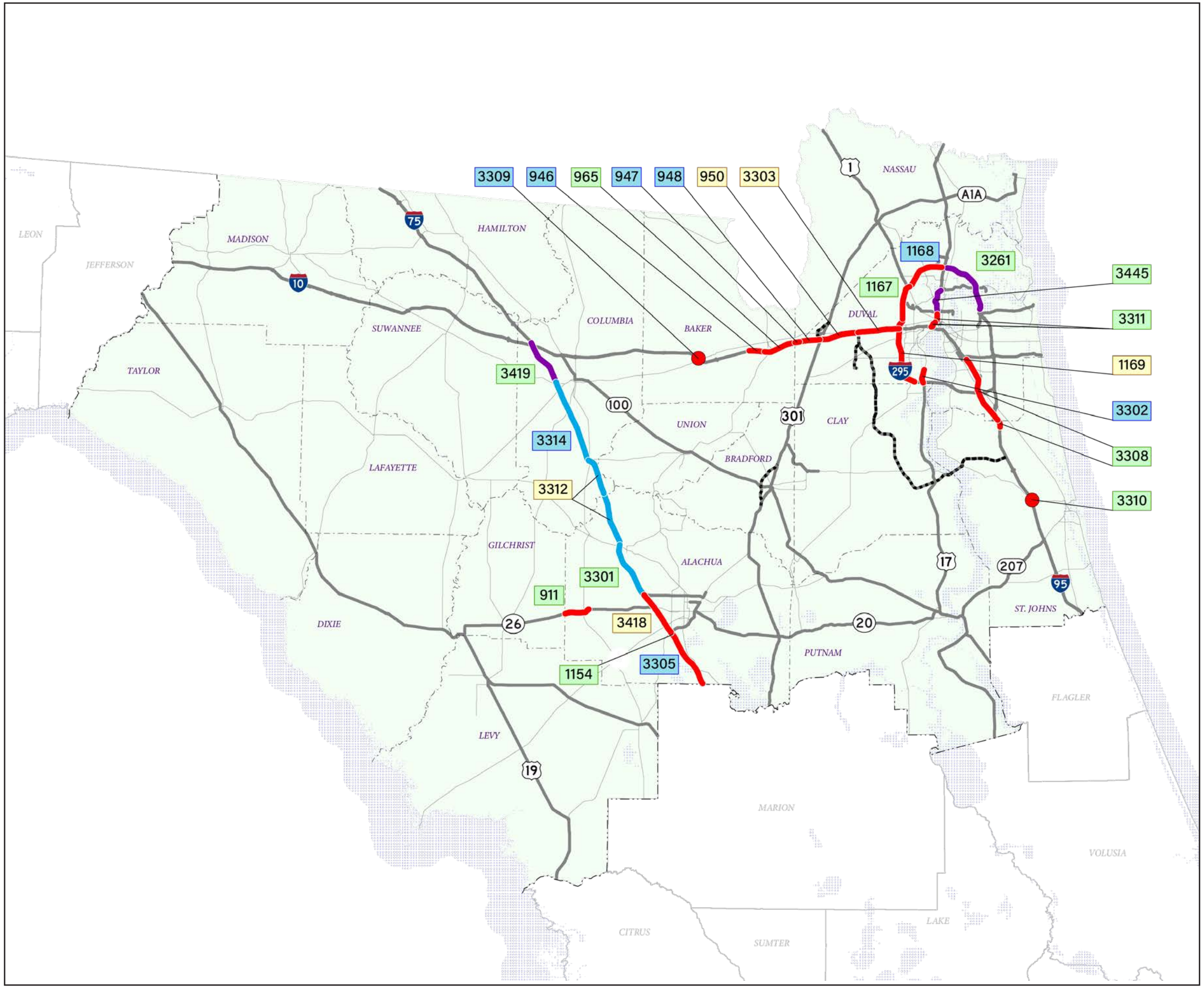
(1) Values in thousands of dollars in the year of expenditure, inflated to the middle year of each band.
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
(7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3
A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-12: Add 4 Lanes to Build 12
A1-AUX: Add 1 Auxilliary Lane
A4-SUL: Add 4 Special Use Lanes

ACCESS: Access
BRIDGE: Bridge
FRTCAP: Freight Capacity
GRASEP: Grade Separation
HWYCAP: Highway Capacity
PTERM: Passenger Terminal
ITS: Intelligent Transp. Sys
MGLANE: Managed Lanes

M-INCH: Modify Interchange
N-INCH: New Interchange
NR: New Road
PDE: Project Dev. Env.
SERVE: Add Svc/Front/CD System
STUDY: Study
UP: Ultimate Plan



FDOT Strategic Intermodal System SIS

Long Range Cost Feasible Plan FY 2029•2045

District 2

LEGEND

Bridge, Interchange, Intersection Improvements (Project with highest phase funded)

- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)

- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

- 1234 Green Band - FY 2028/2029 to FY 2034/2035
- 1234 Yellow Band - FY 2035/2036 to FY 2039/2040
- 1234 Blue Band - FY 2040/2041 to FY 2044/2045
- 1234 Mega Projects Phased Over Time

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads

Existing Conditions for SIS Highways

- SIS Highways
- Other State roads
- Planned Add

N W E S

0 10 20 40

Miles

5. City of Jacksonville Ordinance 2021-693-E

Introduced and amended by the Land Use and Zoning Committee:

ORDINANCE 2021-693-E

AN ORDINANCE REZONING APPROXIMATELY 7002.25± ACRES, LOCATED IN COUNCIL DISTRICT 12 AT 0 U.S. 301 HIGHWAY SOUTH, 0 MAXVILLE MACCLENNY HIGHWAY AND 0 NORMANDY BOULEVARD, BETWEEN INTERSTATE 10 AND MAXVILLE MACCLENNY HIGHWAY (R.E. NOS. 000974-0200, 000996-3010, 001147-0000, 001150-2000, 001159-0010 AND 001161-0020), AS DESCRIBED HEREIN, OWNED BY 301 CAPITAL PARTNERS, LLC, FROM AGRICULTURE (AGR) DISTRICT AND PLANNED UNIT DEVELOPMENT (PUD) DISTRICT (2010-874-E) TO PLANNED UNIT DEVELOPMENT (PUD) DISTRICT, AS DEFINED AND CLASSIFIED UNDER THE ZONING CODE, TO PERMIT MIXED USES, AS DESCRIBED IN THE 301 VILLAGES PUD; PUD SUBJECT TO CONDITIONS; PROVIDING A DISCLAIMER THAT THE REZONING GRANTED HEREIN SHALL NOT BE CONSTRUED AS AN EXEMPTION FROM ANY OTHER APPLICABLE LAWS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Jacksonville adopted a Large-Scale Amendment to the *2030 Comprehensive Plan* for the purpose of revising portions of the Future Land Use Map series (FLUMs) in order to ensure the accuracy and internal consistency of the plan, pursuant to Ordinance 2021-302-E and land use application L-5457-20A; and

WHEREAS, in order to ensure consistency of zoning district(s) with the *2030 Comprehensive Plan* and the adopted Large-Scale Amendment L-5457-20A, the applicant, Paul Harden, Esq., has filed an application

on behalf of 301 Capital Partners, LLC, the owner of approximately 7002.25± acres, located in Council District 12 at 0 U.S. 301 Highway South, 0 Maxville MacClenny Highway, and 0 Normandy Boulevard, between I-10 and Maxville MacClenny Highway (R.E. Nos. 000974-0200, 000996-3010, 001147-0000, 001150-2000, 001159-0010 and 001161-0020), as more particularly described in **Exhibit 1**, dated April 23, 2021, and graphically depicted in **Exhibit 2**, both of which are **attached hereto** (the "Subject Property"), to rezone and reclassify that property from Agriculture (AGR) District and Planned Unit Development (PUD) District (2010-874-E) to Planned Unit Development (PUD) District, as described in Section 1 below; and

WHEREAS, the Planning Commission has considered the application and has rendered an advisory opinion; and

WHEREAS, the Land Use and Zoning Committee, after due notice and public hearing, has made its recommendation to the Council; and

WHEREAS, the Council finds that such rezoning is: (1) consistent with the *2030 Comprehensive Plan*; (2) furthers the goals, objectives and policies of the *2030 Comprehensive Plan*; and (3) is not in conflict with any portion of the City's land use regulations; and

WHEREAS, based on the staff report of the Planning Department and other competent and substantial evidence received at the public hearings, the Council finds the proposed rezoning does not adversely affect the orderly development of the City as embodied in the Zoning Code; will not adversely affect the health and safety of residents in the area; will not be detrimental to the natural environment or to the use or development of the adjacent properties in the general neighborhood; and will accomplish the objectives and meet the standards of Section 656.340 (Planned Unit Development) of the Zoning Code; now, therefore

BE IT ORDAINED by the Council of the City of Jacksonville:

Section 1. Property Rezoned. The Subject Property is

hereby rezoned and reclassified from Agriculture (AGR) District and Planned Unit Development (PUD) District (2021-874-E) to Planned Unit Development (PUD) District. This new PUD district shall generally permit mixed uses, and is described, shown and subject to the following documents, **attached hereto**:

Exhibit 1 – Legal Description dated April 23, 2021.

Exhibit 2 – Subject Property per P&DD.

Revised Exhibit 3 – Revised Written Description dated November 2, 2021.

Revised Exhibit 4 – Revised Site Plan dated November 2, 2021.

Section 2. Rezoning Approved Subject to Conditions. This rezoning is approved subject to the following conditions. Such conditions control over the Written Description and the Site Plan and may only be amended through a rezoning.

(1) Development of the Subject Property shall be consistent with and in compliance with the Conceptual Master Plan approved in Ordinance 2021-692-E.

(2) Verifications of substantial compliance with the PUD shall not be processed until condition number two of Ordinance 2021-692-E is met.

Section 3. Owner and Description. The Subject Property is owned by 301 Capital Partners, LLC, and is legally described in **Exhibit 1, attached hereto.** The applicant is Paul Harden, Esq., 1431 Riverplace Boulevard, Suite 901, Jacksonville, Florida 32207; (904) 396-5731.

Section 4. Disclaimer. The rezoning granted herein shall **not** be construed as an exemption from any other applicable local, state, or federal laws, regulations, requirements, permits or approvals. All other applicable local, state or federal permits or approvals shall be obtained before commencement of the development or use and issuance of this rezoning is based upon acknowledgement,

representation and confirmation made by the applicant(s), owner(s), developer(s) and/or any authorized agent(s) or designee(s) that the subject business, development and/or use will be operated in strict compliance with all laws. Issuance of this rezoning does **not** approve, promote or condone any practice or act that is prohibited or restricted by any federal, state or local laws.

Section 5. Effective Date. The enactment of this Ordinance shall be deemed to constitute a quasi-judicial action of the City Council and shall become effective upon signature by the Council President and the Council Secretary.

Form Approved:

/s/ Mary E. Staffopoulos

Office of General Counsel

Legislation Prepared By: Bruce Lewis

GC-#1471890-v1-2021-693-E

Legal Description

301 Villages Parcel 1

All of Sections 4, 5, 6, 7, 8 and 17, and a portion of Sections 3, 9, 10, 15, 16, 18, 19, 20 and 21, all lying in Township 3 South, Range 23 East, Duval County, Florida, also being a portion of those lands described and recorded in Official Records Book 13262, page 46, of the current Public Records said county, being more particularly described as follows:

For a Point of Beginning, commence at the Northwest corner of said Section 6; thence South 89°08'52" East, along the Northerly line of said Section 6, a distance of 5208.61 feet to the Northwest corner of said Section 5; thence North 89°59'13" East, along the Northerly line of said Section 5, a distance of 5245.60 feet to the Northwest corner of said Section 4; thence South 89°47'34" East, along the Northerly line of said Section 4, a distance of 5252.55 feet to the Northwest corner of said Section 3; thence North 89°36'51" East, along the Northerly line of said Section 3, a distance of 861.77 feet; thence South 29°17'25" East, departing said Northerly line, 141.09 feet; thence South 50°34'45" East, 114.79 feet; thence South 38°07'06" East, 849.24 feet to the point of curvature of a curve concave Northeasterly having a radius of 520.00 feet; thence Southeasterly along the arc of said curve, through a central angle of 46°18'27", an arc length of 420.27 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 61°16'20" East, 408.93 feet; thence South 84°25'33" East, 493.91 feet to the point of curvature of a curve concave Northerly having a radius of 1000.00 feet; thence Easterly along the arc of said curve, through a central angle of 13°01'31", an arc length of 227.33 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 89°03'42" East, 226.84 feet; thence North 82°32'56" East, 145.54 feet; thence North 89°27'34" East, 771.07 feet to a point lying on the Westerly right of way line of U.S. Highway No. 301, a public variable width right of way as presently established; thence Southwesterly along said Westerly right of way line the following 5 courses: Course 1, thence South 18°55'48" West, 1785.80 feet; Course 2, thence South 18°55'47" West, 5851.81 feet; Course 3, thence South 18°56'27" West, 1781.26 feet; Course 4, thence North 71°02'55" West, 32.00 feet; Course 5, thence South 18°57'05" West, 1024.91 feet to a point lying on the Easterly line of those lands described and recorded in Official Records Book 10507, page 1524, of said current Public Records; thence North 00°30'52" East, departing said Westerly right of way line and along said Easterly line, 459.40 feet to a point lying on the Northerly line of said Section 15; thence North 89°30'18" West, departing said Easterly line and along said Northerly line, 105.00 feet to the Southeast corner of those lands described and recorded in Deed Book 144, page 318, of said current Public Records; thence Northerly, Westerly and Southerly along the boundary of last said lands the following 3 courses: Course 1, thence North 01°10'37" East, departing said Northerly line of Section 15, a distance of 225.00 feet; Course 2, thence North 89°30'18" West, 225.00 feet to a point lying on the Westerly line of said Section 10; Course 3, thence South 01°10'37" West, along said Westerly line, 225.00 feet to the Southwest corner of said Deed Book 144, page 318, and the Northwest corner of said Section 15; thence South 00°30'52" West, along the Westerly line of said Section 15, a distance of 990.00 feet to the Southwest corner of said lands of Official Records Book 10507, page 1524; thence South 89°30'18" East, along the Southerly line of last said lands, 153.09 feet to a point lying on said Westerly right of way line of U.S. Highway No. 301; thence Southwesterly along said Westerly right of way line the following 7 courses: Course 1, thence South 18°57'05" West, departing said Southerly line, 4565.72 feet; Course 2, thence South 71°18'37" East, 32.09 feet; Course 3, thence South 18°48'12" West, 91.40 feet; Course 4, thence South 19°02'58" West, 1903.63 feet; Course 5, thence South 18°58'32" West, 854.92

feet; Course 6, thence North 71°01’28” West, 22.00 feet; Course 7, thence South 18°58’00” West, 1852.86 feet to the Easterly most Northeast corner of those lands described and recorded in Official Records Volume 7245, page 1751, of said current Public Records; thence along the boundary of last said lands the following 17 courses: Course 1, thence North 71°10’22” West, departing said Westerly right of way line, 145.74 feet to the point of curvature of a curve concave Northeasterly having a radius of 643.90 feet; Course 2, thence Northwesterly along the arc of said curve, through a central angle of 11°00’00”, an arc length of 123.62 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 65°16’35” West, 123.20 feet; Course 3, thence North 59°58’23” West, 120.88 feet to the point of curvature of a curve concave Northeasterly having a radius of 576.50 feet; Course 4, thence Northwesterly along the arc of said curve, through a central angle of 11°14’16”, an arc length of 113.07 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 54°14’09” West, 112.90 feet; Course 5, thence North 48°52’11” West, 218.74 feet; Course 6, thence South 41°15’07” West, 84.53 feet; Course 7, thence North 48°44’00” West, 1988.52 feet; Course 8, thence North 49°28’14” West, 210.25 feet to a point lying on the Westerly line of said Section 21; Course 9, thence North 58°48’48” West, 1913.14 feet; Course 10, thence North 69°39’43” West, 1692.07 feet; Course 11, thence North 73°52’35” West, 624.14 feet; Course 12, thence South 89°39’08” West, 1396.93 feet to a point lying on the Easterly line of said Section 19; Course 13, thence North 00°54’05” East, along said Easterly line, 400.05 feet; Course 14, thence North 89°05’22” West, departing said Easterly line, 616.83 feet; Course 15, thence North 00°52’24” East, 682.99 feet to a point lying on the Northerly line of said Section 19; Course 16, thence North 00°54’53” East, 4625.67 feet; Course 17, thence North 89°40’53” West, 4665.74 feet to the Northwesterly corner thereof, said corner lying on the Westerly line of said Section 18, said line being the line dividing Township 3 South, Range 22 East, Baker County, and said Township 3 South, Range 23 East, Duval County; thence North 00°28’49” East, along said Westerly line, 596.05 feet to the Southwest corner of said Section 7; thence North 00°29’36” East, along the Westerly line of said Section 7, a distance of 5248.52 feet to the Southwest corner of said Section 6; thence North 00°29’36” East, along the Westerly line of said Section 6, a distance of 5248.52 feet to the Point of Beginning.

LESS and EXCEPT the sovereign lands of the State of Florida, if any, associated with Deep Creek.

Also LESS and EXCEPT the following described parcel:

A portion of Sections 9 and 10, Township 3 South, Range 23 East, Duval County, Florida, also being a portion of those lands described and recorded in Official Records Book 12996, page 2274, of the current Public Records of said county, being more particularly described as follows:

For a Point of Reference, commence at the intersection of the Southerly line of said Section 10 and the Westerly right of way line of U.S. Highway No. 301, a public variable width right of way as presently established; thence Northerly along said Westerly right of way line the following 3 courses: Course 1, thence North 18°57’05” East, 540.60 feet; Course 2, thence South 71°02’55” East, 32.00 feet; Course 3, thence North 18°56’27” East, 1391.56 feet to its intersection with the Northeasterly line of Borrow Pit Haul Road as described and recorded in Official Records Volume 1914, page 311, of said current Public Records; thence North 63°38’48” West, departing said Westerly right of way line and along said Northeasterly line, 782.60 feet; thence North 49°03’48” West, continuing along said Northeasterly line, 330.15 feet to the Point of Beginning.

From said Point of Beginning, thence continue Northwesterly along said Northeasterly line of Borrow Pit Haul Road the following 3 courses: Course 1, thence North 49°03’48” West, 30.00 feet; Course 2, thence

North 30°20’48” West, 217.01 feet; Course 3, thence North 50°13’48” West, 337.82 feet; thence North 18°44’24” East, departing said Northeasterly line, 314.53 feet; thence South 71°15’36” East, 507.09 feet; thence South 18°44’24” West, 589.22 feet to the Point of Beginning.
The above described **301 Villages Parcel 1** containing **6,035.75 acres**, more or less.

TOGETHER WITH

301 Villages Parcel 2

A PORTION OF SECTIONS 19, 20, 21, 28, 29 AND 30, TOWNSHIP 3 SOUTH, RANGE 23 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEASTERLY CORNER OF SAID SECTION 29; THENCE NORTH 89°51'06" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 29, A DISTANCE OF 2621.91 FEET TO THE NORTHWESTERLY CORNER OF THE EAST ONE-HALF OF SAID SECTION 29; THENCE SOUTH 00°32'07" WEST, ALONG LAST SAID LINE, 3956.58 FEET TO SOUTHWESTERLY CORNER OF LOT 20, SECTION 29, AS SHOWN ON THE PLAT OF MAXVILLE AND MAXVILLE FARMS, RECORDED IN PLAT BOOK 3, PAGE 94 OF THE CURRENT PUBLIC RECORDS OF SAID COUNTY; THENCE SOUTH 89°57'47" EAST, ALONG THE SOUTHERLY LINE OF SAID LOT 20 AND ALONG THE SOUTHERLY LINE OF LOT 19, SECTION 29 OF SAID PLAT OF MAXVILLE AND MAXVILLE FARMS, 1250.59 FEET TO THE WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 17906, PAGE 1508 OF SAID CURRENT PUBLIC RECORDS; THENCE SOUTH 00°18'53" WEST, ALONG LAST SAID LINE, 1071.87 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. 228 (A 120 FOOT RIGHT OF WAY, AS NOW ESTABLISHED); THENCE WESTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THREE (3) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 86°24'08" WEST, 2689.67 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 2: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 11399.16 FEET, AN ARC DISTANCE OF 763.84 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 88°19'19" WEST, 763.70 FEET, TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 3: NORTH 89°45'30" WEST, 1082.77 FEET TO THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 17041, PAGE 1529 OF SAID CURRENT PUBLIC RECORDS; THENCE NORTH 00°54'03" EAST, ALONG LAST SAID LINE AND ALONG THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 14755, PAGE 198 OF SAID CURRENT PUBLIC RECORDS, 6225.09 FEET TO THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 7245, PAGE 1751 OF SAID CURRENT PUBLIC RECORDS; THENCE NORTHERLY, EASTERLY, SOUTHEASTERLY, AND SOUTHWESTERLY, ALONG THE EASTERLY AND SOUTHERLY LINES OF LAST SAID LANDS, RUN THE FOLLOWING ELEVEN (11) COURSES AND DISTANCES: COURSE NO. 1: NORTH 00°54'03" EAST, 2871.18 FEET; COURSE NO. 2: SOUTH 89°06'05" EAST, 616.97

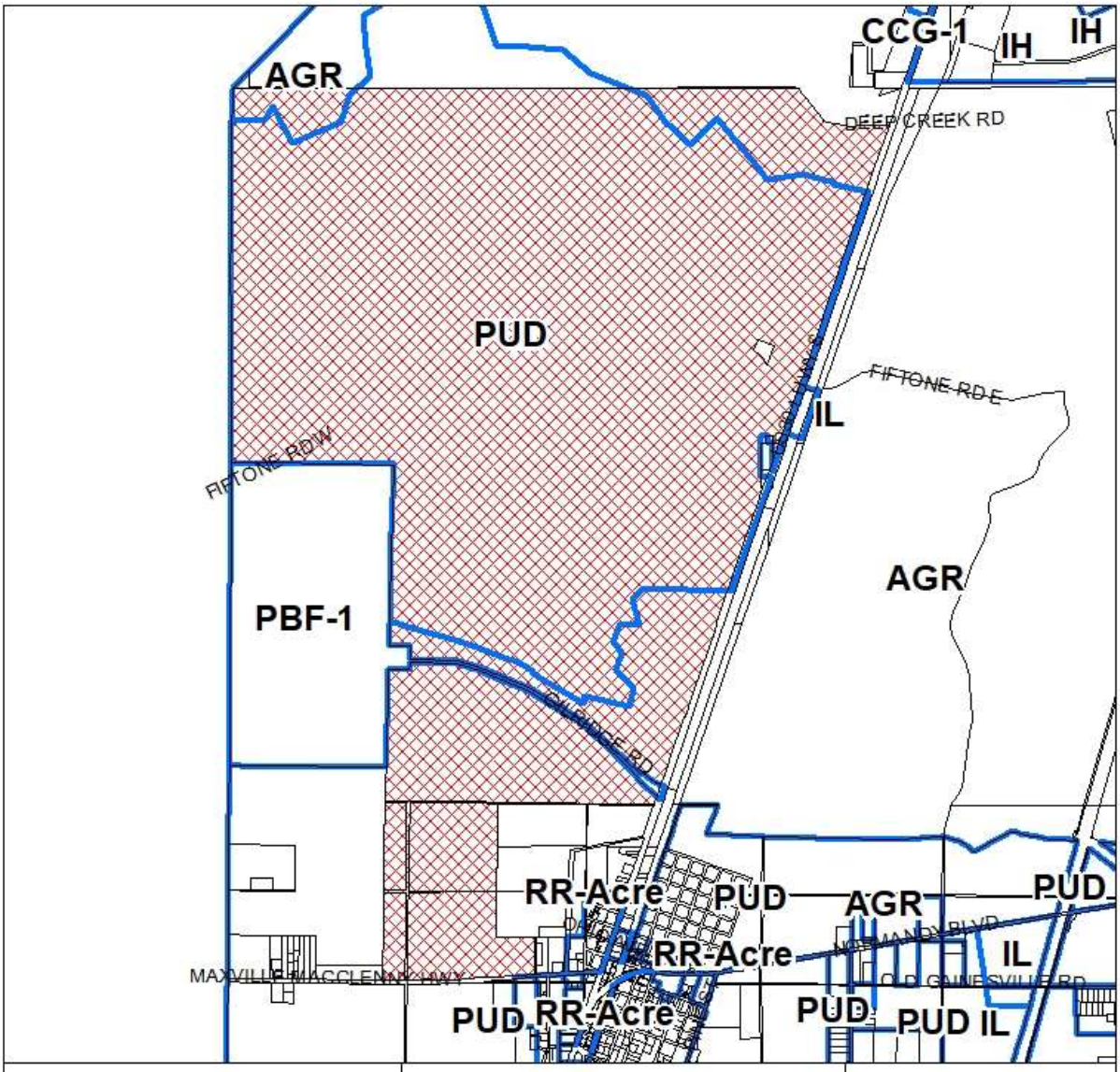
FEET; COURSE NO. 3: NORTH 00°52'49" EAST, 199.84 FEET; COURSE NO. 4: NORTH 89°39'08" EAST, 1384.38 FEET; COURSE NO. 5: SOUTH 73°53'58" EAST, 605.57 FEET; COURSE NO. 6: SOUTH 69°39'03" EAST, 1679.56 FEET; COURSE NO. 7: SOUTH 58°48'40" EAST, 1910.90 FEET; COURSE NO. 8: SOUTH 48°45'22" EAST, 57.81 FEET; COURSE NO. 9: SOUTH 48°43'42" EAST, 2116.15 FEET; COURSE NO. 10: SOUTH 41°14'44" WEST, 57.49 FEET; COURSE NO. 11: SOUTH 48°43'26" EAST, 853.37 FEET TO THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 301 (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE SOUTH 18°58'00" WEST, ALONG LAST SAID LINE, 326.32 FEET TO THE SOUTHERLY LINE OF SAID SECTION 21; THENCE NORTH 89°51'06" WEST, ALONG LAST SAID LINE, 2125.26 FEET TO THE POINT OF BEGINNING.

CONTAINING 966.50 ACRES, MORE OR LESS.

LESS AND EXCEPT ALL ROADWAYS SHOWN ON THE PLAT OF MAXVILLE AND MAXVILLE FARMS, AS RECORDED IN PLAT BOOK 3, PAGE 94 OF THE CURRENT PUBLIC RECORDS OF DUVAL COUNTY, FLORIDA.

The above described **301 Villages Parcel 2** containing **966.50 acres**, more or less.

301 Villages Parcel 1	**6,035.75 acres, more or less**
301 Villages Parcel 2	**+ 966.50 acres, more or less**
301 Villages Total	**7,002.25 acres, more or less**



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FROM: AGR & PUD

TO: PUD

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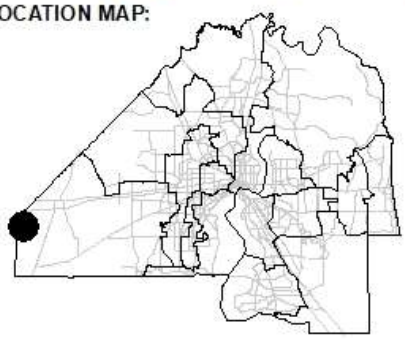

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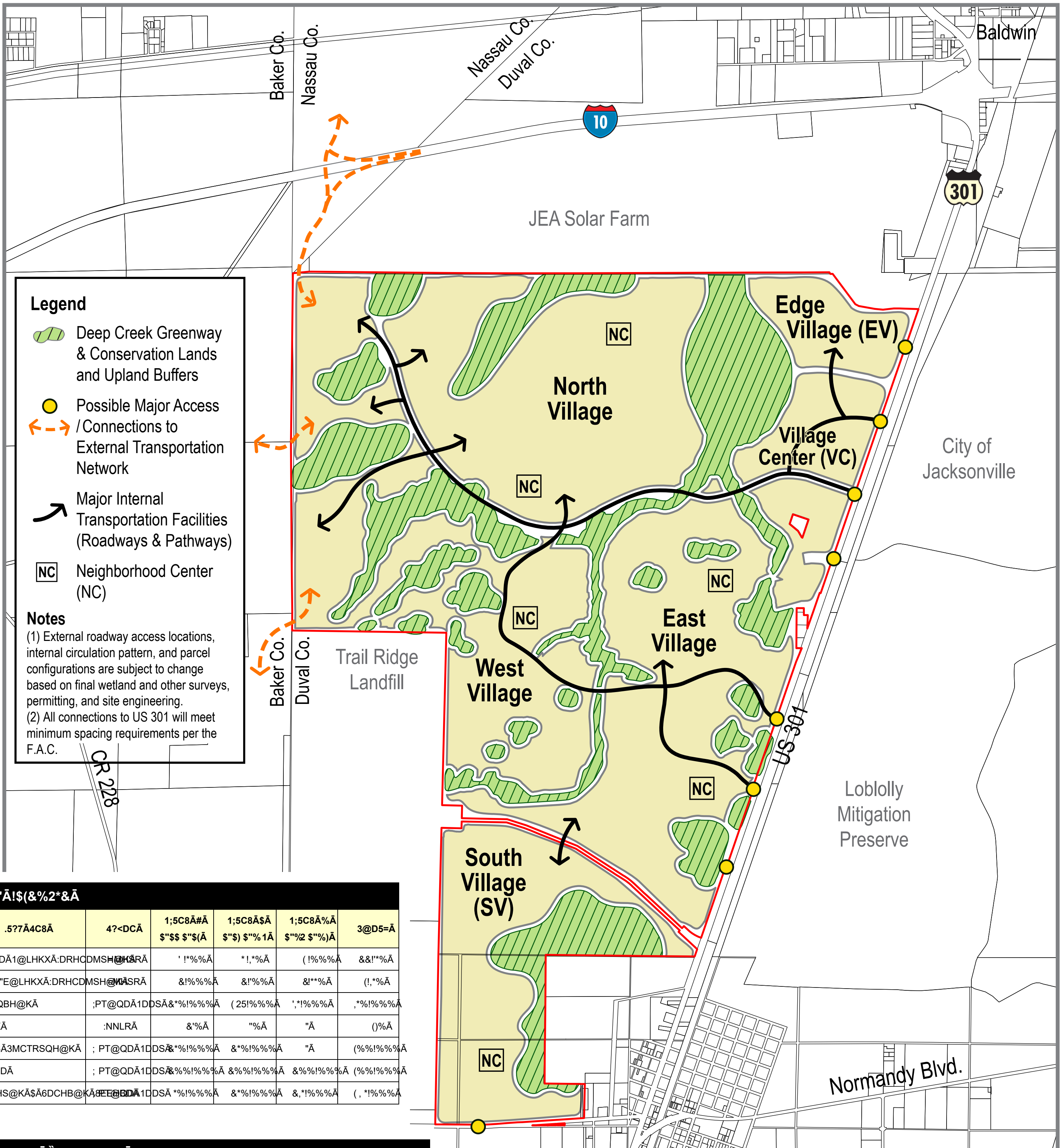
EXHIBIT 2
PAGE 1 OF 1

301 Villages

PUD Master Plan



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November 2, 2021

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Revised Exhibit 4

REVISED EXHIBIT 3
PUD-MU Written Description

301 Villages

November 2, 2021

1.0 Summary

The applicant, 301 Capital Partners proposes to rezone approximately 7,002 acres of property from PUD-SC to PUD. 301 Villages (the Property) consists of land located in western Duval County, approximately 1.7 miles south of I-10 and west of US 301, with approximately 20,000 feet of direct frontage on US 301. The Master Plan (**Exhibit E**) seeks to embody a lakefront lifestyle with a series of lakes that are interconnected by parks, greenway trails, trailheads and destinations and non-residential uses serving 301 Villages and the surrounding area. The Master Plan will emphasize environmental protection and resource enhancement through design for the Deep Creek wetland and its associated tributaries and watersheds. Not more than 70% of the Property may be developed with residential, community support, commercial, businesses, offices, parkways, and development infrastructure. The remaining portion of the Property will be composed of parklands, conservation areas of uplands and wetlands and trails. The Property is more particularly described by the legal description (**Exhibit 1**) and is shown on **the PUD Master Plan.**

The property is classified Agricultural (AGR-I, AGR-ii & AGR-iii) on the Future Land Use Map and is currently undeveloped and under silvicultural management. The companion land use amendment will change the land use to MU. The surrounding land uses also consist of mostly undeveloped silvicultural lands and a proposed JEA solar farm fronting Interstate 10. A Florida Power and Light (FPL) overhead power line easement transverses the Property parallel to US 301. Subject to FPL approval portions, or all of the FPL easement, may be relocated. The Property consists primarily of pine plantations and scattered wetlands. Deep Creek and associated wetlands run generally south to north direction through the Property and is the only notable wetland system on the Property.

301 Villages is a proposed master planned community with extensive amenities and services for its residents and guests, including athletic facilities, neighborhood parks, village greens; commercial centers; professional offices and light industrial uses; a master pathway system; open space and wetland preservation lands; environmental interpretive and education program and civic uses. A key element of the master plan is the preservation and enhancement of the Deep Creek Swamp and its tributaries. Additionally, the community will provide for a mixture of residential housing types. All the proposed uses are compatible with the adjacent pine plantation lands and conservation lands, thus protecting the character of the rural landscape. This vision is in keeping with the guiding themes of the Southwest Vision Plan.

2.0 Project Access

301 Villages will have direct access to US 301, a major north/south arterial. US 301 is currently a divided four-lane roadway providing direct access to I-10, approximately 1.7 miles north of the Property.

As shown on **Exhibit "E"**, the PUD Master Plan, up to seven (7) Primary Project Accesses along US 301 and one (1) along Normandy Boulevard are proposed. These access points to the Property will occur at the existing median openings on US 301 or as modified subject to FDOT approvals. Other directional and right-in and right-out secondary access points may be proposed subject to FDOT approvals.

The Primary Project Accesses will provide access and egress to the main vehicular parkways(s) within the PUD which will be designed to accommodate the projected traffic demands and may include multi-use paths, sidewalks, bike lanes, utility corridors, street trees, medians and other roadway elements. Roadway stub-outs are permitted to serve current and future development providing continuity and connectivity of the street network within the community.

The PUD could potentially interconnect with adjacent properties in the future. Two (2) Project Access to the west may offer additional connectivity to the external roadway network, subject to Baker County approval. The PUD Master Plan also identifies a potential interchange or limited access connection to Interstate 10 subject to FDOT and Nassau County approvals.

All proposed connection locations must meet the minimum spacing requirements of the Florida Administrative Code for access connections, directional median openings, full median openings and traffic signals. The design and traffic control of each connection will be dependent on the traffic study and FDOT approved Intersection Control Evaluation (ICE) Analysis of each connection.

3.0 Project Description

3.1 The Master Plan

The Master Plan was based on a combination of conventional and traditional master planning principals. To create a mobility-friendly community, the project's transportation network will accommodate the intensity and density of development that is interconnected through a network of pedestrian amenities and roadway network. The plan seeks to reduce the travel distance necessary for day-to-day activities. The plan consists of Villages, and a larger mix-use Village Center. Each Village will have multiple residential neighborhoods connected to one or more Neighborhood Centers that will support the Villages. These Neighborhood Centers consist of village greens, neighborhood parks, community recreational facilities such as swim and fitness centers and athletic facilities, neighborhood commercial, and/or other civic uses. The Villages will be linked to the Village Center by roadways and a pedestrian system consisting of sidewalks and multi-purpose paths. The major parkways(s) from US 301 will access all the Villages as well as the Village Center. The parkways(s) will include a multi-purpose pathway on one side with an extensive street tree and landscape treatment. The multi-purpose path will be a minimum of twelve (12) feet in width.

3.2 The Village Center and Neighborhood Centers

The Village Center is centrally located to serve the residents of the 301 Villages, while providing essential services to the area. The Village Center shall incorporate a mix of uses, which may include commercial retail, restaurants, office space (both small and large scale) and higher density residential. An extensive pathway system will connect the various Villages to each other and to the Neighborhood Centers and the to the Village Center. The Village Center, with its recreational, civic and commercial uses, as well as various housing options, will ultimately be a community focal point and provide an identity for the project as well as a community gathering destination for its residents. Specifically, the Village Center and each Neighborhood Center may include the following uses:

- Community swim and fitness center
- Tennis center
- Athletic complex and facilities
- Neighborhood commercial
- Village Green
- Professional office
- Institutional uses, such as schools, churches, etc.
- Civic facilities
- A variety of residential product types
- Neighborhood parks
- Structured parking which may be incorporated into the first or second floor of multi-family buildings
- Community support facilities

A list of uses permissible within the Village Center and Neighborhood Centers is contained in Section 4.1.

If appropriate, to serve the surrounding neighborhoods, all Villages will contain one or more Neighborhood Centers approximately ten (10) acres in size consisting of non-residential and/or residential development.
Neighborhood Centers will be centrally located within each Village. Neighborhood Center uses may include civic and institutional uses, places of worship, convenience goods, personal services, veterinarians, filling stations and other low intensity retail and office – professional commercial uses developed in freestanding or shopping center configurations, single family, duplex and townhouse residential units; condominium,

apartment, active and passive park and amenity and recreational centers. A minimum one-acre Village Green or Town Square shall also be constructed by the Developer in each Neighborhood Center.

3.3 Villages

The PUD is comprised of the following six communities:

Table 1
Permissible Development

Land Use	Single Family (Units)	Multi-family (Units)	Commercial (Sq. Feet)	Office (Sq. Feet)	Flex Industrial (Sq. Feet)	Hotel (Rooms)	Hospital/ Medical Office (Sq. Feet)
Total	**11,250**	**3,750**	**750,000**	**300,000**	**300,000**	**340**	**375,000**
Edge Village		●	●		●		
Village Center	●	●	●	●	●	●	●
West Village	●	●	●	●	●		
North Village	●	●	●	●			
East Village	●	●	●	●		●	
South Village	●	●			●		

● Denotes land use type is permissible within the village

3.4 Open Space

In addition to the parks and recreational areas, an extensive system of wetlands will be preserved within the community as conservation lands. Some of the wetlands may be part of an overall environmental interpretive system and associated pathways. These conservation lands along with Deep Creek Swamp and its tributaries provide a permanent greenway connection throughout the property referred to on **Exhibit "E"** as the Deep Creek Greenway.

A linear greenway and park shall be maintained along the parkway right-of-way(s).

3.5 Land Use Summary

The physical and functional characteristics of the PUD shall promote and promulgate reduced vehicle trips and discourage use of single-occupancy vehicles. Specifically,

- A compact and interconnected mix of uses including office, commercial, and residential adjacent or in close proximity to one another, encouraging internal capture of trips.

- Utilization of appropriate design standards prescribed in the Jacksonville Design Guidelines and Best Practices Handbook.
- A range of residential densities and dwelling types.
- Programming and site planning to encourage new businesses to locate within an area of higher population concentration than the surrounding area resulting in fewer or shorter daily vehicle trips.
- The density and intensity of the PUD will be arranged in a manner which supports a variety of transportation options, including walking and biking.
- Safe and efficient interactions between and among pedestrians, bicyclists, transit riders, and automobile passengers.
- Provision of a functioning sidewalk and bicycle facilities linking them with transit stops and the recreation and open/space areas.

The PUD shall not be developed with only a single land use type. The Developer shall be allowed to develop any portion of the PUD at any time (several construction phases). **Table 2** below contains the anticipated development program. In the event market conditions do not support the construction of non-residential uses, the Developer may enter the next phase so long as the infrastructure for the non-residential development has been constructed enabling the non-residential site ready to develop when market conditions warrant.

Table 2
Phasing Schedule

Land Use	Units	Phase 1 2022-2026	Phase 2 2027-2031	Phase 3 2032-2036	Total
Single Family Residential	Units	2,500	5,750	3,000	11,250
Multi-family Residential	Units	1,000	1,200	1,550	3,750
Commercial	Square Feet	150,000	325,000	275,000	750,000
Hotel	Rooms	120	220	-	340
Light Industrial	Square Feet	150,000	150,000	-	300,000
Office	Square Feet	100,000	100,000	100,000	300,000
Hospital / Medical Office	Square Feet	50,000	150,000	175,000	375,000

Notes:
(1) Unused development rights from a particular phase carry over into the subsequent phase until build-out.
(2) The Developer shall be permitted to convert between land uses based on the conversion table contained in Section 3.6 that allows for the exchange of land uses based upon trip generation for each land use.

Within all Villages, there will be a mixture of varying lot types for single family detached products and multi-family attached products will vary with ranges facilitating condominiums, townhomes and/or apartments. There will be at least three different residential lot sizes with no single lot type comprising more than 50% of the project total. Between 50% and 90% of each neighborhood's land area may be residential.

The maximum non-residential floor area ratio (FAR) is 80% within the Village Center and 50% within each Neighborhood Center.

3.6 Land Use Conversion Table

The Developer shall be permitted to convert between land uses within the project based on **Table 3**, the Land Use Conversion Table below that allows for the exchange of land uses based on trip generation for each land use. At the time the Developer elects to convert land uses pursuant to the Land Use Conversion Table, the Developer will notify the Planning and Development Department in writing of such election (the "**Conversion Notice**"). Such Conversion Notice shall include the uses and intensities proposed and the resulting cumulative uses, intensities. As long as the conversion is consistent with the Land Use Conversion Table, no additional approvals will be required for the conversion.

Table 3
Land Use Conversion Table

Land Use	Proposed	Units	Minimum	Maximum	Net Trip Rate
Light Industrial	300,000 GSF	1,000 SF GFA	0	600,000	0.29667
Single Family Residential	11,250 DU	DU	5,625	11,250	0.74853
Multi-family Residential	3,750 DU	DU	1,875	3,750	0.39009
Hotel	340 RM	Room	0	680	0.65882
Hospital / Medical Office	375,000 GSF	1,000 SF GFA	0	750,000	1.14667
Office	300,000 GSF	1,000 SF GFA	150,000	600,000	1.37667
Commercial	750,000 GSF	1,000 SF GLA	375,000	1,500,000	3.21067

	Convert to:	Light Industrial	SF Residential	MF Residential	Hotel	Hospital / Medical	Office	Commercial
Convert From:	Light Industrial	-	0.39633	0.76051	0.45030	0.25872	0.21550	0.09240
	Single Family Residential	2.52315	-	1.91887	1.13617	0.65279	0.54373	0.23314
	Multi-family Residential	1.31491	0.52114	-	0.59210	0.34020	0.28336	0.12150
	Hotel	2.22075	0.88015	1.68890	-	0.57456	0.47856	0.20520
	Hospital / Medical	3.86517	1.53188	2.93949	1.74048	-	0.83293	0.35714
	Office	4.64045	1.83915	3.52909	2.08958	1.20058	-	0.42878
	Commercial	10.82247	4.28928	8.23057	4.87333	2.80000	2.33220	-

Source: PM Peak Hour Rates and Equations, *Trip Generation*, 11th Edition, ITE

Formula: (Land Use Convert From) x (Conversion Factor) = (Land Use Convert To)

Example: Convert 50 SF Residential dwelling units into Commercial: 50 DU x 0.23314 = 11,657 Commercial SF

3.7 Recreation

A minimum 10-acre athletic complex and park within the Village Center will be constructed by the Developer and owned and maintained by the CDD, Developer or Homeowners Association for use by the residents. A minimum 1-acre Village Green or Town Square shall also be constructed by the Developer in the Village Center and each Village's Neighborhood Center. An internal trail system will link each village to neighboring Villages, open space, recreational uses. and to the Village Center.

The Developer has the option of developing a regional athletic complex within this PUD. Parks and recreation areas combined area will meet or exceed recreation requirements defined by the Comprehensive Plan and the City of Jacksonville Ordinance Code, as effective at the time of the adoption of this PUD. At a minimum, 125.4 acres of active recreation areas will be provided.

Recreation areas and facilities serving individual neighborhoods shall be completed and operational not later than 40% of that neighborhood's residential units being constructed. Community-wide recreation facilities shall be provided in proportion to the number of residential dwelling units built. In determining the type of fields and courts to include within this PUD, the Applicant shall consult with the Parks, Recreation, and Entertainment Department to determine what types of fields and courts are available or programmed as public facilities to serve residents within the PUD.

3.8 Pedestrian Environments

Personal interaction shall be encouraged within the 301 Villages through logical and aesthetically congruent pedestrian routes. Pedestrian interconnections shall be provided between adjacent land uses where it is functionally feasible and maintains the highest level of pedestrian safety.

A. The use of architectural design elements, such as canopies, awnings, umbrellas, site furniture, pedestrian scale lighting, water and fountain features, decorative paving, colored paving, building placement and façade articulation are elements that are encouraged to help build the pedestrian environment and create a "sense of place" for each individual project and, in many cases, are a specific node within a project.

B. The use of plaza spaces to interconnect various pedestrian routes is encouraged. Pedestrian spaces should be designed as multi-functional use spaces that encourage social gathering and interaction. Consideration should be made to incorporate adequate pedestrian seating, landscape and shade cover as well as special visual focal elements within the spaces.

C. Site furnishings shall not be used for advertising in any form, wither by direct or indirect mounting of signs or dramatically bright paint patterns or colors.

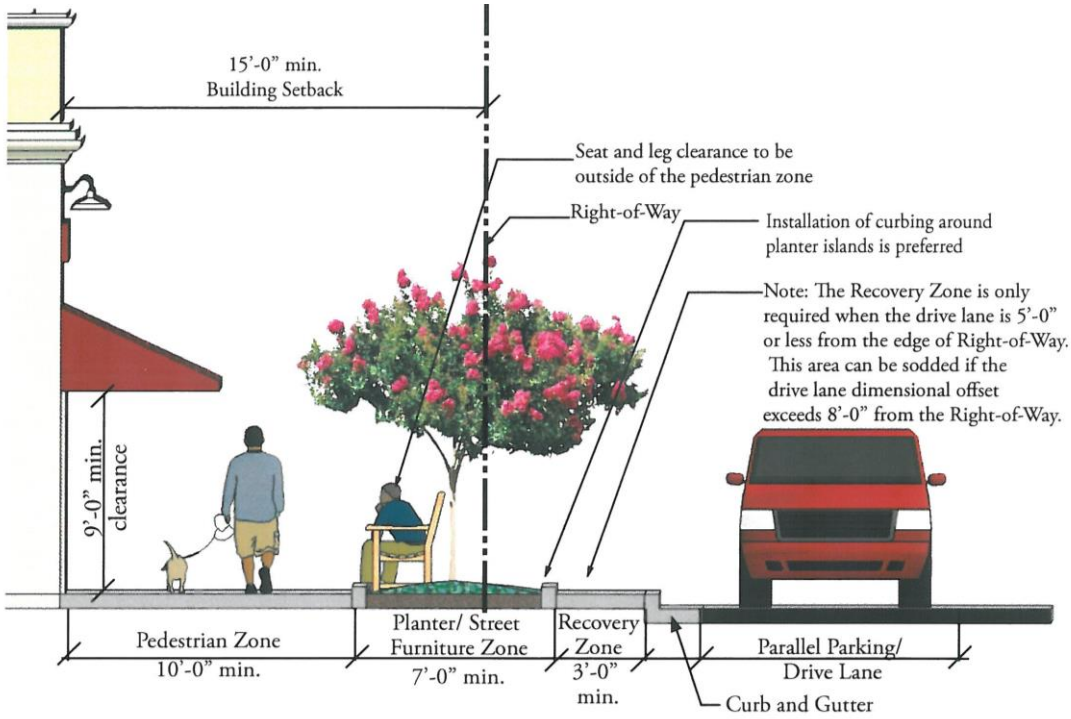
D. The defined pedestrian route shall be kept free of all permanent signage, site furnishing or other physical obstructions. All site furnishing shall be placed within a four-foot (4') wide landscape planter zone.

E. All pedestrian crosswalks and traffic calming devices shall be clearly identified and marked.

F. Pavement within pedestrian routes shall be designed to accentuate the pedestrian experience through use of materials, colors, textures, marking and/or patterning.

G. The following chart establishes the required dimensional relationships required for the Primary Project Access roadways within the Village Center, not parking lots.

Roadway	Min. Building Setback	Pedestrian Zone	Recovery Zone	Planter and Street Furniture Zone	
				With on-street parking	No on-street parking
0-35 mph	15’	10’	3’	7’	10’
36-45 mph	20’	12’	3’	10’	13’



Source: Jacksonville Design Guidelines and Best Practices Handbook

4.0 Land Use and Zoning

4.1 Commercial Parcels

A. *Permitted Uses (Village Center only):*

1. Art galleries, museums, community centers, and dance, art or music studios
2. Banks, savings and loans, and other financial institutions and similar uses; including drive-through and drive-up facilities, with drives and connections designed and configured for safe access, subject to the review and approval of the Planning and Development Department
3. Business and professional offices
4. Commercial indoor recreational or entertainment facilities, such as bowling alleys, skating rinks, theaters and similar uses
5. Day care centers meeting the requirements of City of Jacksonville Ordinance Code, Chapter 656, Part IV
6. Essential services, including water, sewer, gas, telephone, radio and electric services.
7. Flex industrial, small office showrooms with large warehouse
8. Hotels and motels
9. Institutional uses such as churches, schools, etc.
10. Medical, dental and chiropractic offices or clinics and hospitals
11. Restaurants with the outside sale and service of food; including drive-through and drive-up facilities, with drives and connections designed and configured for safe access, subject to the review and approval of the Planning and Development Department
12. Restaurants, including those which include the sale of all alcoholic beverages inside and outside, including liquor, beer and wine, for on premises consumption.
13. Retail sales and service establishments permitted in the CCG-1 category shall be permitted in single or multi-tenant buildings.
14. Service Station with car wash

B. *Permitted Uses (Neighborhood Centers only):*

1. Art galleries, museums, community centers, and dance, art or music studios
2. Business and professional offices
3. Commercial indoor recreational or entertainment facilities, such as bowling alleys, skating rinks, theaters and similar uses
4. Day care centers meeting the requirements of City of Jacksonville Ordinance Code, Chapter 656, Part IV
5. Essential services, including water, sewer, gas, telephone, radio and electric services.,
6. Hotels and motels
7. Institutional uses such as churches, schools, etc.

8. Medical, dental and chiropractic offices or clinics
9. Restaurants, including those which include the sale of all alcoholic beverages inside and outside, including liquor, beer and wine, for on premises consumption.
10. Retail sales and service establishments permitted in the CCG-1 category shall be permitted in single or multi-tenant buildings.
11. Service Station with car wash

C. *Minimum lot requirement* (width and area). None.

D. *Maximum lot coverage by all buildings*. None.

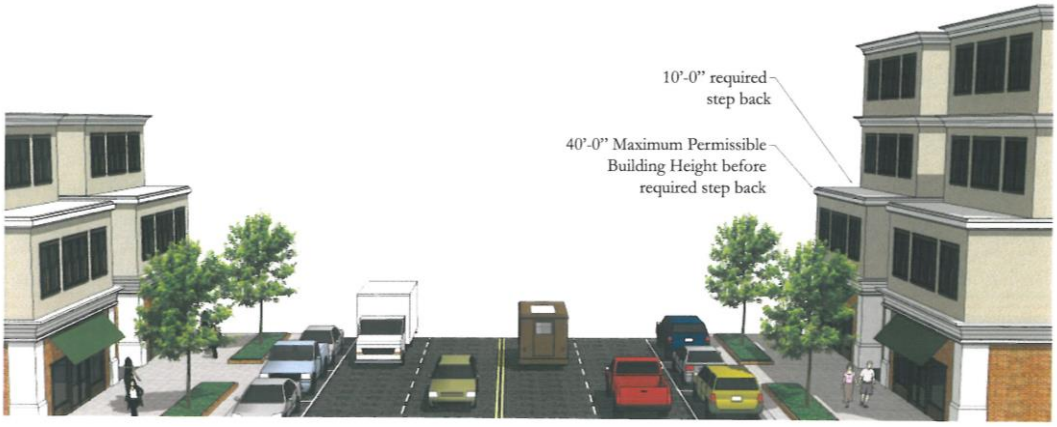
E. *Minimum yard requirements.* For the purpose of these requirements, "lot" refers to the parcel within which the commercial use is located and "yard" refers to distance from the parcel boundary.

1. Front – For U.S. Highway 301 Twenty (20) feet; for others - none.
2. Side - none.
3. Rear - ten (10) feet.
4. Except for TND-style development within the Village Center, where a commercial parcel abuts a single-family or multi-family residential parcel, side and rear yards shall be twenty (20) feet with a buffer meeting Section 656.1216 of the Zoning Code.

F. *Maximum height of structure.*
Sixty (60) feet, however height may be unlimited where the building is set back on all sides of the project boundaries no less than one horizontal foot for each six (6) vertical feet in excess of the height limitations identified above.

Building massing shall provide façade "step backs" for all building facades that exceed forty feet (40') in height, whereby a minimum ten-foot (10') building façade "step back" shall be provided for all floors above a two-story level (see illustration below). This provision may be waived for freestanding commercial office buildings as long as the building facades provide a significant amount of exterior material column, and wall fenestration so as to provide physical and visual breaks in the building facades.

The building masses of "Big Box" retailers within the Village Center shall be oriented in such a way to create a more clustered organization rather than single free-standing boxes surrounded by parking. The placement of buildings shall provide for a logical organization of both vertical and pedestrian circulation patterns and prevent the need, to the largest extent possible, for a user to have to "re-park" due to excessive internal pedestrian walking distances.



Source: Jacksonville Design Guidelines and Best Practices Handbook

Interior commercial building lengths shall not exceed three hundred linear feet (300') without a physical break or pedestrian accessway from parking behind. It is strongly encouraged to integrate plaza spaces and/or incorporate public green spaces where building breaks occur.

G. *Lighting requirements.*
Lighting shall be designed and installed so as to be directed downward and reflect back to the subject property prevent glare and/or excessive light onto surrounding property. Pole fixtures shall be flush mounted, with full cut-offs. Light fixtures mounted on canopies shall be recessed so that the lens cover is flush with the bottom surface (ceiling) of the canopy. The applicant shall submit a lighting plan for the entire site, including fixture types and foot-candle illumination for review and approval by the Planning and Development Department.

4.2 Condominiums/Apartments

A. *Permitted Uses and structures.*

1. Amenity/Recreation center, which may include a pool, cabana, clubhouse, health/exercise facility, and similar uses.
2. Condominiums and Apartments.
3. Essential services, including water, sewer, gas, telephone, radio and electric services.
4. Live-Work uses meeting the performance standards and development criteria in Section 5.10 below.
5. Parks, playgrounds, playfields and recreational/community structures.
6. Structured parking when part of a residential structure and meeting the standards established in Section 5.5 below.

B. *Minimum lot width, Maximum density, Maximum lot coverage by all buildings, Minimum yard requirements, and Maximum height of structures for each Condominium use*. *Development standards for Condominiums and Apartments are detailed in* ***Table 4***. For the purpose of these requirements, "lot" refers to the parent property within which the proposed condominium buildings are located and "yard" refers to distance from the parent property boundary. These requirements permit at least three types of condominiums/apartments configurations: structured parking under the units; front street access with common parking; rear alley access.

C. Development standards for all residential uses, including the five (5) single-family and duplex lot types, are detailed in **Table 4** below.

1. Modifications to the yards for any phase of a use in a parcel may be permitted within the PUD as a minor modification subject to the review and approval of the Planning and Development Department.

2. *Patios and porches*. Patios and porches, including screened patios with a structural roof, outdoor dining, terraces, courtyards, or similar exterior structures shall be permitted for each unit.

D. *Parking requirements* - Two spaces (2) spaces per unit, which may be met within garages, driveways, on-street parking, or common parking areas; plus one (1) guest parking space shall be provided for every three (3) units.

4.3 Townhouses

A. *Permitted Uses and structures.*

1. Amenity/Recreation center, which may include a pool, cabana, clubhouse, health/exercise facility, and similar uses.

2. Essential services, including water, sewer, gas, telephone, radio and electric services.

3. Live-Work uses meeting the performance standards and development criteria in Section 5.10 below.

4. Structured parking.

5. Townhouses (fee simple or condominium ownership).

B. *Minimum lot width, Maximum density, Maximum lot coverage by all buildings, Minimum yard requirements, and Maximum height of structures for each Townhouse use*. *Development standards for residential uses are detailed in* ***Table 4***. These requirements permit at least three types of townhouse configurations: front street access with garages; front street access with common parking; rear alley access.

C. Development standards for all residential uses, including the five (5) single-family and duplex lot types, are detailed in **Table 4** below.

1. Modifications to the yards for any phase of a use in a parcel may be permitted within the PUD as a minor modification subject to the review and approval of the Planning and Development Department.

2. *Patios and porches*. Patios and porches, including screened patios with a structural roof, outdoor dining, terraces, courtyards, or similar exterior structures shall be permitted for each unit.

D. *Common Landscape Maintenance.* The proper maintenance of all common areas, lawns, and landscaping by means of a common lawn and landscaping company shall be funded by an owners' association with mandatory association dues.

E. *Parking requirements* - Two spaces (2) spaces per unit, which may be met within garages, driveways, on-street parking, or common parking areas.

F. *Townhouse provisions.* The development criteria for Townhouse uses within this PUD supersedes those requirements set forth in Section 656.414 of the Zoning Code.

4.4 Single Family and Duplexes

A. *Permitted Uses and structures*.

1. Amenity/Recreation center, which may include a pool, cabana, clubhouse, health/exercise facility, and similar uses.
2. Attached duplexes.
3. Essential services, including water, sewer, gas, telephone, radio and electric services.
4. Parks, playgrounds, playfields and recreational/community structures.
5. Single family detached dwellings.

B. Development standards for all residential uses, including the five (5) single-family and duplex lot types, are detailed in **Table 4** on the following page.

1. Modifications to the yards for any phase of a use in a parcel may be permitted within the PUD as a minor modification subject to the review and approval of the Planning and Development Department.
2. *Patios and porches*. Patios and porches, including screened patios with a structural roof, outdoor dining, terraces, courtyards, or similar exterior structures shall be permitted for each unit.

4.5 Community Support and Amenities

A. Permitted Uses and structures.

1. Amenities and related facilities to be owned and operated by the developer or homeowners' association, which may include tennis courts, pools, cabanas/clubhouses, soccer or ball fields, health/exercise/fitness spa or facility, theater or screening room, and similar uses and facilities.
2. Community Support uses may be integrated vertically or horizontally with multifamily residential uses.
3. Essential services, including water, sewer, gas, telephone, radio and electric services.
4. Parks, playgrounds, playfields and recreational and community structures.
5. Parks, playgrounds, playfields and recreational and community structures.

B. *Minimum lot width, Maximum density, Maximum lot coverage by all buildings, Minimum yard requirements, and Maximum height of structures for each Amenity and Community Support Use*.

1. *Minimum lot width*. None.
2. *Minimum lot area.* None.
3. *Maximum lot coverage by all buildings*. None
4. *Maximum height of structure.* Forty-five (45) feet.

4.6 Conservation/Open Space

A. Permitted uses and structures.

1. Golf courses.
2. Passive recreation, including pedestrian walkways, walking trails, benches, picnic tables, informational displays, and viewing areas.
   a. Essential services, including water, sewer, gas, telephone, radio and electric services.
3. Stormwater, surface water management and flood control improvement, as permitted by the applicable regulatory agencies.
4. Wetland preservation, mitigation, and restoration, as permitted by the applicable regulatory agencies. As minor encroachments deemed necessary in final design and engineering, other uses are permitted, governed by the development criteria above and as permitted by the applicable regulatory agencies.

B. *Minimum lot requirement (width and area).* None.

C. *Maximum lot coverage by all buildings*. None.

D. *Minimum yard requirements*. None

E. *Maximum height of structure*. None

Table 4
Residential Development Standards

Type	Min. Lot Width (ft)	Min. Lot Area (sf)	Front / Side / Rear Setbacks (ft)		Max. Lot Coverage By Buildings		Max. Bldg. Ht. (ft)*	Max. Acc. Bldg. Ht. (ft)	Req'd Pkg. per unit (spaces)
			Front Facing Garages	Rear Garages	NC & VC	Villages			
SF-A	35	3,500	n/a	10 / 5 / 5 from bldg face to alley ROW or easement	50%	NA	40	27	2
SF-B	40	4,000	20 from garage face to ROW and/or 15' from bldg face to ROW / 5 / 10	10 / 5 / 5 from bldg face to alley ROW or easement	50%	50%	40	27	2
SF-C	60	6,000	20 from garage face to ROW and/or 15' from bldg face to ROW / 5 / 10	10 / 5 / 5 from bldg face to alley ROW or easement	50%	50%	40	27	2
SF-D	70	7,000	20 from garage face to ROW and/or 15' from bldg face to ROW / 5 / 10	10 / 5 / 5 from bldg face to alley ROW or easement	50%	45%	40	27	2
SF-E	80	8,000	20 from garage face to ROW and/or 15' from bldg face to ROW / 5 / 10	10 / 5 / 5 from bldg face to alley ROW or easement	40%	40%	40	27	2
Duplex	32	2,900	20 / 8 / 10	20 / 10 / 10	65%	70%	45	27	2
Town-house	16	1,200	20 from garage face to sidewalk or to back of curb where there is no sidewalk / 10 / 10	10 / 10 except for corner lots (5) / 5 from bldg. face to alley ROW or easement	70%	70%	45	27	2
Condo or Apt.	n/a	n/a	**NC & VC** *Where adjacent to ROW & not abutting SF lots:* 20 / 0 / 0 *Where abutting SF & height does not exceed 35':* 20 / 20 / 20	**Residential Villages** *Where not abutting SF lots:* 20 / 10 / 10 *Where abutting SF lots:* 20 / 20 / 20	75%	75%	Max. 6 residential floors over 2 levels of parking, w/1' of additional setback provided for each 3' of building height over 35'	27	1.5

*NC – Neighborhood Centers; VC – Village Center *Building height means the vertical distance from the finished floor to the peak of the roof or parapet, provided however that height may be measured from up to three feet above the required finished floor elevation or up to three feet above the existing grade. Spires, belfries, cupolas, and chimneys that are not intended for human occupancy shall not count towards height measurement. Other rooftop appurtenance and mechanical equipment not intended for human occupancy may be placed above the roofline provided it is not visible from an adjacent ROW.*

4.7 Signage

The purpose of these sign criteria standards is to establish a coordinated signage program that provides for directional communication in a distinctive and aesthetically pleasing manner. All project identity and directional signs shall be architecturally compatible with the community.

A summary table of the proposed sign regulations is shown in **Table 5**.

A. Community Identification Monument Signs at Primary Project Accesses.
Community identification monument signs will be permitted at the major entrances to the PUD. These signs may be two sided and externally or internally illuminated. These signs shall be oriented to US 301. These signs will identify the PUD community.

B. 301 Villages Identification Monument Signs.
Each Village is permitted to have not more than two (2) monument signs identifying their Village.

C. Commercial Uses: Identity Monument Signs.
Identity monument signs are permitted for each Commercial use. Each such use will be permitted one (1) externally or internally illuminated identity monument sign with two sides. These signs will be oriented to the street on which the lot has frontage, identifying the building (tenant) as a whole and/or its predominant use. Multiple tenants within one building or a connected series of buildings on a lot may be identified with one shared monument sign.

D. Commercial Uses: Elevated Signs.
No pylon signs are permissible. A maximum of two (2) identity elevated signs will be permitted for Commercial uses fronting US 301. These signs may be two sided and externally or internally illuminated. These signs shall be oriented to US 301 identifying the building (tenant) as a whole and/or its predominant use. Multiple tenants within one building or a connected series of buildings on a lot may be identified with one shared sign.

As part of verification of substantial compliance with this PUD, prior to commencement of Commercial use which proposes an elevated sign, the applicant shall submit to the Planning and Development Department for its review and approval a plan showing the location, height, size, and design of the sign and the locations of any existing elevated signs within two hundred (200) feet of the parcel.

E. Residential Uses: Identity Monument Signs.
Residential use Identity Monument signs are permitted for each residential development (apartments, condominium, townhome, single family, and traditional neighborhood single family). Each development will be permitted one (1) externally illuminated identity sign with two sides (or two single faced signs). These signs will be oriented to the street on which the development has frontage.

F. Commercial, Office, and Institutional Uses: Other Signs.
Wall signs are permitted and shall not exceed ten (10) percent of the square footage of the occupancy frontage or respective sides of the building facing the public rights-of-way.

In addition to wall signs, awning signs are permitted and shall not exceed ten (10) percent of the square footage of the occupancy frontage or respective sides of the building facing the public rights-of-way; provided, any square footage utilized for an awning sign shall be subtracted from the allowable square footage that can be utilized for wall signs.

Under canopy signs are permitted. One (1) under the canopy sign per occupancy is permitted not exceeding a maximum of twenty (20) square feet in area per side; provided, any square footage utilized for an under the canopy sign shall be subtracted from the allowable square footage that can be utilized for wall signs.

Directional signs indicating major buildings, common areas, various building entries, will be permitted. The design of these signs should reflect the character of the use identity signs and may include the project logo and name. For predominately vehicle directional signage, such signs shall be a maximum of four (4) square feet in area per sign face. For pedestrian directional signage, such as “informational sidewalk kiosks”, 1, 2, 3 or 4 sided (or cylindrical), such signs shall be a maximum of twenty (20) square feet per side and a maximum of twelve (12) feet in height. All Vehicular Control Signs shall meet the requirements of the Manual on Uniform Traffic Control Devices with decorative post(s) and finials.

Real estate and construction signs are permitted. Signs of a maximum of thirty-two (32) square feet in area and twelve (12) feet in height for model homes also shall be permitted.

Because all identity and directional signs are architectural features intended to be compatible with and complimentary of the buildings in the PUD, they may be located in structures or frames that are part of the architecture of the project. Accordingly, sign area for all such signs as well as wall, awning, and under the canopy signs, shall be computed on the basis of the smallest regular geometric shape encompassing the outermost individual letters, words, or numbers on the sign.

Banner signs will be permitted not to exceed fifty (50) square feet in area. The banners shall be permitted to display logos and/or the name of the project and/or owner or developer and identify sales activities. Festival banners placed on street light poles are permitted.

Signs required by environmental permitting to be posted in common areas such as stormwater facilities shall be permitted.

Table 5
Signage Guidelines

Sign Type	General Location	Quantity	Max Area Per Side (sq ft)	Max Height (ft)	Min Dist Btwn Signs (ft)
Community Identification Monument Signs	Major Entrance(s)	1 Per Entrance	150	45	200
Village Identification Monument Signs	Village Wide	2 per Village	100	25	100
Commercial Identity Monument Signs		1 Per Parcel	50	20	100
Commercial Elevated Signs	On US Highway 301	2 max	200	35	200
Residential Identity Monument Signs	Condominium, Townhome, and Single Family Uses	1 per Parcel	32	10	
Wall Signs	Project Wide		10% of sq ft of occupancy frontage		
Awning Signs	Project Wide		10% of sq ft of occupancy frontage		
Under Canopy Signs	Project Wide	1 Per Occupancy	20		
Directional Signs	Project Wide		4		
Information Kiosks	Project Wide		20	12	

5.0 Additional PUD Conditions

5.1 Accessory Uses and Structures

Accessory uses and structures are permitted if those uses and structures are of the nature customarily incidental and clearly subordinate to a permitted principal use or structure and these uses and structures are located on the same lot (or contiguous lot in the same ownership as the principal use. Accessory uses shall not involve operations or structures not in keeping with character of the district where located and shall be subject to the following:

5.1.1 Accessory uses shall not be located in required front or side yards except as follows**:**

A. Detached accessory structures such as covered parking, or garages which are separated from the main structure may be located in a required side or rear yard but not less than three (3) feet from a lot line. If bonus rooms are located above such an accessory structure, then such structure shall be not less than five (5) feet from a lot line.

B. Air conditioning compressors or other equipment designed to serve the main structure or accessory uses may be located in a required yard and may be located not less than three (3) feet to the property line.

C. Swimming pools and associated screened enclosures may be located in a required rear or side yard but may not be located less than five (5) feet from the property line or top of the bank of a pond, whichever is applicable. Also, screened enclosures, pools and\or recreational decks do not constitute “buildings” in calculating maximum lot coverage.

5.1.2 Accessory uses and structures in a residential parcel shall include private garages and private boathouses or shelters, tool houses and garden sheds, garden work centers, children’s play areas and play equipment, private barbecue pits and swimming pools. Any structure under a common roof and meeting all required yards is a principal structure. Within the Village Center and Neighborhood Centers, accessory structures shall not exceed thirty-five (35) feet in height. Within all other areas of 301 Villages, accessory structures may not exceed fifteen (15) feet in height.

5.1.3 Land clearing and processing of land clearing debris shall be accessory uses in all zoning districts; provided, however, land clearing debris may be processed only in conformity with applicable fire codes and other chapters of the City code to the extent those chapters are applicable.

5.2 Construction offices/model units/real estate sales

On-site, temporary construction offices/model homes/sales offices will be permitted in any commercial parcel or residential “unit” or “phase” until that parcel or “unit” or “phase” is built out. Real estate sales activities are permitted throughout the development. Associated parking for sales activities is permitted adjacent to model homes. Upon the approval of construction plans for the infrastructure improvements for any “unit” or “phase” of detached residential development within the PUD, the Applicant may seek and obtain

building permits for the construction of up to twenty percent (20%) of the residential units and for the construction of the recreational amenities within that “unit” or “phase” prior to the recordation of the subdivision plat(s) for the residential lots. Upon the approval of construction plans for the infrastructure improvements for any “unit” or “phase” of attached residential development within the PUD, the Applicant may seek and obtain building permits for the construction of all residential buildings and recreational amenities within that “unit” or “phase” prior to the recordation of the subdivision plat(s) for the residential lots.

5.3 Landscaping

Landscape and tree protection will be provided in accordance with Part 12 of the City’s Zoning Code (Landscape and Tree Protection regulations) with the following additional provisions:

A. For Commercial, Office, and Institutional uses, landscaping standards shall be applied taking into consideration the entire use or development at issue. For individual lots within a larger development which may own their sites in fee simple, required landscaping may be provided “off-site” within the development and may be shared with other uses, so long as the development at issue in its entirety provides sufficient landscaping for all proposed uses therein. Landscape standards shall be applied within each development without regard to property ownership boundaries, which may exist among individual uses.

B. A modification from the requirements of Part 12 of the Zoning Code (Landscape and Tree Protection Regulations) may be permitted within the PUD as an Administrative Deviation to the PUD subject to the review and approval of the Planning and Development Department.

C. All right-of-way buffers shall be designed to provide a distinct visual appearance for the PUD. Large canopy trees shall be set back a minimum of twenty feet (20’) from all overhead utility wires.

D. All primary access drives entering the Village Center from a public right-of-way shall provide a minimum of ten feet (10’) of landscape buffer between the drive and the adjacent parking or buildings. All landscape buffer widths are exclusive of any car overhangs.

E. All parking aisles shall be terminated by a terminal landscape island. All terminal islands shall be a minimum of fifteen feet (15’) in width, as measured from the back of curb. If a radial terminal island is proposed, the fifteen-foot (15’) dimension shall be measured form the midpoint of the adjacent parking space. No car overhangs shall be permitted over terminal islands.

F. Interior parking islands shall be provided every twenty (20) spaces. All interior parking islands shall be a minimum width of ten feet (10’). Each interior and terminal planter island shall be planted with a minimum of one (1) canopy shade tree (per parking row) measuring twelve feet high with a six foot (6’) spread as selected from the City’s approved plant list.

G. The maximum height of any shrub material in all terminal planter islands shall not exceed thirty-six inches (36”) at maturity.

5.4 Modifications

Amendment to this approved PUD district may be accomplished through either an administrative modification, minor modification to the PUD, or by filing an application for rezoning as authorized by this PUD or by Section 656.341 of the Zoning Code.

PUD amendments, including administrative deviations, administrative or minor modifications, or rezonings, may be sought for individual parcels or access points within the PUD. Such PUD amendments may be sought by the owner of the parcel which is the subject of the amendment and without the consent of other PUD owners.

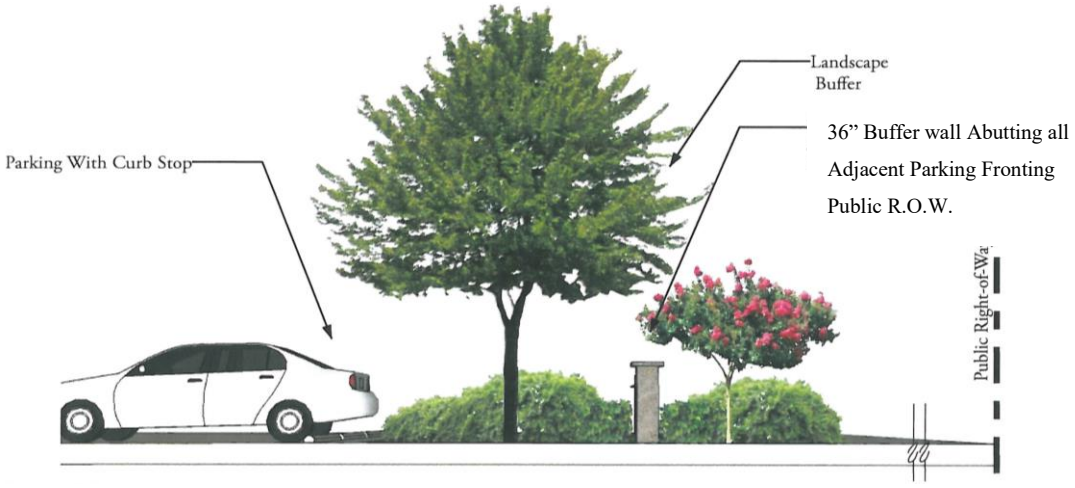
5.5 Parking

The number of off street parking spaces will be provided in accordance with Part 6 of the City's Zoning Code (Off-street Parking and Loading Regulations).

A. All parking spaces abutting terminal or interior parking islands shall be ten feet (10') in width to allow for door swing and pedestrian step out without encroaching in the landscape island.

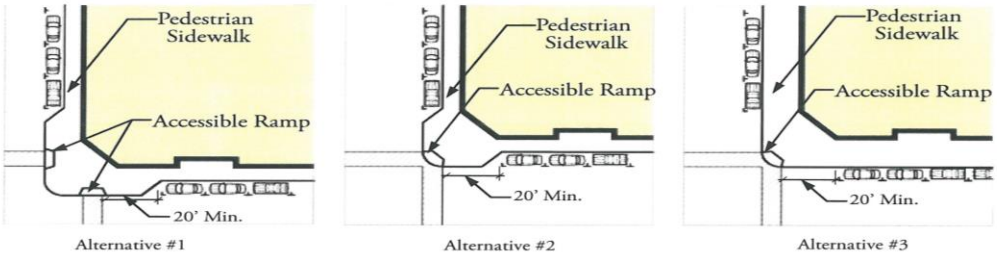
B. Along the Primary Project Access road in the Village Center, all mass surface parking lots shall be located behind buildings. Pedestrian access between or through buildings shall be provided and designed in such a way as to reinforce the pedestrian sense of arrival to the primary streetscape.

C. Where surface parking lots must abut the public rights-of-way, a minimum thirty-six inch (36"), one hundred percent (100%) visually opaque landscape and/or buffer wall combination shall be provided. If a landscape buffer is to be used, the buffer material shall be thirty-six inch (36") in height at the time of installation (see illustration below).



D. Where residential parking or driveway tracts abut an internal drive or road, or where it may abut a public right-of-way, a thirty-six inch (36") visually opaque screen wall and landscape buffer shall be provided.

E. On-street parallel parking shall be permitted along internal drives and roadways but must be set back a minimum of twenty linear feet (20') from any pedestrian crosswalk.



Source: Jacksonville Design Guidelines and Best Practices Handbook

F. A modification from the requirements of Part 6 of the Zoning Code (Off-street Parking and Loading Regulations) may be permitted within the PUD as an administrative modification to the PUD subject to the review of the Planning and Development Department. Grounds for such modifications include the sharing of parking among uses with parking demands at different times, such as residential and non-residential uses within a development with integrated uses.

G. Lighting on the top floor of any parking deck may not extend above the parapet wall.

H. Structured parking is permissible only as part of another use; free-standing parking structures are not permitted.

I. Parking requirements associated with Village Center and Neighborhood Center uses may be satisfied through any combination of on-street parking and off-street parking configurations.

J. Large parking areas shall be divided into "sub-lots" containing no more than three hundred and sixty (360) spaces per lot. Sub-lots shall be defined and separated by landscaped pedestrian accessways that measure no less than twenty-two feet (22') in width, as measured from the back of curb. No parking overhang shall be permitted within this area. The use of wheel stops in parking spaces that abut pedestrian accessways are required to prevent encroachment.

K. Large expansive parking fields containing more than 2,000 parking spaces shall provide secondary access routes, independent of internal circulation drives, that allow for through-access without being encumbered by parking movement conflicts. These internal secondary drives shall provide a minimum fifteen-foot (15') separator landscape median, as measured from the back of the curb. No parking overhang shall be permitted within this area. The use of wheel stops is required to prevent encroachment.

L. All parking lots shall have a minimum of two (2) vehicular ingress and egress points.

5.6 Community Development District

Nothing in this PUD shall be construed as prohibiting or limiting the ability of an owner within the PUD to establish a Community Development District (CDD) for the ownership, development, operation and maintenance of common facilities and infrastructure.

5.7 Silviculture Uses May Continue

Silviculture operations are a permitted use in the PUD and may continue at this site until build-out.

5.8 Donation of Site for Fire/Rescue Purposes

5.8.1 The Applicant shall make available for donation to the City a site within the area bounded by US 301 to the east, Beaver Street to the North, and the Duval County line to the west and south for fire and rescue purposes.

A. Prior to the commencement of construction of residential structures (excluding model homes) within this PUD, the Applicant shall provide written notice to the Fire and Rescue Department and the Planning and Development Department of the availability of the site for donation. The applicant will coordinate with the Fire and Rescue Department regarding the location of the site within the area described above. The site shall be a minimum of three (3) buildable contiguous acres.

B. If, within five (5) years after such written notice is provided, the Fire and Rescue Department notifies the Applicant in writing that the City wishes to accept the donation, the site shall be conveyed to the City. The deed of conveyance shall contain covenants and restrictions ensuring that the site will be used for fire and rescue purposes for the protection of the surrounding property. The Applicant thereafter shall be entitled to credit for such value against any future exactions, including Development of Regional Impact mitigation (in the event the PUD becomes part of a Development of Regional Impact).

C. If no such notice is provided within the five-year period, then the availability of the site for donation will be withdrawn, this condition will be deemed fulfilled, and, if the site is within this PUD, the site may be used for any uses permitted on any parcel adjoining the site within the PUD subject to the provisions governing such use in the PUD.

D. The City shall be responsible for all costs relating to the permitting and development of the site for fire and rescue purposes.

5.9 Public Infrastructure

The Applicant shall provide a site to serve the needs of this PUD for potable water, wastewater, and reuse water.

5.10 Live-Work / Home Occupation Requirements

5.10.1 The use of the premises for the home occupation shall be incidental and subordinate to its use for residential purposes by its occupants and shall, under no circumstances, change the residential character thereof.

5.10.2 There shall be no change in the outside appearance of the building or premises or other visible evidence of the conduct of the home occupation.

5.10.3 There shall be no equipment or process used in the home occupation which creates excessive noise, vibration, glare, fumes odors or electrical interference detectable to normal senses off the lot.

5.10.4 In the case of electrical interference, no equipment shall be used which creates visual or audible interference in the radio or television receiver off the premises or causes fluctuations in line voltage off the premises.

5.10.5 Home occupations in Condominiums in the Village Center parcel shall not be subject to the conditions set forth in 5.10.2 and 5.10.3 above when located in a building which is designated for Live-Work uses. Such buildings shall be so designated as part of verification of substantial compliance with this PUD. The location of such buildings and the signage and parking for such Live-Work uses shall be subject to the review and approval of the Planning and Development Department.

5.10.6 Home occupations are not subject to the setback requirements established in Section 4.1.E.4 of this document.

5.11 Additional Design Criteria for Neighborhood and Village Centers

5.11.1 Combined off-street parking lots (shared parking) are not required to provide buffers where shared parking areas interface property lines.

5.11.2 Essential services (utility systems) shall be allowed as a permitted use subject to the following conditions:

A. Central water systems, sewerage systems, utility lines, and easements shall be provided in accordance with the appropriate sections of the Jacksonville Code of Ordinances.

B. Water pipelines shall be of sufficient size and located appropriately to provide adequate fire protection for all structures in the development.

D. Stormwater management facilities shall be constructed in a manner that enhances its visual appeal.

5.12 Buffering and Screening

5.12.1 **Where** residential uses abut US 301, a buffer thirty (30) feet in width will be located along the right-of-way. The buffer may consist of fencing, landscaping, berm, and/or natural vegetation.

5.12.2 Outside of the Village Center and Neighborhood Centers, where residential uses abut non-residential uses within the PUD, a buffer twenty (20) feet in width will be located between the uses. The buffer may consist of fencing, landscaping, berm, and/or natural vegetation.

5.12.3 All service areas and loading docks shall be prohibited from locations adjacent to any public or private external roadway, unless they are enclosed on all sides by the required screening materials.

5.12.4 All screening materials shall be a minimum of six feet (6') in height for all refuse/dumpster enclosure areas and a minimum of eight feet (8') in height for all

service loading areas. This height may be increased at the request of the City to sufficiently screen any activity.

5.12.5 All service areas shall have a one hundred percent (100%) visually opaque gate equal in height to the masonry screen structure. Chain link fence or barbed wire fence shall not be used in any screen enclosure or gate structure.

5.12.6 Adjacent to the southwestern boundary of the Property is a solid waste disposal facility known as the Trail Ridge Landfill. Where the PUD boundary abuts the adjoining property on which the Trail Ridge Landfill is located, a 200-foot setback shall be provided, consisting of (i) a 50-foot undisturbed buffer immediately abutting the Trail Ridge Landfill property and (ii) and an additional 150-foot setback within which residential structures shall be prohibited and within which non-residential and recreational uses and structures, including stormwater facilities, utilities, and roads, are permitted.

5.12.7 Within sixty (60) days after the adoption of this PUD, the Applicant shall record in the public records of Duval County, Florida, covenants and restrictions burdening the Property governed by this PUD which (i) provide notice and disclosure to successors and assigns of the Applicant and Owner that the Property is located adjacent to the Trail Ridge Landfill and related operations, including related soil and stormwater facilities, and (ii) prohibit the Applicant and Owner and its successors and assigns from interfering with, filing any objections to, opposing, delaying, or obstructing activities at the Trail Ridge Landfill, including applications for permits submitted by the City or any of its agencies, contractors, or agents, so long as such activities have been or are being properly permitted and performed in accordance with all applicable laws and regulations. The covenants and restrictions shall provide that the City, Applicant, and Landfill Operator and/or Permittee shall have the right to enforce the covenants and restrictions. The Applicant shall deliver a copy of the recorded covenants and restrictions to the Planning and Development Department.

5.12.8 Site plans for any Village or Phase which abuts the 200-foot setback from the landfill site shall be reviewed by the Planning and Development Department for compatibility with the landfill. Large scale recreational uses for such Village(s) or Phases(s) shall be located within or adjacent to this setback, when consistent with design, function and location requirements for such recreational uses. Examples of large-scale recreational uses include golf courses, bicycle and equestrian trails, open play and multi-purpose fields, natural passive areas and community parks generally 25 to 100 acres in size.

5.13 Stormwater Retention Design and Placement

The following design guidelines are focused on improving the visual quality of stormwater design systems as they relate to overall site design.

A. Wet stormwater ponds shall be designed as integral visual site amenities and passive recreational amenities. Sufficient pond slopes and maintenance easements shall be provided to prevent the fencing of the proposed ponds. Where necessary, due to safety concerns, engineering or permitting requirements, this requirement may be waived.

B. Stormwater ponds shall be designed to have the appearance of natural water bodies to the largest extent possible. Ponds should be designed to have curvilinear

perimeters and shall not be designed to be square or rectilinear in shape or appearance.

C. Wet stormwater ponds shall be designed to hold water at a controlled elevation that maintains a consistent aesthetic appearance. Ponds shall not be designed to have radical fluctuations in maintained water level.

D. The design of the stormwater pond system should, to the largest extent possible, attempt to create fewer but larger wet stormwater ponds and minimize the development of small “pocket” ponds.

E. Wherever feasible, outparcel stormwater systems should be designed to be collected and treated as part of the master stormwater system for the overall PUD instead of being stored on-site in small “pocket” ponds or swales.

F. Stormwater trench ponds, or swales, are not permitted to be located along the perimeter of any property that abuts a public right-of-way.

G. Due to the visually aesthetic limitations of dry stormwater ponds, all dry stormwater ponds shall be located away from any PUD entrance or major pedestrian activity area. In the event that these ponds are within public view, the ponds shall be designed to present an aesthetic physical visual amenity appearance utilizing trees, shrubs, wetland plants and/or other materials. Sufficient pond sizing and volume, both on the pond bank and pond bottom shall accommodate landscape materials.

H. All stormwater out-flow structures shall be located and designed to minimize public view. The inclusion of littoral plantings and wetland trees placed around the structure is strongly encouraged to assist in mitigating the visual appearance of these structures.

I. All screen areas shall be designed to completely drain and be interconnected to the storm drainage system, unless otherwise prohibited. All dumpster, compactor areas and service yard areas shall be provided with permanent water source hose bib connections to allow for regular cleaning of the service areas.

5.14 Recreational Lakes

In addition to lakes associated with the stormwater retention system, other lakes may be constructed for recreational and aesthetic purposes. The uses within these water bodies may include all types of recreational watersports subject to a governing management plan and associated covenant and restrictions addressing safety, vessel and capacity restrictions, hours of operation and other best practices guidelines.

6.0 Checklist of Minimum PUD Requirements

The 301 Villages PUD will comply with the following minimum standards.

Land Use and Design Elements

- A minimum 10-acre athletic complex and park within the Village Center shall be constructed and maintained by the Developer, CDD and/or Homeowners Association for use by the residents.
- The Developer retains the right to offer funding to the City of Jacksonville for additional architectural upgrades towards the fire station, subject to governmental approvals.
- A maximum 3-acre site shall be made available for use by the City of Jacksonville for future public safety site(s) within the Village Center.
- A minimum one-acre village green or town square shall be constructed within the Village Center by the Developer.
- Villages that include Neighborhood Centers shall include a minimum one-acre Village Green or Town Square.
- All residential units and structures shall be within ½ mile to a neighborhood park, clubhouse, green or commons or other passive or active recreational facility.
- A street tree program shall be implemented for the entire community, including the installation of street trees on both sides of all streets, except in the situations where streets abut wetlands or natural areas or where engineering or other aesthetic considerations warrant a deviation to this requirement.

Environmental

- A Greenway system shall be established for the Deep Creek Swamp and associated wetlands as depicted on the PUD Master Plan.
- Boardwalks and other pedestrian crossings are permitted. Environmental interpretive educational elements including signage and kiosks shall be provided within the community identifying and describing the Deep Creek ecosystem.

Circulation

- The major access roadways serving the Property shall consist of will be designed to accommodate the projected traffic demands and may include multi-use paths, sidewalks, bike lanes, utility corridors, street trees, medians and other roadway elements. and turn lanes and signalization at US 301 as may be required by the City of Jacksonville and FDOT. At a minimum, the major parkways(s) shall have a 12-foot-wide multi-purpose pathway on one side.
- All subdivisions shall have a minimum 5 ft. sidewalk on at least one side of the roadway, except in those areas where its usage would be expected to be minimal or in areas to reduce wetland or environmental impact.
- The multi-pathway system shall be linked throughout the community providing an interconnected system for pedestrians and cyclists. (10-foot-wide minimum and 12-foot-wide on the major access roadways).