

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, AMENDING THE ST. JOHNS COUNTY COMPREHENSIVE PLAN TO ADD GOAL A.2 AND IT'S RELATED GOALS, OBJECTIVES AND POLICIES TO THE FUTURE LAND USE ELEMENT KNOWN AS THE NORTHWEST SECTOR OVERLAY GOALS, OBJECTIVES, AND POLICIES; ADOPT THE RELATED NORTHWEST SECTOR OVERLAY MAP; AMEND THE TRAFFIC CIRCULATION PLAN 2000 - 2015; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE

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

WHEREAS, Section 163.3184, Florida Statutes provides the process for the adoption of a Comprehensive Plan amendment;

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

SECTION 1. The St. Johns County Comprehensive Plan is amended:

To add Goal A-2 and its related Goals, Objectives, and Policies known as the Northwest Sector Overlay Goals, Objectives, and Policies to the Future Land Use Element; adopt the Northwest Sector Overlay Map and amend the 2000-2015 Traffic Circulation Plan.

Based on the following findings of fact:

- a. The amendment request has been fully considered after public hearing pursuant to legal notice duly published as required by law; and
- b. The amendment is consistent with the St. Johns County Comprehensive Plan Ordinance No. 2000-34, as amended, the Northeast Regional Strategic Plan, and Rule 9J-5 of the Florida Administrative Code; and
- c. The amendment is consistent with applicable land development regulations.

SECTION 2. The remaining portions of the St. Johns County Comprehensive Plan, Ordinance 2000 - 34, as amended, which are not in conflict with the provision of this Ordinance, shall remain in full force and effect.

SECTION 3. Should any section, subsection, sentence, clause, phrase, or portion of this Ordinance be held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate distinct, independent provision and shall not affect the validity of the remaining portions.

SECTION 4. This ordinance shall take effect 31 days after adoption. If challenged within 30 days after adoption, this ordinance shall not become effective until the state land planning agency or the Administration Commission issues a final order determining the adopted small scale amendment is in compliance.

SECTION 5. This ordinance shall be recorded in a book of land use regulation ordinances kept and maintained by the Clerk of the Court, in accordance with Section 125.68, Florida Statutes.

PASSED AND ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, THIS 24th **DAY OF** September **2002.**

**BOARD OF COUNTY COMMISSIONERS
OF ST. JOHNS COUNTY, FLORIDA**

BY: James E. Bryant
James E. Bryant, Chair

REVISION DATE 10/01/02

ATTEST: Cheryl Strickland, Clerk

BY: Juanne King

EFFECTIVE DATE: December 10, 2002

**ST. JOHNS COUNTY
NORTHWEST SECTOR
OVERLAY
GOAL, OBJECTIVES AND POLICIES**

Goal A.2

To ensure that the Northwest Sector of St. Johns County will grow in the form of complete communities and neighborhoods within a framework of connected development edges and recreational trails, an orderly roadway and transportation circulation system, that will sustain and provide a high quality of life, protection of the natural environment, a sound economy, efficient movement of goods, services, and people and provide a healthy social and cultural environment for all residents. For the purpose of this Goal, the Northwest Sector shall be defined as the area of St. Johns County bounded by Duval County, the St. Johns River, CR 208, and Interstate 95.

Vision Statement

The Northwest Sector Overlay provides St. Johns County with a community planning approach to respond to regional growth trends that are creating a sprawl development pattern of single use and disconnected residential “bedroom” subdivision development within the Northwest Sector. The Northwest Sector Overlay allows St. Johns County to make development decisions in the context of complete and sustainable communities and to understand the impact of the growth trends on community patterns, community life cycles, the environment, the economy and transportation networks.

Natural environmental features within the Northwest Sector and the goal to provide an interconnected transportation network guide the Northwest Sector Overlay vision. Environmental features will be incorporated into conservation areas, greenways, greenbelts, open space and recreation areas to create a development pattern that accommodates sustainable development while protecting the rural character held sacred by residents.

Proper design using the following goals, objectives and policies will allow a balance between development and the natural environment and adhere to the following Vision Principles:

- Creation of a development edges and recreational trails system that connect the associated uplands, wetlands, recreational areas, and greenbelt corridors.
- Provision of scenic edge along designated roadway corridors to maintain the rural character of existing and future roadways.
- Recognition of the need for compatibility between new and existing development within the Northwest Sector.
- Balance a variety of land uses and housing to reduce reliance on the regional roadway network.
- Improve jobs-to-housing balance within the Northwest Sector of St. Johns County.
- Provide commercial centers that include commercial, civic, cultural and recreational uses designed at a human scale and provide a sense of place.

Objective A.2.1
Northwest Sector Overlay

St. Johns County shall utilize the Northwest Sector Overlay in the Northwest Sector to realize the planning vision and promote a legacy of sustainable communities based on neighborhoods for all residents while assuring compatibility between the environment, new development, and existing residential areas.

Policies

A.2.1.1 Northwest Sector General Administrative

- (a) The Northwest Sector shall be developed with neighborhoods and communities that are supported by Community Center Districts, Mixed Use Center Districts, schools, parks and open spaces and civic spaces.
- (b) The Northwest Sector shall be developed with an orderly planned interconnected transportation network with an interconnected network of scenic edges and development edges and recreational trail system.
- (c) New development within the Northwest Sector shall be submitted and reviewed pursuant to the planned development land development regulations, the Northwest Sector Overlay Map and the goals, objectives and policies contained herein.
- (d) Priority for mitigation of environmental impact within the Northwest Sector, shall be to enhance connectivity among connected wetlands, recreational areas and parks, scenic edges, development edges and recreational trails within the Northwest Sector. All wetland impacts and subsequent mitigation are subject to compliance with all applicable County, regional, State and Federal permitting requirements.
- (e) New development within the Northwest Sector shall use a community planning approach that requires public participation from residents and landowners within the proposed new development's defined community impact area.
- (f) New development within the Northwest Sector may be required to identify and reserve land or provide appropriate mitigation for the following public facilities and services, if it is determined that the proposed new development has an impact on the public facilities and services.

 - (1) Right-of-way for limited access, arterial, major collector, and other roads as designated on the Northwest Sector Overlay Map.
 - (2) Water and wastewater treatment facility sites.

- (3) Regional parks, community parks, and neighborhood parks.
- (4) School sites.
- (5) Police, emergency medical services and fire station sites.
- (6) Public library sites.
- (7) Right-of-way for bikeways and recreational trails.

Impact fee credits may be requested for the provision of the public facilities and services pursuant to the requirements established in the County's Impact Fee Ordinances. In lieu of impact fee credits, the Board of County Commissioners may consider incentives in exchange for these public facilities lands. Such incentives may include but not limited to additional density, flexible setbacks or an accelerated timing and phasing of development.

- (g) The County may use other methods of acquiring Rights of Way for County roadways that may be allowed by law.
- (h) Any new development requiring a Comprehensive Plan Amendment (excluding Small Scale Amendments) within the Northwest Sector shall provide market, economic and fiscal justification submitted with the planned development application. These studies shall be developer funded and conducted. The findings of these studies may be used by the County in the evaluation of the approval of the planned development. These studies shall be achieved as follows:
 - (1) Market Demand Analysis – a study which analyzes demographic and development trends within the County and Northwest Sector, and provides, at a minimum, 5-year projections that justify needs for residential and/or nonresidential development by land use, intensity and general product type.
 - (2) Economic Impact Analysis – a study that estimates the direct, indirect, and induced impacts to the County and Northwest Sector from new development, measured by the number of new jobs created, the aggregate earnings (wages) of the jobs created, and the economic output (sales) to local and regional economy. An example of an acceptable methodology for this study component would be the RIMS II Regional Input-Output Modeling System created by the U.S. Department of Commerce.

- (3) Fiscal Impact Analysis – a study that measures the local property tax, sales tax, gas tax, impact fees, and other user fees/revenues generated by a new development against the costs of providing local government services (police, fire, social services, infrastructure, etc.) to that development. There are two basic methods of fiscal impact analysis, *average cost analysis* and *marginal cost analysis*. Until such time as the Governor’s Fiscal Impact Analysis Working Group develops and implements a Statewide Uniform Fiscal Impact Model, methodologies outlined in the academic text “*Practitioner’s Guide to Fiscal Impact Analysis*”, from the Center for Urban Policy Research, Rutgers University, will be deemed acceptable to determine the fiscal impacts from new project development.
- (i) Within the Northwest Sector, St. Johns County supports the protection of agricultural and silvicultural lands. The County shall investigate measures to protect these lands. Protection measures may include but are not limited to the transfer of development rights, State and Federal rural conservation programs, County acquisition of the land, and County subsidies to off-set loss of continued agriculture and silviculture activities.

A.2.1.2 Northwest Sector Circulation

- (a) The Northwest Sector Overlay Map generally depicts arterial and major collector roadways and other designated roadways.
- (b) These identified roadway corridor rights-of-way shall be protected from encroachment by development.
- (c) Specific roadway corridor rights-of-way shall be determined with an appropriate analysis similar to the Florida Department of Transportation Project Development and Environmental (PD&E) Study process.
- (d) Arterial and major collector roads shall be designed to connect Community Center Districts with Mixed Use Commerce Center Districts and provide connectivity to the regional transportation network.
- (e) Minor collector and local road networks shall provide multiple travel routes within each planned development and throughout the Northwest Sector. Connectivity shall be provided from neighborhoods to Community Center Districts and Mixed Use Center Districts. Where feasible, connectivity shall be provided between adjacent neighborhoods through roadways, pedestrian and bicycle paths.
- (f) Priority will be given to developing new road corridors rather than widening existing roads, wherever feasible.

- (g) Wildlife crossings, at a minimum, shall be provided at the general locations shown on the Northwest Sector Overlay Map. The design of the wildlife crossings shall be determined at permitting.
- (h) Local roads shall be limited to two (2) lanes.
- (i) A roadway network that provides multiple alternate routes between Districts shall be the preferred design option.
- (j) Access management standards shall be used for arterial and major collector roadways that control the spacing of intersections, median openings and traffic signals.
- (k) Major collector and arterial roadways shall not divide neighborhoods. Connectivity shall be controlled to preserve natural systems, maintain neighborhood development edges and to direct the movement of traffic, bikes, and pedestrians.
- (l) SR 13 is recognized as the William Bartram Scenic Highway and shall be protected for its scenic and historic value to the Northwest area. New development shall, at a minimum comply with the scenic highway buffers established in the County's Land Development Code. St. Johns County shall continue to enforce these buffers.
- (m) To protect the quality of scenic highways, scenic edge standards may be enhanced with xeriscape landscaping, berms, additional native tree plantings, and increased building setbacks on designated scenic highways.
- (n) Additional needed roadway capacity across the St. Johns River shall be provided at the existing Shands Bridge location.

A.2.1.3 Northwest Sector Development Edges and Recreational Trail System

Development edges and recreational trail systems provide a foundation of the Northwest Overlay. Development edges and recreational trails provide natural corridors, recreational opportunities, aesthetics and open spaces, maintain rural character and provide screening from roadways and adjacent development. The development edges and recreational trail system serve the additional goal of providing edges for communities and neighborhoods. Development edges are further defined by the following:

- (a) Except in areas where a Scenic Edge is required, development edges shall be a minimum of 35 feet in width and located along the edge of the development boundary.

- (b) Development edges and recreational trails shall be identified with the proposed development. Performance standards may be considered to allow flexibility and enhancement to assure rural character while providing for view corridors to parks, scenic areas, and permanently protected agricultural or silvicultural areas.
- (c) Development edges and recreational trails shall serve as natural or landscaped edges and as boundaries that define development boundaries and form interconnected trail systems, which connect proposed community and neighborhood development, historical sites, cultural sites, passive recreation areas, scenic areas, preservation areas, and conservation areas within the Northwest Sector.
- (d) Development edges and recreational trails may also include hiking and biking trails, nature study areas, nature trails, historic areas and structures, community garden areas, and passive parks. Stormwater ponds may be allowed within the development edge when the pond is designed as an amenity to the neighborhood and is permanently protected from development.
- (e) Development edges and recreational trails shall be interconnected to areas outside the Northwest Sector and surrounding neighborhoods, where feasible.
- (f) PRDs within the Northwest Sector Overlay shall not be permitted to amend the Reserve Area of the PRD for development purposes if incorporated into the development edge or recreational trail system.
- (g) New road construction or reconstruction of existing roads that are designated on the Northwest Sector Overlay Map shall provide for pedestrian trails, bike trails, upland wildlife and wetland crossings to pass under the roadway.
- (h) Ravines along the St. Johns River shall be protected through the use of innovative design approaches that ensure protection of the ravines.

A.2.1.4 Northwest Sector Scenic Edges

- (a) Scenic edges shall be provided to preserve the rural character and preserve and enhance scenic viewsheds, such as, scenic vistas, the St. Johns River, natural areas, and agricultural areas within the Sector. The primary purpose of scenic edges is to screen development and designed in a way that creates a natural edge between development and the roadway through the use of a variety of native canopy trees, understory trees, bushes, shrubs, and ground cover. Scenic edges are also an integral part of the

development edges and recreational trail system that provide trails, sidewalks, and cart paths.

Scenic edges shall be provided along all arterial, major collector, and proposed roads depicted on the Northwest Sector Overlay Map and shall provide for an average 75 feet in width located outside the road right-of-way. The specific width and extent of these scenic edges shall be determined and identified with the proposed development. The scenic edge shall be in addition to any required right-of-way dedication or reservation.

Within the Community Commercial Future Land Use Map designation located at SR 13 and Racetrack Road, or where the lot depth of a development parcel, or portion thereof, measured from the property line or reserved right-of-way is less than 500 feet, the scenic edge shall be allowed to be reduced to 30 feet through the application of performance standards that will provide sufficient landscaping to preserve or enhance the rural character along the roadway. These performance standards may include but are not limited to, enhanced landscaping through the use of canopy trees, understory evergreen plants and low growing shrubs and hedges. Where little or no natural vegetation exists within the 30-foot scenic edge, enhanced landscaping shall be provided to achieve a tree canopy and/or opacity along the roadway similar to surrounding roadway edges. Fences with a combination of canopy trees and other landscape plants that result in a natural rural appearance may be allowed within the scenic edge as enhanced landscaping. Specific standards for enhanced landscaping shall be provided in the County land development regulations.

Variances to allow development to encroach within the required minimum 30-foot scenic edge shall only be allowed where, due to exceptional shallowness or unusual shape of a specific piece of property, or other extraordinary condition of such property, there are practical difficulties in meeting the scenic edge requirement, and subject to approval of a Non-Zoning Variance in accordance with the County land development regulations. Other buffering or screening requirements may be imposed as a condition of approval of a Non-Zoning Variance to minimize the effect of a reduced scenic edge.

To provide a 30-foot scenic edge, the applicant shall submit a landscape plan depicting existing vegetation proposed to be used and the enhanced landscape elements as described above and in the County land development regulations.

Breaks in the scenic edge may be allowed in otherwise continuous edges to allow for access and associated entrance features, and provide view corridors to community center districts, parks, scenic areas, and other

publicly accessible areas. Commercial properties located adjacent to the scenic edge shall be allowed to maintain visibility to commercial structures, signage and entrance features.

(b) A coordinated pedestrian and bicycle system consisting of sidewalks, bike paths and/or trails and parks shall link Neighborhoods to each other as follows:

(1) Schools.

(2) Community Center Districts.

(3) Bike paths and sidewalks shall allow for safe non-automobile travel and be integrated into a system of trails to serve both recreation and pedestrian/bicycle travel needs of area residents.

(4) Sidewalks shall be required on at least one side of all new roads.

(5) Bike lanes shall be required on both sides of all arterial and major collector roadways unless an alternative path is provided.

(6) Trails and bikeways should connect to elementary schools. The County shall work with School District to locate elementary schools in close proximity to neighborhoods to encourage walkability.

A.2.1.5 Northwest Sector Blueways

St. Johns County shall initiate planning for the creation of a Blueway System to include: riverfront parks and canoe trails from Durbin Creek south along the St. Johns River to Picolata. New development located along the St. Johns River shall reserve land for public access to the river, except where the County determines such access is not needed.

A.2.1.6 Northwest Sector Greenways

The Northwest Sector Vision Process identified the need for a Greenway system, including wetlands and uplands, to provide wildlife habitat, recreational opportunities, natural corridors, aesthetics, and open space. In order to establish a greenway system it is necessary to identify funding sources to purchase these lands. When completed, St. Johns County shall use the Natural Communities and Wildlife Habitat Inventory, the Countywide Greenway Master Plan, and its Land Acquisition and Management Program (LAMP) Board to ascertain lands that provide a connected greenway system within the Northwest Sector. As such potential greenway land and funding sources become available the County may

purchase these systems or provide tax incentives, transfers of development rights, or perpetual conservation easement to protect them.

New development within the Northwest Sector may contribute land or funding sources to the County to facilitate the creation of the greenway. Impact fee credits may be requested for the provision of this land pursuant to the requirements established in the County's Impact Fee Ordinances. In lieu of impact fee credits, the Board of County Commissioners may consider incentives in exchange for these lands. Such incentives may include but not limited to additional density, flexible setbacks, transfer of development rights or an accelerated timing and phasing of development.

A.2.1.7 Community Planning Public Participation

Proposed Comprehensive Plan amendments, planned development applications, and DRI applications shall provide for community public participation. Following pre-application submittal with the County but prior to the Planning and Zoning Agency and Board of County Commissioners public hearings, new development within the Northwest Sector shall be planned with community public participation comprised of the County, the applicant, existing residents and landowners. Community shall be defined at the time of the pre-application review for the planned development based upon impacts that may occur to the surrounding area. The boundaries of the community shall be provided within the planned development application.

One or more public community workshops shall be conducted prior to development approval with the residents of the defined community within a public place accessible to the residents and the landowners of the defined community. Such workshops shall be held every six months or prior to the Planning and Zoning Agency hearings, whichever comes first. Property owners within the defined community, St. Johns County Planning Division, St. Johns County Board of County Commissioners, and special interest groups that may operate within the community shall be notified of the workshop through an advertised notice published in a newspaper of general circulation within the defined community. The advertised notice shall be a display ad and shall not be placed in the legal ad section of newspaper. A summary of the meeting shall be taken and submitted to St. Johns County. A St. Johns County Planning staff employee shall attend the public workshop. The applicant shall pay all costs associated with the community public participation workshop.

The applicant shall present the proposed plan of development for public review, input and comment. The applicant shall present to those in attendance at the public workshop, the location and proposed density/intensity of the proposed development and its estimated impact upon the defined community, schools, parks, open spaces, and community commercial support uses and how these impacts are addressed through the proposed new development. Illustrative

examples of preliminary design concepts shall be presented. The applicant shall provide how the new development is integrated into the defined community.

Public review, input and comment shall be documented in the workshop summary. All written comments shall be provided with the summary. The summary shall include the name and address of all speakers and their comment.

A.2.1.8 Northwest Sector Land Use Diversity

The overall goal of the Northwest Sector Overlay is to achieve a diversity of land uses provided by a mixture of residential, retail and office uses at a minimum ratio of one hundred and twelve (112) square feet of retail and office space per dwelling unit, and civic space at a minimum ratio of 30 square feet per dwelling unit.

A.2.1.9 Northwest Sector General Development Pattern

- (a) Planned Development shall respect existing development patterns and provide for compatibility, quality and integrity of existing neighborhoods. All screening between neighborhoods shall have a vegetation component. The use of opaque fencing, walls and similar privacy fencing around the perimeter of neighborhoods shall also provide natural vegetation along the outside.
- (b) Incompatibilities between existing neighborhoods shall be mitigated through architectural design, development edges and recreational trails, additional landscaping and similar types of screening. Proposed mitigation for neighborhood incompatibility shall be determined by the Board of County Commissioners. The burden of proof shall be upon the applicant to prove to the Board of County Commissioners that the proposed mitigation meets the intent of this policy.
- (c) Planned Development shall identify and protect archeological, cultural and historic sites, when the site is deemed to be significant by St. Johns County or the State of Florida.
- (d) Planned Development shall avoid the creation of urban sprawl and strip development.
- (e) Planned Development shall provide accessible open space in the form of squares, plazas, parks, greens and similar open space design. The extent, scale and size of these open space areas shall be submitted with the planned development. If possible, areas used as open spaces should consider the use of existing agricultural or rural silivicultural areas to help maintain the character of the sector.

- (f) Residential, commercial, retail, office and other non-residential uses shall be provided in Community Center Districts and Mixed Use Commerce Center Districts. Strip development shall be prohibited. Community Center Districts and Mixed Use Commerce Center Districts shall be interconnected with residential areas with vehicular, bike and pedestrian ways to assist in alleviating traffic congestion on other roadways. Higher density residential is encouraged along the edges of the CCD's and MUCC's.
- (g) When determined appropriate, Planned Development shall provide a mixture of housing types and price ranges to provide housing opportunities for all residents of the Northwest and benefit the area's economy.
- (h) Planned Development shall provide a pedestrian friendly transportation system. Pedestrian sidewalks or bikeways shall be provided.
- (i) When determined appropriate, Planned Development shall provide the location and proposed density/intensity of development of each neighborhood, Community Center District and Mixed Use Commerce Center District as well as the demand, location and size of school/civic sites, parks in accordance with the requirements of these policies.
- (j) Identify major, minor collector roadways and limited access arterial roadways. Interconnectivity within the planned development and with surrounding development shall be provided. Right-of-way width and design cross section shall be provided.
- (k) Planned Development shall identify bikeways and pedestrian ways. Bikeway and pedestrian interconnectivity within the planned development and with the surrounding area shall be provided, if feasible. Right-of-way width and design cross section shall be provided.
- (l) Planned Development shall identify the extent, type and location of natural features and vistas in the planned development.
- (m) Planned Development shall identify existing land uses and prevalent development patterns within and surrounding the planned development within the defined community.
- (n) Planned Development shall identify the development edges and recreational trails and other environmental features within and surrounding the planned development within the defined community.
- (o) Planned Development shall identify the developable land area within the planned development.

- (p) When determined appropriate, the Planned Development shall identify public facilities and services available to the area, available capacity and any deficiencies.
- (q) Planned Development shall use underground utilities unless topography, drainage, or similar constraints cause underground utilities not to be feasible. This includes electric, water, sewer, cable, fiber optics, and phone lines that may be located in the development edges.
- (r) Planned Development shall provide a statement of the community goals and objectives (Vision) consistent with the goals, objectives and policies of the Northwest Sector Overlay and provide how the proposed development meets the intent of the Vision.
- (s) Planned Development shall identify the relationship to the surrounding defined community, neighborhoods, Community Center Districts, and Mixed Use Commerce Center Districts.
- (t) When determined appropriate, the Planned Development shall identify the proposed locations for right-of-ways and reserve right-of-way for roadways depicted on the Northwest Sector Overlay Map.
- (u) Planned Development shall identify neighborhood support facilities that are projected to be needed to address the impacts of the planned development, such as but not limited to, traffic circulation, water and wastewater treatment plants, solid waste transfer facilities, fire stations, emergency medical services, police stations, government buildings, libraries, civic/cultural places, public gathering places, parks, and schools.
- (v) Planned Development shall provide a General Development and Neighborhood Profile as part of the planned development that identifies the proposed project's sustainability as provided in Policy A.2.1.13.

A.2.1.10 Northwest Sector Neighborhood Design

- (a) The basic building block within the Northwest Sector Overlay is Neighborhoods. Generally, Neighborhoods should be sized to include up to four hundred (400) dwelling units.
- (b) Neighborhoods shall include neighborhood support facilities and services.
- (c) Neighborhoods shall be planned and designed as follows:

- (1) Except in areas where a Scenic Edge is required, each Neighborhood shall provide a minimum 35-foot development edge. The development edge shall contain uplands.
- (2) Each Neighborhood shall have a centrally located civic space or public gathering place in the form of a square, green or common area to serve as a focal point of the neighborhood. These civic spaces shall be identifiable through the use of greens, parks, landscape features, and public art.
- (3) The road network within a Neighborhood shall emphasize the use of two-lane streets that connect to adjacent Neighborhoods.
- (4) Neighborhood streets shall use traffic calming design standards. Such traffic calming design may include but is not limited to the installation of traffic circles, narrow travel lanes, the installation of sidewalks, street trees, and the allowance of on-street parking.
- (5) Gated communities shall be discouraged.
- (6) Housing shall have direct access to sidewalks and shall be oriented to parks and public spaces, where applicable.
- (7) A variety of block lengths shall be provided.
- (8) To encourage architectural variety, lot sizes shall be varied throughout each Neighborhood.
- (9) Dwelling unit setbacks and lot location may also vary within block.
- (10) Repetitive housing design and front lot facades shall be discouraged.
- (11) Front porches, alleyways and detached garages may be allowed.
- (12) A mixture of single family residential detached dwelling units, multi-family residential dwelling units, duplexes, zero lot line detached and attached residential dwelling units shall be encouraged within Neighborhoods.
- (13) Accessory uses, such as but not limited to guesthouses, garage apartments, and home offices may be allowed.
- (14) All utilities within developments shall be underground unless topography, drainage, or similar constraints cause underground

utilities not to be feasible. This includes electric, water, sewer, cable, fiber optics, and phone lines that may be located in the development edges.

(15) Low wattage street lighting shall be provided in a uniform manner throughout the Neighborhood.

(16) Each Neighborhood shall have a Neighborhood park, a minimum of five (5) to ten (10) acres in size, depending on the size of the neighborhood. The park shall be active-based with activities and facilities that serve the projected population of the neighborhood and be designed to accommodate all age groups of the project's projected population.

A.2.1.11 Community Center Districts

- a) Community Center Districts (CCDs) are designated on the Northwest Sector Overlay Map and shall provide a unique sense of place through architectural design and a mixture of compatible uses in a compact setting. The CCD shall serve as a commercial retail and service area for the residents within the Northwest Sector. Development on parcels located within CCDs which are less than five acres in size shall be exempt from A.2.1.11 (j) as provided herein. Each individual parcel less than than five acres in size shall be designed with respect to compliance with the general overall design concepts established in this Policy to promote a compact unified commercial business district. Strip commercial development is discouraged.
- b) The CCD shall provide for a mix of land uses including residential, retail, office, personal and household service establishments, institutional uses, medical uses, public/civic facilities, cultural and social facilities, parks, playgrounds, community gardens, and other similar uses.
- c) The CCD shall be arranged in a manner that emphasizes human-scale, pedestrian-oriented design with buildings fronting the sidewalk and street, short blocks, wide sidewalks, street furniture and similar requirements.
- d) The design of the CCD shall be oriented to serve the needs of the surrounding neighborhoods. Development parcels shall be accessed from collectors and internal streets not directly from an arterial roadway.
- e) The CCD shall be designed to accommodate future linkage with a regional transit system, if or when available with transit stops located so that they are easily accessible to commercial uses.
- f) CCD design shall provide for parking in the following manner:

- (1) On-street parking may be allowed on local streets and minor collectors within the CCD.
- (2) On-street parking shall be designed to promote traffic calming, pedestrian use, and shopping convenience, including but not limited to parallel and angle and reverse angle parking.
- (3) Parking other than on-street parking shall be located in the rear or side of the commercial structures; however, parking may be located in front of grocery stores, highway commercial, and other similar commercial uses.
- (g) Sidewalks and bicycle paths shall be of sufficient width to accommodate multiple users and commercial uses, such as, outdoor markets and cafes.
- (h) Street trees shall be provided along pedestrian pathways, streets, sidewalks, and similar areas.
- (i) Within areas designated as R/S and A-I on the 2015 Future Land Use Map, a Community Center Park with a minimum size of ten (10) acres shall be located within the CCD as a common open space for community events and active and passive recreational activities.
- (j) Within areas designated as R/S and A-I on the 2015 Future Land Use Map, the following standards shall be used in designing the CCD:

<u>Maximum Size</u>	<u>As designated on the Northwest Sector Plan Overlay Map.</u>
<u>Maximum FAR***</u>	<u>0.50</u>
<u>Maximum ISR****</u>	<u>0.70</u>
<u>Maximum Density</u>	<u>Up to 13 units per net acre</u>

<u>Land Use Mix</u>	<u>Minimum Land Area Required</u>
<u>1. Residential*</u>	<u>20%</u>
<u>2. Retail and Services*</u>	<u>25%</u>
<u>3. Office</u>	<u>10%</u>
<u>4. Public and Civic</u>	<u>10%</u>
<u>5. Public Squares and Green**</u>	<u>5%</u>

*Residential dwellings shall be permitted above ground floor commercial and office uses. These dwelling units shall be excluded from calculation of minimum land area required for the residential component of the CCD.

**The Community Center Parks shall be excluded from calculation for minimum land area required for public parks and greens.

***FAR - Floor Area Ratio

****ISR - Impervious Surface Ratio

A.2.1.12 Mixed Use Commerce Center Districts

- (a) The Mixed Use Commerce Center Districts (MUCCDs) are designated on the Northwest Sector and shall provide for regional and community employment, retail/services, healthcare, educational, cultural, civic, recreational, hotel, entertainment and government uses and facilities. Development on parcels located within MUCCDs which are less than five acres in size shall be exempt from A.2.1.12 (f) as provided herein. Each individual parcel less than than five acres in size shall be designed with respect to compliance with the general overall design concepts established in this Policy to promote a regional compact unified business district. Strip commercial development is discouraged.
- (b) The MUCCDs shall be designed to encourage and accommodate potential future linkage with a regional transit system and shall provide for connections to and be integrated with the arterial and major and minor collector roads. Connectivity to neighborhoods shall be provided when feasible.
- (c) The MUCCDs may include a core area with a wide mix of uses to create a public realm that encourages human interaction and activity during day and night.
- (d) The MUCCDs shall promote walkability, wide sidewalks, on-street parking, and layering of uses within mixed-used buildings.
- (e) A central park, green or commons shall be provided within the core area; pocket parks, common areas and greens may be distributed throughout the MUCCDs.
- (f) The following standards shall be used in designing the MUCCDs:

<u>Maximum Size</u>	<u>As designated on the Northwest Sector Greenway Communities Overlay Map.</u>
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Maximum FAR**** ————— 0.70

Maximum ISR***** 0.75

Maximum Density Up to 13 units per net acre

Land Use Mix Minimum Land Area Required

1.	Residential*	20%
2.	Retail and Services*	30%
3.	Regional Office	5%
4.	Industrial***	0%
5.	Public and Civic	5%
6.	Public Parks, Squares, and Greens**	10%

*Residential dwellings shall be permitted above ground floor commercial and office uses. These dwelling units shall be excluded from calculation of minimum land area required for the residential component of the MUCCD.

**The MUCCD shall be excluded from calculation for minimum land area required for public parks and greens.

***Industrial uses include both Heavy Industrial and Light Industrial. Industrial uses are encouraged to be provided to form an overall mixture of uses; however a minimum amount of land is not needed to create the overall mix.

****FAR - Floor Area Ratio

*****ISR - Impervious Surface Ratio

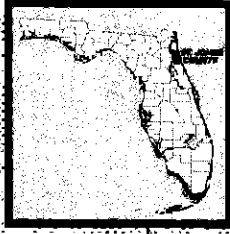
A.2.1.13 Northwest Sector Overlay General Development and Neighborhood Sustainability Indicators

The successful implementation of the Northwest Sector Overlay shall be monitored by the County through the Neighborhood Sustainable Indicators report. This report shall be provided with each Planned Development application and provided thereafter with each Planned Unit Development Progress Report, as required by Land Development Code. The report shall include the following sustainability indicators, as applicable:

- Acres of development edges and recreational trails created and protected.
- Acres of scenic edges provided.

- Acres of land converted from agriculture and silviculture to other land uses.
- Acres of lands donated/conveyed to school sites.
- Acres of lands donated/conveyed to public parks greens and squares.
- Number of activity based recreation and civic and cultural facilities developed.
- Acres of wetlands created, enhanced, preserved, and/or mitigated in the Northwest Sector.
- Number and type of schools built.
- Connections of roads, trails, bikeways, and bikepaths to adjacent neighborhoods and Community Center Districts and schools.
- Ratio of commercial square footage developed and under construction to residential units developed and under construction.
- Number and type of healthcare facilities developed and under construction.
- Miles of bikeways, recreational trails, and sidewalks.
- Diversification of housing types within the neighborhood and neighborhood district.
- Acres of PRD reserve lands permanently protected from development.
- Number of archeological and historic sites identified and protected.

ST. JOHNS COUNTY NORTHWEST SECTOR OVERLAY MAP



AMENDMENT DATES
Map Adopted 02/24/02

- LEGEND**
- RURAL CENTER DISTRICT
 - COMMUNITY CENTER DISTRICT
 - MIXED USE COMMERCIAL CENTER DISTRICT
 - COUNTY CONSERVATION
 - SCENERY
 - CONNECTED WETLAND SYSTEM
 - WETLANDS (OPTIONAL WETLANDS INVENTORY)
 - WETLANDS CERRADO
 - DEVELOPMENT AREA BOUNDARY
 - DISTRICTATE HIGHWAY
 - PRINCIPAL ARTERIAL
 - MAJOR ARTERIAL
 - MAJOR COLLECTOR
 - LOCAL ROAD
 - FUTURE ROAD
 - RAILWAY LINE
 - MUNICIPAL BOUNDARIES

LAND USE NOTES
 Wetlands
 * Areas designated Wetlands and General Wetlands Inventory are designated to protect and the water resources and to provide for the protection of the water resources and wetlands through a suitable regulatory system.

**ST. JOHNS COUNTY
NORTHWEST SECTOR
OVERLAY MAP**

St. Johns County Planning Department
 3015 Lakeside Drive
 St. Augustine, FL 32084
 (904) 822-2400

The St. Johns County Official Map is to be used in conjunction with the provisions of the St. Johns County Ordinance 2001-10, which provides for the creation of the St. Johns County Official Map. The Official Map is subject to amendment by the Board of County Commissioners. The Official Map is subject to amendment by the Board of County Commissioners. The Official Map is subject to amendment by the Board of County Commissioners.

ST. JOHNS RIVER

TRUITCOVE

SWITZERLAND

DEANSDALE

ST. JOHNS COUNTY









DUVAL COUNTY

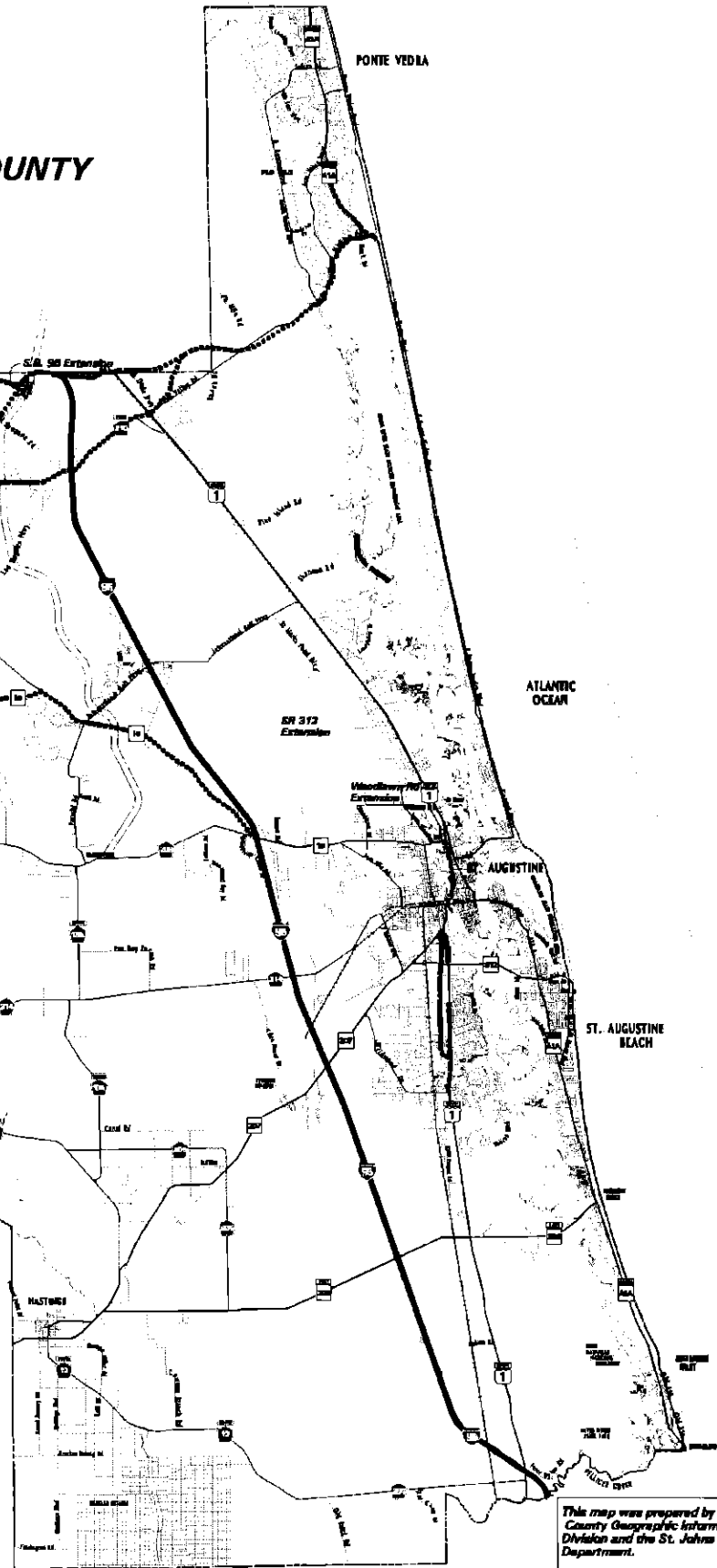
PONTE VEDRA

ATLANTIC OCEAN

ST. AUGUSTINE BEACH

FLAGLER COUNTY

-  3 LANE ARTERIAL
-  4 LANE ARTERIAL
-  6 LANE ARTERIAL
-  6 LANE FREEWAY
-  FUTURE ROW
-  PAVE & UPGRADE - 2 LANES
-  COUNTY ROAD
-  STATE ROAD

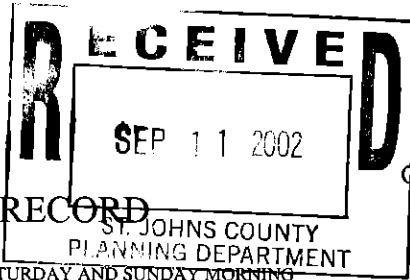


This map was prepared by the St. Johns County Geographic Information Systems Division and the St. Johns County Planning Department.

This map represents the traffic circulation plan 2000-2015 for St. Johns County. The data was provided by the Northeast Florida Regional Planning Council. The suggested State Road 312 extension was provided by the Florida Department of Transportation.

TRAFFIC CIRCULATION PLAN 2000 - 2015

COMPREHENSIVE PLAN MAP SERIES
TRANSPORTATION ELEMENT
MAP 18
ADOPTED BY RESOLUTION 2000-10
ADOPTED BY RESOLUTION 2000-11
ADOPTED BY RESOLUTION 2000-12
ADOPTED BY RESOLUTION 2001-04



COPY OF ADVERTISEMENT

THE ST. AUGUSTINE RECORD

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

STATE OF FLORIDA, COUNTY OF ST. JOHNS

Before the undersigned authority personally appeared LINDA Y MURRAY

who on oath says that she is an Accounting Clerk of the St. Augustine Record,

a daily newspaper published at St. Augustine in St. Johns County, Florida:

that the attached copy of advertisement, being a

NOTICE OF PUBLIC HEARING (DISPLAY ADVERTISEMENT)

In the matter of ADOPTION OF PROPOSED A MENDMENTS

NORTHWEST SECTOR OVERLAY GOALS, OBJECTIVES & POLICIES

in the Court, was published in said newspaper in the issues of

SEPTEMBER 9 2002

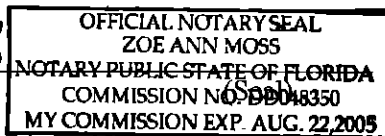
Affiant further says that the St. Augustine Record is a newspaper published at St. Augustine, in said St. Johns County, Florida, and that the said newspaper heretofore been continuously published in said St. Johns County, Florida, each day and has been entered as second class mail matter at the post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

Sworn to and subscribed before me this 9TH day of SEPTEMBER 2002

by [Signature] who is personally known to me or who has produced PERSONALLY KNOWN as identification.

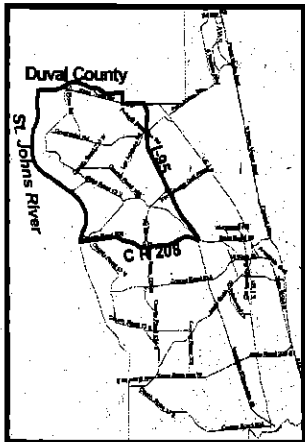
[Signature of Notary Public]

(Signature of Notary Public)



Zoe Ann Moss

NOTICE OF PUBLIC HEARING TO CONSIDER ADOPTION OF PROPOSED AMENDMENTS TO THE ST. JOHNS COUNTY COMPREHENSIVE PLAN TO ADD THE NORTHWEST SECTOR OVERLAY GOALS, OBJECTIVES AND POLICIES AND THE RELATED OVERLAY MAP



NOTICE IS HEREBY GIVEN that the St. Johns County Plans regularly scheduled meeting on September 24, 2002 at 1:30 PM, will hold a public hearing to consider and make recommendations to St. Johns County Board of County Commissioners proposed amendments to the St. Johns County Comprehensive Plan to add the Northwest Sector Overlay Goals, Objectives, and Policies.

Said hearing will be held in the County Administration Building, 4020 Lewis Speedway (County Road 16-A and US1 North), St. Augustine, Florida. All interested parties may appear at the meeting and be heard with respect to the proposed amendments.

The purpose of the hearing is to adopt amendments to the St. Johns County Comprehensive Plan to include the Northwest Sector Overlay Goals, Objectives, and Policies. These amendments are related to the Northwest Sector planning and vision process. The Northwest Sector Overlay Goals, Objectives, and Policies intend to provide St. Johns County with a meaningful community planning approach to respond to regional growth trends. The Overlay will allow St. Johns County to make development decisions in the context of complete and sustainable communities, and to understand the impact of the growth trends on community patterns. Community life cycles, the environment, the economy, and transportation networks.

The subject property consists of approximately 50,000 acres and is bounded on the north by the Duval County line, the south by C.R. 208, to the east by the St. Johns River and to the west by I-95.

The proposed amendment is known as File Number CPA-01-007 (Northwest Sector Overlay Goals, Objectives and Policies), and is available for review at the St. Johns County Planning Offices and the local County Libraries and may be examined by interested parties prior to said public hearing.

NOTICE TO PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL HEARING IMPAIRED PERSONS: In accordance with the Americans with Disabilities Act, persons needing special accommodations or an interpreter to participate in this proceeding should contact David Halstead, ADA Coordinator, at (904) 823-2503 or at the County Administration Building, 4020 Lewis Speedway, St. Augustine, Florida, 32084. For hearing impaired individuals, call Florida Relay Service at 1-800-955-8770, no later than 5 days prior to the date of this meeting.

If a person decides to appeal any decision made with respect to any matter considered at the meeting or hearing, he will need a record of the proceedings and for such purpose he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which appeal is to be based. The file of this case is available for review by the public in the Planning Department and/or office of the Clerk to the County Commission located at the St. Johns County Administrative Complex, 4020 Lewis Speedway (County Road 16-A and US1 North), St. Augustine, Florida

BOARD OF COUNTY COMMISSIONERS
ST. JOHNS COUNTY, FLORIDA
JAMES E. BRYANT, CHAIRMAN