

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, AMENDING 2015 FUTURE LAND USE MAP OF COMPREHENSIVE PLAN, ORDINANCE NO. 2000-34, AS AMENDED, FROM RURAL/SILVICULTURE TO RESIDENTIAL - C; AMENDING COMPREHENSIVE PLAN OBJECTIVE H.1.6 AUTHORIZING THE ABERDEEN DRI TO UTILIZE THE STANDARDS AND GUIDELINES IN CHAPTER 163 3180 (12) FS TO SATISFY THE COUNTY'S TRANSPORTATION CONCURRENCY REQUIREMENTS; AMENDING THE NORTHWEST SECTOR OVERLAY MAP; AND AMENDING THE 2015 TRAFFIC CIRCULATION PLAN ALL PERTAINING TO THE ABERDEEN DRI; PROVIDING FOR FINDINGS OF FACT; FINDINGS OF CONSISTENCY; SEVERABILITY; AND AN EFFECTIVE DATE.

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

WHEREAS, Section 163.3184, 163.3187 and 163.3189 Florida Statutes provides the process for the adoption of a Comprehensive Plan amendments; and,

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

SECTION 1. Upon consideration of the support documents, the recommendations of the Planning and Zoning Agency and statements from Staff received at the public hearing, finds as follows:

1. The amendments were fully considered after public hearing pursuant to legal notice duly published as required by law.
2. The amendments are consistent with the St. Johns County Comprehensive Plan, as amended, the Northeast Florida Strategic Regional Policy Plan, and Rule 9J-5 of the Florida Administrative Code, the local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Florida Statutes), and the State Comprehensive Plan (Chapter 187, Florida Statutes).

3. The amendments are consistent with the applicable portions of the Land Development Code.

SECTION 2. Pursuant to this application File No. CPA-02-003, the Comprehensive Plan Future 2015 Land Use Map is amended from Rural Silviculture (R/S) to Residential-C, specifically of the lands described within Exhibit "A", amending comprehensive plan objective H.1.6 authorizing the Aberdeen DRI to utilize the Standards and Guidelines In Chapter 163 3180 (12) FS to satisfy the county's transportation concurrency requirements; amending the Northwest Sector Overlay Map; and amending the 2015 traffic circulation plan all pertaining to the Aberdeen DRI

SECTION 3. The remaining portions of the St. Johns County Comprehensive Plan, as amended, which are not in conflict with the provisions of this Ordinance shall remain in full force and effect.

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

SECTION 5. The effective date of this Ordinance shall be the date the final order is issued by the Department of Community Affairs or Administrative Commission finding the amendment in compliance with Section 163.3184, Florida Statutes.

SECTION 6. This Ordinance shall be filed in a book of land use regulation ordinances kept and maintained by the Clerk of the Court, in accordance with Section 125.58, Florida Statutes.

PASSED AND ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, THIS 1ST DAY OF April 2003.

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

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

RENDITION DATE April 7, 2003

ATTEST: CHERYL STRICKLAND, CLERK

BY: Cheryl Strickland
Deputy Clerk

EFFECTIVE DATE: 8/29/2003

Exhibit 1

ABERDEEN
LEGAL DESCRIPTION

A PART OF SECTIONS 3, 4, 5, 9 AND 10, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF REFERENCE COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE NORTH 02°44'57" WEST ALONG THE WEST LINE OF SAID SECTION 9, A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID SECTION LINE NORTH 86°42'20" EAST, A DISTANCE OF 485.98 FEET; THENCE NORTH 32°46'32" EAST, A DISTANCE OF 462.32 FEET TO A POINT LYING ON A NORTHERLY BOUNDARY OF A JEA SUBSTATION; THENCE NORTH 89°29'07" EAST ALONG SAID NORTHERLY BOUNDARY LINE, A DISTANCE OF 580.00 FEET; THENCE SOUTH 00°30'53" EAST ALONG THE EASTERLY SIDE OF SAID SUBSTATION, A DISTANCE OF 440.00 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID SECTION 9; THENCE NORTH 89°29'07" EAST ALONG SAID SECTION LINE, A DISTANCE OF 4102.05 FEET; THENCE NORTH 02°41'24" WEST ALONG THE EAST LINE OF SAID SECTION 9, A DISTANCE OF 1358.28 FEET; THENCE DEPARTING SAID SECTION LINE SOUTH 87°48'11" EAST, A DISTANCE OF 128.44 FEET; THENCE NORTH 00°00'02" EAST, A DISTANCE OF 985.03 FEET TO A POINT ON THE NORTH LINE OF THE UNITED WATER PARCEL; THENCE SOUTH 87°48'16" EAST ALONG SAID NORTH LINE AND AN EASTWARD EXTENSION THEREOF, A DISTANCE OF 2146.23 FEET; THENCE NORTH 03°57'36" WEST, A DISTANCE OF 3162.69 FEET; THENCE NORTH 02°35'44" WEST, A DISTANCE OF 2600.00 FEET; THENCE NORTH 62°35'44" WEST, A DISTANCE OF 989.23 FEET; THENCE NORTH 00°46'54" EAST, A DISTANCE OF 2323.50 FEET TO A POINT ON A NORTH LINE OF SAID SECTION 3; THENCE SOUTH 89°13'18" WEST ALONG THE NORTH LINE OF SAID SECTION 3, A DISTANCE OF 1500.56 FEET; THENCE SOUTH 00°46'54" WEST ALONG THE WEST LINE OF SAID SECTION 3, A DISTANCE OF 1331.35 FEET; THENCE SOUTH 00°48'58" EAST, CONTINUING ALONG SAID SECTION LINE, A DISTANCE OF 2682.06 FEET; THENCE SOUTH 89°34'41" WEST ALONG THE SOUTH LINE OF JULINGTON CREEK PLANTATION, A DISTANCE OF 2649.95 FEET; THENCE SOUTH 89°32'30" WEST CONTINUING ALONG SAID SOUTH LINE, A DISTANCE OF 1328.72 FEET; THENCE NORTH 89°30'21" WEST CONTINUING ALONG SAID SOUTH LINE, A DISTANCE OF 1342.28 FEET; THENCE SOUTH 89°25'38" WEST, A DISTANCE OF 1345.27 FEET; THENCE SOUTH 00°41'24" EAST ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, A DISTANCE OF 1341.58 FEET TO A POINT ON THE SOUTH LINE OF SAID SECTION 5; THENCE NORTH 89°25'45" EAST ALONG SAID SECTION LINE, A DISTANCE OF 1344.92 FEET; THENCE SOUTH 02°44'57" EAST ALONG THE WEST LINE OF SAID SECTION 9, A DISTANCE OF 5352.09 FEET TO THE POINT OF BEGINNING. CONTAINING 1267.66 ACRES MORE OR LESS.

TOGETHER WITH:

ORDINANCE BOOK 31 PAGE 392

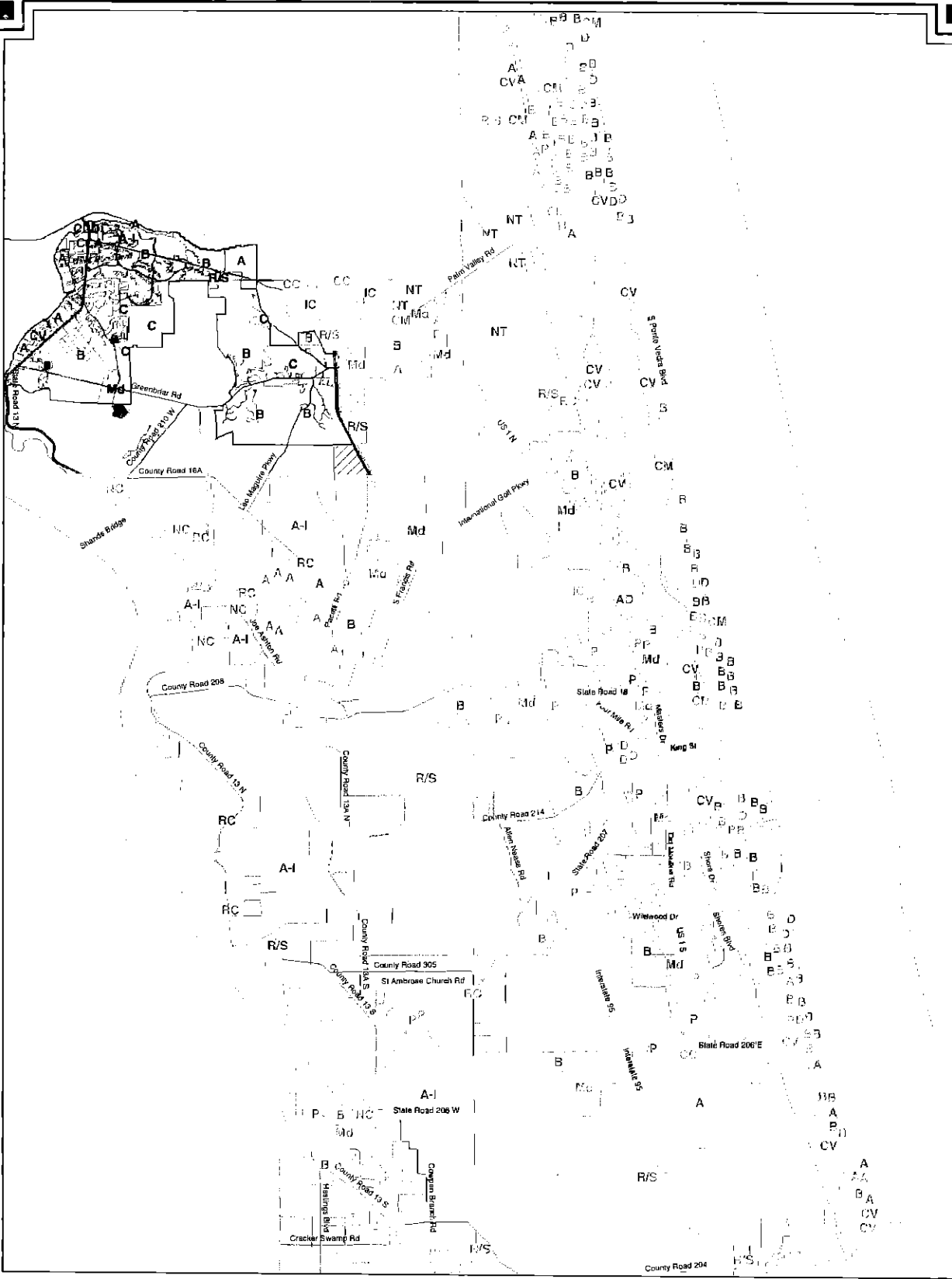
ABERDEEN SECTION 17

A PART OF SECTION 17, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF REFERENCE COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 17; THENCE SOUTH 02°39'34" EAST ALONG THE EAST LINE OF SAID SECTION 17, A DISTANCE OF 50.03 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 02°39'34" EAST ALONG SAID SECTION LINE, A DISTANCE OF 2242.37 FEET; THENCE NORTH 40°43'28" WEST ALONG THE SOUTHWEST LINE OF SAID SECTION 17, A DISTANCE OF 2930.08 FEET; THENCE DEPARTING SAID SECTION LINE NORTH 89°23'09" EAST, A DISTANCE OF 1807.72 FEET TO THE POINT OF BEGINNING. CONTAINING 46.50 ACRES MORE OR LESS.

LESS AND EXCEPT:

A PART OF SECTION 9, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF REFERENCE, COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 9; THENCE NORTH 89°29'07" EAST ALONG THE SOUTH LINE OF SAID SECTION 9, A DISTANCE OF 1318.00 FEET; THENCE DEPARTING SAID LINE NORTH 00°30'53" WEST ALONG THE EAST LINE OF A JEA SUBSTATION, A DISTANCE 255.06 FEET TO A POINT ON THE CENTERLINE OF A 130.00 FOOT WIDE JEA POWER LINE EASEMENT; THENCE NORTH 75°43'43" EAST ALONG SAID CENTERLINE, A DISTANCE OF 1373.36 FEET; THENCE DEPARTING SAID CENTERLINE SOUTH 14°16'17" EAST, A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 75°43'43" EAST, A DISTANCE OF 250.00 FEET; THENCE SOUTH 14°16'17" EAST, A DISTANCE OF 199.00 FEET; THENCE SOUTH 75°43'43" WEST, A DISTANCE OF 100.00 FEET; THENCE NORTH 75°54'08" WEST, A DISTANCE OF 113.65 FEET; THENCE SOUTH 87°02'19" WEST, A DISTANCE OF 50.99 FEET; THENCE NORTH 14°16'17" WEST, A DISTANCE OF 135.00 FEET TO THE POINT OF BEGINNING. CONTAINING 1.01 ACRES MORE OR LESS.

TOTAL OF 1313.15 ACRES MORE OR LESS.



LEGEND

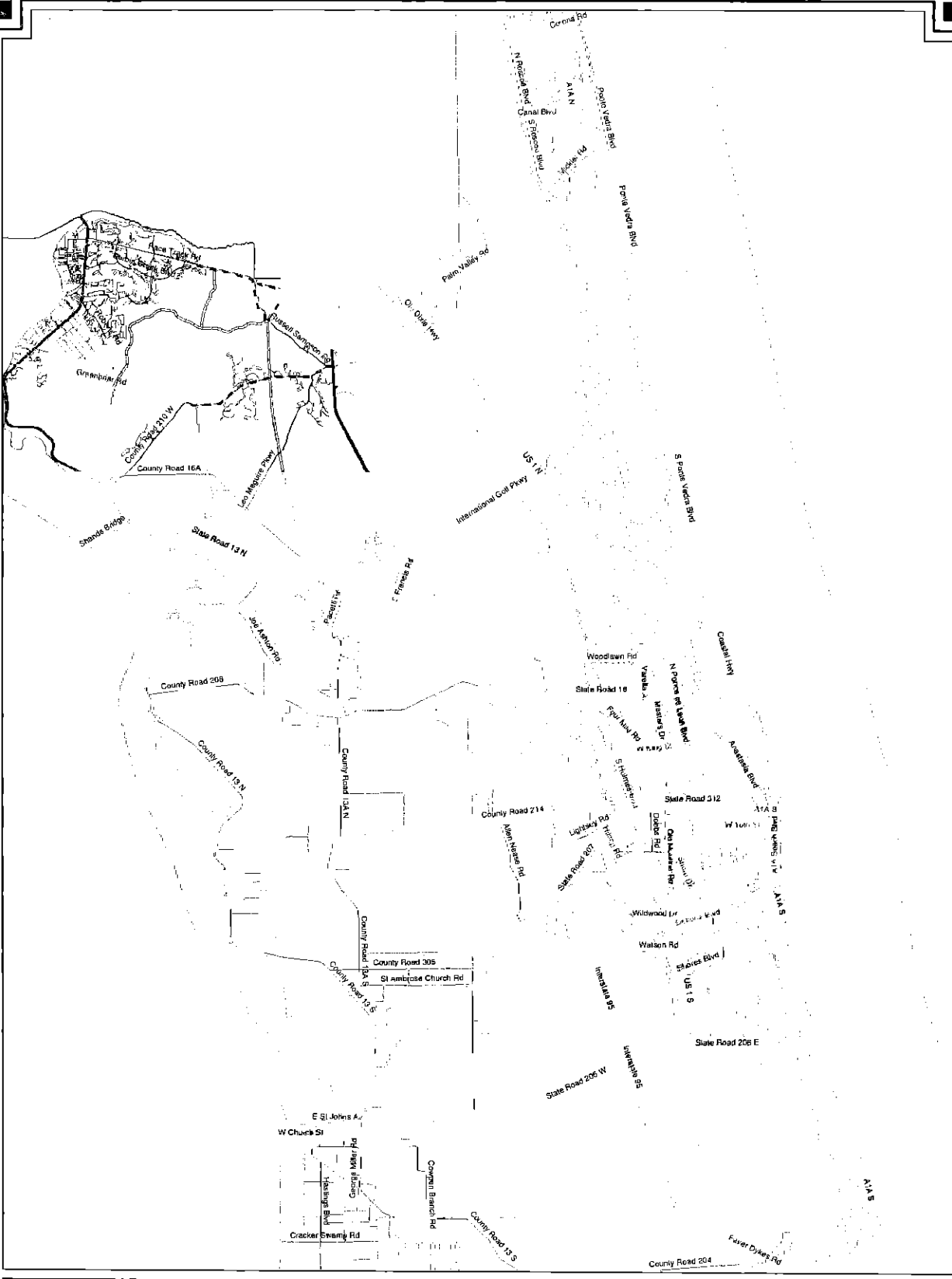
- | | |
|--|--|
| <ul style="list-style-type: none"> DEVELOPMENT AREA BOUNDARY COUNTY LINE | <ul style="list-style-type: none"> RURAL COMMERCIAL INTENSIVE COMMERCIAL MIXED USE DISTRICT INDUSTRIAL AIRPORT DISTRICT PUBLIC PARKS AND OPEN SPACE DEVELOPMENT OF REGIONAL IMPACT CITIES AND TOWNS RURAL SILVICULTURE RURAL SILVICULTURE OWNED BY ST. JOHNS RIVER WATER MANAGEMENT DISTRICT CONSERVATION NEW TOWN AGRICULTURE |
| <ul style="list-style-type: none"> ROADS <ul style="list-style-type: none"> I-95 and Arterial Collector Local Preliminary | |
| <ul style="list-style-type: none"> FUTURE LAND USE RESIDENTIAL-A RESIDENTIAL-B RESIDENTIAL-C RESIDENTIAL-D COMMERCIAL COMMUNITY COMMERCIAL NEIGHBORHOOD COMMERCIAL | |

**ABERDEEN DRI AND DURBIN CROSSING DRI
COMPREHENSIVE PLAN AMENDMENT REVISIONS
FUTURE LAND USE MAP AMENDMENT
APRIL 1 2003**



CANIN ASSOCIATES
 Urban & Environmental Planners, Landscape Architects
 500 Delaney Avenue, Orlando, Florida 32801 (407) 422-4040
 DATE: 04/05/03 A36 NUMBER: 200300
 COPYRIGHT (C) 2003 CANIN ASSOCIATES, INC.
 FILENAME: I:\GIS\2003\03CP_TTRAFFIC_CIRCULATION.MXD





LEGEND

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

**ABERDEEN DRI AND DURBIN CROSSING DRI
COMPREHENSIVE PLAN AMENDMENT REVISIONS
TRAFFIC CIRCULATION PLAN 2000 - 2015
APRIL 1 2003**



CANIN ASSOCIATES
 Urban & Environmental Planners, Landscape Architects
 500 Dalaney Avenue, Orlando, Florida 32801 (407) 422-4040
 DATE: 03/03/2003 JOB NUMBER: 300080
 COPYRIGHT (C) 2003 CANIN ASSOCIATES, INC.
 FILE NAME: I:\GIS\20008002_TRAFFIC_CIRCULATION.MXD





- LEGEND**
- DEVELOPMENT AREA BOUNDARY
 - COUNTY LINE
 - WILDLIFE CROSSING
- ROADS**
- I-95 and Arterial
 - Collector
 - Local
 - Preliminary
 - - - Proposed Roads
- NORTHWEST SECTOR LAND USE**
- RURAL CENTER DISTRICT
 - COMMUNITY CENTER DISTRICT
 - MIXED USE COMMERCE CENTER DISTRICT
 - COUNTY CONSERVATION
 - SCHOOLS

**ABERDEEN DRI AND DURBIN CROSSING DRI
COMPREHENSIVE PLAN AMENDMENT REVISIONS
NORTHWEST SECTOR OVERLAY MAP
APRIL 1 2003**

2 1 0 2 Miles

cmn ASSOCIATES
Urban & Environmental Planners, Landscape Architects
500 Delaney Avenue, Orlando, Florida 32801 (407) 422-4040
DATE: 03/05/2003 JOB NUMBER: 20000
COPYRIGHT (C) 2003 CMN ASSOCIATES, INC.
FILENAME: LGIS2000BACP_TRAFFIC_CIRCULATION.MXD



Objections, Recommendations and Comments Response

For

St. Johns County Amendments 02-D2 and 02-D3 (revised)

I. Amendments with Objections

A. Future Land Use Amendments and Text Amendments for Aberdeen and Durbin Crossing

1. **Urban Sprawl and Demonstrated Need:** The amendment is not supported by adequate information regarding demonstrated need for residential and non-residential uses in the area and analysis of urban sprawl including associated indicators. The Needs Analysis provided, including a supplemental submittal, did not adequately indicate why certain assumptions were maintained in the analysis, and how the resulting residential allocation ratio supports a satisfactory growth plan for the area.

At least one of the amendments (Aberdeen) is adjacent to existing development (Julington Creek DRI). This project, along with the second DRI (Durbin Crossing), reflects a current pattern of single-family residential at a low density throughout the area. The existing development and the proposed projects exhibit several indicators of urban sprawl including areas that:

- a. Develop as a single use in excess of demonstrated need typical of residential sprawl;
- b. Fail to establish a clear boundary between rural and urban areas;
- c. Fail to maximize existing or planned services resulting in more costly provision;
- d. Discourage infill in more urban areas;
- e. Results in premature conversion of large natural or agricultural areas to suburban uses; and
- f. Fail to protect natural resources as a result of land use.

Because the amendment demonstrates several of these indicators based on the selected land use category, Residential C, the amendment fails to discourage urban sprawl.

Response:

There have been numerous changes since the preparation of the proposed comprehensive plan amendments and issuance of the Department's ORC Report that fully address the issues raised in this objection, as described below:

a. Preparation of Revised Needs Analysis:

In response to the ORC comments, the applicant has completely redone the housing need/allocation analysis for this development. The revised study resolves the issues raised in the ORC Report. A copy of the revised Needs Analysis has been provided with the Second Sufficiency Response for the DRI Application for Development Approval (ADA) for this project and is also attached to this response as **Appendix 1, Consolidated Needs Analysis**.

The current countywide housing-to-need "allocation" ratio previously accepted by the Department of Community Affairs (DCA) in the County's 1999 Evaluation and Appraisal Report (EAR)-based Comprehensive Plan Amendment is 3.08. The DCA also had previously accepted an allocation ratio for the Northwest area of 2.23 using population projections

available at the time of the County's EAR-based Amendment. However, as set forth in the revised needs analysis, using the updated 2000 population projections that are now available, the allocation ratio with the proposed DRI units drops to 1.70.

As part of the revised need study, Canin Associates (CA) also undertook a complete re-analysis of developable land and existing Planned Unit Developments (PUDs) and DRIs in the Northwest Planning Sector of the County. The revised land inventory analysis was performed using data obtained from the St. Johns County Property Appraiser and Public Works GIS Center. The attached new analysis sets forth findings of this update. **See Appendix 2, Canin Study.**

This analysis showed a much greater need for new housing than previously anticipated in the Northwest area. Once the updated land and development inventory performed by CA is taken into account along with the new 2000 population projections, the need/allocation ratio in the Northwest Planning Sector drops to 1.46 including the Aberdeen DRI and Durbin Crossings DRI residential units.¹

As requested by the DCA, the revised Needs Analysis included existing DRIs at 100% of their approved density levels. In addition, increases in population growth since the 1999 EAR-based Amendment were based on the County's previously accepted projections for growth in each sector. The applicant also has worked with both County and DCA representatives on other need methodology issues since issuance of the ORC Report.

The results of the revised need analysis conclusively demonstrate that housing demand is very strong and housing supply is very tight in the NW Planning Sector. The allocation ratios resulting from the revised analysis are indicative of an area where new housing is needed, especially to avoid significant increases in housing prices due to limited supply and to foster consumer housing choices.

As fully described in the March 2002 applications for Comprehensive Plan Amendments, these two DRIs are located within the fastest growing area of St. Johns County.

b. Adoption of Northwest Sector Plan

Since the issuance of the DCA's ORC Report, the County has officially amended its comprehensive plan to adopt the Northwest Sector Plan as part of the Future Land Use Element. **See Appendix 3, Ordinance No. 2002-54.** These plan amendments have been found "in compliance" by the DCA and were adopted September 24, 2002.

The Durbin Crossing and Aberdeen developments must be consistent with the Northwest Sector Plan and its applicable goals, objectives and policies as a matter of law. The Durbin Crossing DRI and Aberdeen DRI development orders also contain conditions explicitly requiring such consistency.

Along with the other items discussed in this response, the Northwest Sector Plan that is now controlling addresses and resolves any urban sprawl issues raised by the ORC Report.

First, while additional comprehensive plan and map amendments are needed for final implementation, the Northwest Sector Plan includes an overlay map showing that the County's plan will ensure the mixed-use character of the Northwest Sector as a whole. Specific mixed-use and community center district areas with major non-residential components are identified on the overlay. Land use diversity within the Sector as a whole

¹ Even if the Aberdeen and Durbin Crossing projects were developed at the maximum comprehensive plan density level (7,458 total units for both projects v. 4,516 total DRI units) for the applicable Residential Future Land Use Map categories - which would not be allowed under the accompanying DRI development orders - the revised allocation ratio still would drop from 2.23 to 1.6.

also is ensured by other plan policies. The Durbin Crossing and Aberdeen DRIs also include significant non-residential development. Moreover, these DRIs will construct major new roadways as desired in the Northwest Sector Plan, including the North-South Arterial and the East-West Connector.

Many other aspects of the Sector Plan will control and discourage sprawl. New development must reserve land or provide mitigation for public facilities, parks, schools, and pedestrian/bike ways. "Scenic edges" along major roads and "development edges" along development boundaries are required to provide natural, recreational, and open space in order to maintain rural character. Road patterns must be controlled to preserve natural systems. Numerous development pattern/urban form policies are imposed on Planned Developments such as Durbin Crossing and Aberdeen. In addition, neighborhood design policies that will ensure urban form and avert sprawl have been adopted. An analysis of the consistency of the Aberdeen and Durbin Crossing projects with key Sector Plan policies is attached as **Appendix 4, Durbin Crossing Consistency Analysis and Aberdeen Consistency Analysis**.

The adopted Northwest Sector Plan also contains an Overlay map. Among other things, this map "generally depicts" arterial, major collector and other designated roadways within or proposed for the Sector. See Future Land Use Element Policy A.2.1.2(a). As part of the adopted plan amendment packages for Durbin Crossing and Aberdeen, the County also is adopting a slightly revised Northwest Sector Overlay Map that will conform the Overlay to the County's designated specific locations for the major "pipelined" roads to be built by Durbin Crossing and Aberdeen.

The Northwest Sector Overlay Map also generally depicts wetlands based on the National Wetlands Inventory. The Overlay Map contains a note that specifically states: "areas designated as Wetlands and Connected Wetland Systems are approximate in nature and the exact boundaries shall be determined by environmental survey and established pursuant to applicable regulatory requirements" (emphasis added). Thus, the Overlay Map contemplates that surveys and regulatory requirements will be used to determine the exact location of jurisdictional wetlands on particular parcels of land and that those determinations will be the best available data concerning jurisdictional wetlands.

The Aberdeen and Durbin Crossing DRI Applications for Development Approval (February 22, 2002), First Sufficiency Responses (September 6 and August 23, 2002, respectively), Second Sufficiency Responses (December 20 and 16, 2002, respectively) and supplemental information submitted by Canin Associates by letter dated February 14, 2003, incorporated herein by reference as data and analysis, contain extensive information in Question 13 and related maps detailing the surveys, agency jurisdictional determinations and other activities used to specifically locate jurisdictional wetlands with the two DRIs. Wetlands have been defined pursuant to wetland delineation and jurisdictional determinations by the Army of Corps of Engineers and St. Johns River Water Management District. This information is more accurate and specific as to the location, condition, and quality of jurisdictional wetlands actually located with the two DRIs than the Sector Plan Overlay Map. These DRI-specific determinations, however, are generally consistent with the wetland locations shown on the Overlay Map and will maintain the connectivity of the generalized wetland systems shown on the Overlay. The DRI-specific determinations contain more detail and show additional jurisdictional wetlands not shown on the Overlay Map. As indicated in the DRI application data above, proposed impacts to jurisdictional wetlands are limited primarily to low-quality, disturbed transitional wetlands with limited wetland functions and values or those impacts needed for road and pedestrian crossings or minimal fill for connectivity of the master plans. More than 1,440 acres of wetlands will be conserved within the two DRIs. See also responses below related to the DRI development order conditions and DCA Objection A.3.

c. Adoption of Amended FDOT I-95 Variance

Since issuance of the ORC Report, St. Johns County and the Florida Department of Transportation also have adopted an amended variance for I-95 that continues to commit the County to the construction of the North-South Arterial parallel to I-95 that will help ensure provision of adequate public road facilities to serve development. The amended variance revised the previously approved variance so that the first segment that must be built is the northern section of the North-South Arterial. The Durbin Crossing project is committed to construct the North-South Arterial and North-South Connector from Russell Sampson Road to CR 210.

d. DRI Development Order Conditions and Controls

The Durbin Crossing and Aberdeen projects are also subject to DRI development orders adopted simultaneously with the Plan amendments that contain numerous conditions that control sprawl. (See DRI Development Orders separately rendered to the DCA and incorporated as data and analysis.) Both DRIs are mixed-use projects containing office, retail, civic and school uses, as well as residential uses. Both DRIs concentrate the office, retail, civic and higher-density, multi-family housing in mixed-used villages. Those uses will serve the DRI residents and reduce offsite impacts. Over 1,100 average annual construction jobs and 770 new permanent jobs are planned through buildout as a result of these non-residential uses. The DRIs also address affordable housing needs.

Residential uses include a high percentage of multi-family housing, as well as single-family housing. The approved density ranges for both types of housing are from 2-16 dwelling units/acre. This density range improves the pre-existing development pattern in the Northwest Sector. Thus, those projects clearly will not develop as a single land use in excess of demonstrated need, given the mixed-use nature of the DRIs and the light housing market demonstrated by the revised needs analysis. Additionally, the proposed use and development of this area is not premature based on strong housing demand and the limits of available supply, again as demonstrated in the revised needs analysis.

As shown on the maps and aeriels with the new Canin Associates Development Analysis in **Appendix 2**, these two project areas already border numerous planned developments or DRIs. A clear separation or boundary of urban and rural uses also will be ensured by the scenic and development edge requirements of the adopted NW Sector Plan.

The Northwest Sector Plan, other existing comprehensive plan conservation policies, and the DRI development orders ensure the protection of natural resources within these two DRIs. The DRI master plans place extensive areas in wetlands, wetland buffers and undeveloped uplands. Almost all proposed wetland impacts are limited to lower-quality wetlands or necessary road/pedestrian/bike crossings. The DRI development orders also provide for protection of identified wetlands and for necessary mitigation to any impacts on gopher tortoises and two protected plants.

The DRI development orders ensure that these projects will maximize existing and planned public services. The two projects will construct over 12 miles of new regional roads at a cost of almost \$35 million, including over \$18 million of pipelined improvements from the Aberdeen DRI and almost \$17 million of pipelined improvements from the Durbin Crossing DRI. The road improvements will implement the roads desired under the Northwest Sector Plan and the amended FDOT I-95 variance and help create a much-needed grid system of roads north of C.R. 210. In addition, the projects will provide right-of-way for future four-laning of various roadways. The road improvements will be commenced in advance of vertical development and completed within two years of their commencement. The projects specifically will satisfy road concurrency through pipelining of these road

improvements, as authorized for mixed-use DRIs under Section 163.3180, Florida Statutes, and separate pipelining plan amendments adopted for these projects.

JEA has indicated that it has adequate water and sewer capacity to serve these projects based on its projected construction schedules. Under the DRI development orders, re-use water will be used for irrigation of all land uses. Under the DRI development orders, the projects will provide for major community parks and the potential for a K-8 school early in the projects. They also maximize efficient use of existing and future fire services. The DRI development orders specifically require that adopted levels of service for public facilities be met. In addition, the DRIs will provide an estimated \$7.1 million in annual revenues to the County and \$13 million in annual revenues to the School Board.

For additional information on these issues, refer to the detailed sprawl factor analysis contained in the March 2002 Comprehensive Plan Amendment applications and supporting information contained in the DRI Applications for Development Approval (ADA), the ADA First and Second Sufficiency Responses, and supplemental DRI information submitted by CA on February 14, 2003.

Based on the information set forth above and further discussions with DCA and County Staff, it has been determined that additional project-specific policies in the Future Land Use Element are not needed to address the DCA's initial objections and recommendations. Based on the foregoing, it is clear that Durbin Crossing and Aberdeen will improve the existing development pattern and will not exacerbate sprawl. See Rule 9J-5.006(5)(k), Florida Administrative Code.

2. **Public Facilities:** There are two public facilities, roadways and water, for which the amendment does not demonstrate adequacy of planned services. To the extent that the ADA provides information, the needed facility improvements are not reflected in the proposed amendment package.
 - a. The ADA and sufficiency response indicate that as a result of both projects, improvements will be needed to Aberdeen Boulevard, CR 210, East-West Connector, I-95, North-South Arterial, North-South Connector, Race Track Road, and Russell Sampson Road; as well as several intersections. The amendment does not reflect traffic circulation updates or programming for improvements of to Aberdeen Boulevard, East-West Connector, North-South Arterial, North-South Connector, and Russell Sampson Road. Therefore, it is unclear if the amendments are adequately supported by the needed roadway and intersection network for the area.

Response:

Transportation analyses have been prepared and updated as part of the supporting information for the Durbin Crossing and Aberdeen DRIs. They are contained in the Question 21 sections of the two DRI ADAs, ADA First and Second Sufficiency Responses, and updated traffic tables submitted by CA on February 14, 2003.

As reflected in comprehensive plan amendments adopted as part of the final amendment package and the DRI development orders adopted simultaneously with these plan amendments, Durbin Crossing and Aberdeen will satisfy traffic concurrency requirements through project buildout by providing almost \$35 million in proportionate share payments to be used for a number of "pipelined" road improvements, as authorized by Section 163.3180(12), Florida Statutes, for mixed-used DRIs. The pipelining commitments include over \$18 million for Aberdeen and almost \$17 million for Durbin Crossing. The pipelining improvements will be commenced before any vertical development in the DRIs. The

pipelining approach takes precedence over other provisions of the comprehensive planning statutes, rules, and the County Plan.

The "pipelined" road improvements are set forth on conforming plan amendment changes to St. Johns County Comprehensive Plan Map 12A, Traffic Circulation Plan and the Northwest Sector Plan Overlay Map to reflect a minor adjustment in the location of the East-West Connector Road. In addition, the proposed text amendment to the adopted Comprehensive Plan Policies permitting "pipelined" road improvements is shown in **Appendices 5 and 6**. As stated above, the pipelined improvements include important new roads identified in the Northwest Sector Plan Overlay Map, as well as the northern segment of the North-South Arterial required under the amended FDOT variance for I-95. Thus, the additional conforming plan amendments requested by the DCA have now been provided.

- b. **The ADA and sufficiency response indicate that JEA will provide water services to both projects in the area. The Department understands and appreciates JEA's commitment to provide water. However, the area is identified as priority resource caution area with serious concerns regarding long-term water supply. It is unclear how the amendment furthers a long-term water supply plan for the County or the region.**

Response:

As noted in the DRI Applications for Development Approval (ADA), the ADA First and Second Sufficiency Responses, and supplemental DRI information submitted by CA on February 14, 2003, JEA has committed to provide central water and sewer service to both projects. Included as **Appendix 7** is the overall JEA St. Johns County Service Area Water, Wastewater, and Reclaimed Water Capacity Plan. This document summarizes JEA's approach to providing these urban services to its Northern St. Johns area thru the year 2010.

3. **Wellands: The ADAs for Aberdeen and Durbin Crossing show large areas of wellands for both projects. Durbin Crossing includes over 800 acres of wellands and Aberdeen approximately 600 acres of wellands. The Master Plan for Durbin Crossing identifies areas as "Wellands" and for Aberdeen areas are shown as "Welland/Conservation". The plan amendment does not appear to reflect the extent or location of wellands because the entirety of both amendment areas are designated for residential land uses. Therefore, it is unclear how the amendment protects welland resources on the two plan amendment sites.**

Response:

As the Department is aware, St. Johns County uses the "Conservation" designation on its comprehensive plan Future Land Use Map for major publicly owned wetland areas, but not for smaller privately owned wetlands. There are numerous other policies in the County's comprehensive plan that protects wetland resources located within Residential land use categories. For example, refer to Objective E.2.2 and supporting policies in the Conservation Element of the existing County Plan and additional new policies in the Northwest Sector Plan in Objective A.2.1 of the Future Land Use Element, including but not limited to Policy A.2.1.1(d), requiring that connectivity among connected wetlands be enhanced and that all wetland impacts and mitigation within the Northwest Sector comply with county, regional, state and federal permitting requirements. The connected wetland system is depicted on the Northwest Sector Overlay Map. In addition, the Northwest Sector Plan policies contain numerous provisions requiring protective buffers.

Finally, the DRI development orders for Durbin Crossing and Aberdeen and the master development plans incorporated into the development orders by reference contain provisions

protecting wetlands and limiting impacts to specific areas. Most wetland impacts are limited to low-quality impacts and road crossings.

See also response to DCA Question A.1 above related to consistency with the Northwest Sector Plan and Overlay Map.

4. **Internal Consistency:** The County proposes to revise the plan to allow two large residential projects in the northwest area. Because the amendment has not been supported with appropriate data and analysis for demonstrated need/urban sprawl, and facilities and services, the amendment has not demonstrated internal consistency with future land use element, transportation, infrastructure, and capital improvements elements of the local comprehensive plan including the following goals, objectives and policies:

a. **Future Land Use Element**

Objective A.1.2 (Control of Urban Sprawl): See response to DCA Objection A.1 for a complete discussion of issues related to this Objective and related policies that follow. The proposed Aberdeen and Durbin Crossing DRIs constitute infill projects consistent with the adopted Comprehensive and Northwest Sector Plan. Both DRI's include a mixed-use development program with a full range of urban services. The adopted Development Area Boundary is contiguous to the boundaries of both projects. Thus, extension of the Boundary should be considered infill because the land is surrounded by existing or approved developments.

Durbin Crossing will be contiguous to the existing and proposed developments of Julington Creek Plantation, Cimarrone Golf and Country Club, and the Taylor-Woodrow project to the southeast, while Aberdeen is adjacent to the existing developments of Julington Creek DRI, Cunningham Creek and the Roberts Road PUDs.

The proposed projects are designed to minimize impacts on natural resources, while maximizing pedestrian connectivity, a mixture of uses, compact design, traffic circulation, and compatibility with adjacent land uses. For a more detailed analysis of project consistency with the development form and design policies in the Northwest Sector Plan, refer to Appendix 4.

In addition, both projects will be located at the center of a regional transportation network, designed to accommodate long-range growth in the Northwest Sector.

Policy A.1.2.2: The proposed location of the Aberdeen and Durbin Crossing projects contain mixed-use developments including a diverse residential housing product. The projects are located within the service area boundary of JEA that plans to interconnect its proposed system together with its existing Julington Creek Plantation and Southside grid. JEA has extensive groundwater resources available, particularly within the western and northern portions of their service area, and has indicated an ability and willingness to serve the two DRIs with central water and sewer service.

Policy A.1.2.3: The proposed projects are not within a proposed Agricultural-Intensive or Rural/Silviculture District. The Future Land Use designations proposed are Residential B and C. However, the proposed developments utilize clustering to preserve environmentally sensitive areas throughout the site, consistent with adopted County policy.

Policy A.1.2.5: A complete Needs Analysis has been submitted and is attached to this response. Also, please see response to DCA Objection A.1 and 2 above for discussion related to control of sprawl and provision of public facilities.

Policy A.1.2.6: The provision of central water and sewer facilities by JEA will promote infilling and a more compact form of development consistent with this policy. Furthermore, a reliable source of water will be available to all Northwest St. Johns County residents for potable and fire protection needs.

Objective A.1.7 (Innovative Land Development Regulations): *The County has adopted the Northwest Sector Overlay Plan, which includes innovative land development regulations. The proposed projects comply with the adopted Sector Plan. Please see the response to DCA Objection A.1 above and Appendix 4.*

Policy A.1.7.1.1 (Infill): Please see the response to DCA Objection A.1 above.

Objective A.1.15 (Comprehensive Plan Amendment Review): The proposed project is being reviewed under the policies adopted in the overall Comprehensive and Northwest Sector Overlay Plans. Since the project is a DRI, approval will occur consistent with Section 380.06, Florida Statutes, including Section 380.06(6)(b), Florida Statutes, and the Northeast Florida Strategic Policy Regional Plan.

Policy A.1.15.2 (Applications) Please see the response to Objection A.1 above

b. Transportation Element,

Objective B.1.1 (Level of Service Standards): See response above to DCA Objection A.2.a. The DRI development orders stipulate a number of planned improvements to be constructed by Aberdeen and Durbin Crossing to ensure compliance with this Objective and related policies through the proportionate share payment/pipelining approach authorized under Section 163.3180(12) Florida Statutes.

Policy B.1.1.1 (Level of Service Standards): See response to Objective B.1.1 above.

Objective B.1.6 (Transportation and Land Use) Both projects will be designed to provide for a safe and integrated circulation roadway network, as shown on ADA Map H. Compliance with this objective incorporates all of the standards as listed in Policies B1.6.1-B1.6.11.

Policies B. 1.6.1 through B. 1.6.3 (Mixed Uses and Transportation System): Both projects are designed as mixed-use projects. The proposed circulation system connects all internal neighborhoods, as well as provides for a regional connection between the projects and the regional transportation network with the planned East-West Connector Road, North-South Arterial, North-South Connector, and the CR 210B connection to Race Track Road. All roadways will be constructed to County design standards, which addresses access and aesthetic enhancements. Provisions have been made for adequate rights-of-way and wildlife connectivity between roadway corridors. When completed, the Aberdeen and Durbin Crossing road network will be part of the County's hurricane evacuation road network. The road network to be provided also includes bikeways and pedestrian paths.

c. Infrastructure Element

Objective D.4.1 (Growth Management/Concurrency): Both projects are located within the existing service area of JEA. Both central water and wastewater services will be provided from existing off-site facilities. Planned services will meet the adopted levels of service and help promote a more orderly and compact form of development within Northwest St. Johns County. Refer to the response above to DCA Objection A.2.b.

Policy D.4.1.2 (Potable Water Service) As noted above, Aberdeen and Durbin Crossing are within the existing JEA service area, which is consistent with the adopted Comprehensive and Northwest Sector Plans and Development Areas, as revised.

Policies D.4.1.4, D.4.1.5, D.4.1.7, D.4.1.11, and 4.1.12: All of these policies will be satisfied through the provision of central water service from the JEA consistent with Objective D.4.1 above.

Objective D.4.2 (Level of Service Standards), Policies D.4.2.1 and Policy D.4.2.3: Both projects are designed to meet the adopted level of service requirements established by St. Johns County objectives and policies for potable water service.

d. Conservation Element

Objective E.2.1 (Groundwater Protection) and Policy E.2.1.8: Aberdeen and Durbin Crossing have been designed to protect and preserve water quality and quantity, while adhering to all standards and regulations established by FDEP, SJRWMD and/or St. Johns County, consistent with Objective E.2.1 and Policy E.2.1.8. In addition, both projects have committed to a Stormwater Pollution Prevention Plan and any appropriate water quality monitoring programs. Development within the 100-year floodplain will be subject to minimum floor elevations. The projects also will adhere to a number of water conservation techniques.

Objective E.2.2 (Native Forests, Floodplains, Wetlands, Upland Communities, and Surface Water): Emphasis is placed on connectivity of the wetlands and on wetland enhancement and protection. Refer to the response above to DCA Objection A.3. Minimal wetland impacts are proposed for the project. As is evident on DRI's Map H, the wetlands are protected from development, buffered, used for areas of habitat protection, provide visual enhancement for residences (i.e. scenic edges) and, where permissible, support a recreational and trail network. All wetland impacts will comply with all applicable permitting procedures. Both projects also have committed to protect undeveloped uplands (52 acres in Aberdeen and 90 acres in Durbin Crossing).

Policies E.2.2.5, E.2.2.6, and E.2.2.10 (Wetland Protection): Refer to the response above to DCA Objection A.3. Both projects are designed to conserve as much of the native vegetation as possible. This includes wetlands that connect to larger off-site regional ecosystems, as well as smaller isolated wetlands that protect the environment and enhance the project. All remaining wetlands will have upland buffers. In Aberdeen, 522 acres of wetlands will be conserved, while Durbin Crossing will conserve 892 acres of wetlands. Finally, both projects will comply with the St. Johns County Land Development Code Section 4.01.06.B.2 regarding wetland buffers.

Objective E.2.3 (Surface Water Quality): A water quality monitoring program and Stormwater Pollution Prevention Plan will be prepared for each project to address water quality issues and this Objective.

Policy E.2.3.6, E.2.3.7 (Protection of Floodplains/Surface Waters): As noted in the response to Objective E.2.3, an overall program will be instituted to address surface water and water quality issues consistent with County intent. Furthermore, roadways and finished floor elevations will be set above the base flood elevations specified in adopted County Code.

Objective E.2.8 (Threatened and Endangered Species): Durbin Crossing has identified three listed species on-site, one wildlife specie of special concern, and two protected plant species, while Aberdeen has identified the same wildlife species only. The plant species will be relocated to sites suitable for preservation. Durbin Crossing and Aberdeen will

participate in the off-site mitigation program to purchase acreage through the Florida Fish and Wildlife Conservation Commission Land Acquisition Trust Fund to address the listed wildlife species of special concern on each site. There are no threatened or endangered wildlife species on-site.

Policy E.2.8.8 (Protection Strategies for Wetlands): As noted above, both projects are designed to conserve as much of the native vegetation as possible. This includes wetlands that connect to larger off-site regional ecosystems, as well as smaller isolated wetlands that protect the environment and enhance the project. All remaining wetlands will have upland buffers. As detailed above, over 1,414 acres of wetlands will be conserved within the two projects. Finally, both projects will comply with the St. Johns County Land Development Code Section 4.01.06.B.2 regarding wetland buffers and provide a number of wildlife crossings at designated locations.

e. Capital Improvements,

Objectives H.1.2 and H.1.3 (Level of Service Standards and Capital Improvements Schedule): Both projects will be developed in accordance with the adopted Level of Service standards. In addition, as reflected in comprehensive plan amendments adopted as part of the final amendment package and the DRI development orders adopted simultaneously with these plan amendments, Durbin Crossing and Aberdeen will satisfy traffic concurrency requirements through project buildout by providing almost \$35 million in proportionate share payments to be used for a number of "pipelined" road improvements, as authorized by Section 163.3180(12), Florida Statutes, for mixed-used DRIs. The pipelining commitments include over \$18 million for Aberdeen and almost \$17 million for Durbin Crossing. The pipelining improvements will be commenced before any vertical development in the DRIs. The pipelining approach takes precedence over other provisions of the comprehensive planning statutes, rules, and the County Plan.

Policies H.1.2.1 (Level of Service Standards) and H. 1.3.1: Refer to the responses stated above.

II. State Plan Consistency

A. Objection

- i. **The proposed amendments are not consistent with the following goals and policies of the State Comprehensive Plan:**
 - a. **Goal 4 (Housing), and Policies (b) 1 and (b)3;**
 - b. **Goal 7 (Water Resources), and Policies (b)1, (b)3, and (b)5;**
 - c. **Goal 9 (Natural Systems and Recreational Lands), and Policies (b)1, (b)3, and (b)7;**
 - d. **Goal 15 (Land Use), and Policies (b)1, (b)2, (b)3, (b)5, and (b)6;**
 - e. **Goal 17 (Public Facilities), and Policies (b)1 and (b)7;**
 - f. **Goal 19 (Transportation), and Policies (b)2, (b)3; and**
 - g. **Goal 25 (Plan Implementation) and Policies (b)7.**

Response:

These issues are addressed above in response to DCA Objections A.1, 2, 3, and 4. The proposed Comprehensive Plan Amendments for Aberdeen and Durbin Crossing also address each of the aforementioned Goals and Policies of the State Comprehensive Plan as follows:

Goal 4 (Housing): Both projects provide a mixture of housing types and products at varying price points. It is anticipated that affordable residential units will be available on-site to meet the needs of low and moderate-income individuals in the area.

Policies (b)1 and (b)3: Aberdeen and Durbin Crossing support the Plan policies by St. Johns County to encourage new housing opportunities for all residents. Furthermore, the development of these two projects will help increase the available supply of affordable housing to the residents of Northwest St. Johns County. The projects include a total of 1,342 multi-family units (395 in Aberdeen and 947 in Durbin Crossing), many of which will be available for the low and moderate-income households.

Goal 7 (Water Resources): As noted above in the response to DCA Objection A.2.b, a safe and reliable source of potable water will be provided to both projects by JEA, in accordance with this water resource goal. In addition, both DRIs will use re-use water throughout the projects and adopt water quality protection plans.

Policies (b)1, (b)3, and (b)5: Refer to the response above to DCA Objection A.2.b regarding the provision of water supply by JEA to the projects. The available water supply is within the boundaries of the water management district.

Goal 9 (Natural Systems and Recreational Lands): Both projects have committed to protecting unique natural wildlife and plant habitats, including wetlands and upland areas throughout the project in accordance with Goal 9.

Policies (b)1, (b)3, and (b)7: Aberdeen will conserve approximately 522 acres of site wetlands and will provide for a mitigation plan for an on-site wildlife species of special concern. In addition, five wildlife-crossing locations will be provided to aid wildlife movements throughout the project. Likewise, Durbin Crossing will conserve approximately 892 acres of site wetlands, and provide a mitigation plan for two on-site protected plants and on-site wildlife species of special concern. (There are no endangered wildlife species on-site in either DRI.) Six wildlife-crossing locations will be provided to aid wildlife movements throughout the project and within the regional area. All of these efforts will protect the long-term environmental, economic, and recreational value of the sites.

Goal 15 (Land Use): The Durbin Crossing and Aberdeen projects also are subject to DRI development orders adopted simultaneously with the Plan amendments. Both DRIs are mixed-use projects containing office, retail, civic and school uses, as well as residential uses. Both projects concentrate the office, retail, civic and higher-density multi-family housing in mixed-used villages. Those uses will serve the residents and reduce offsite impacts. Over 1,100 average annual construction jobs and 770 new permanent jobs are planned through buildout as a result of these non-residential uses. Both projects will be served with a full range of available urban services in an environmentally acceptable manner, as previously described. Durbin Crossing and Aberdeen will satisfy traffic concurrency requirements through project buildout by providing almost \$35 million in proportionate share payments to be used for a number of "pipelined" road improvements. The pipelining commitments include over \$18 million for Aberdeen and almost \$17 million for Durbin Crossing. At buildout, both projects will contribute over \$730 million dollars in taxable real property values, \$7.1 million dollars in annual County revenues, and \$13 million dollars in annual school revenues to the local School Board.

Policies (b)1, (b)2, (b)3, (b)5, and (b)6: Refer to the response above to Goal 15 (Land Use) and prior responses addressing similar policies.

Goal 17 (Public Facilities): A CDD will be created for each project to provide the roadway, school, and on-site improvements needed to support the projects. In addition, \$34.8 million dollars of new roadway construction will be undertaken prior to vertical construction on site. All planned improvements will be accomplished in a timely, orderly, and efficient manner.

Policies (b)1 and (b)7: Both projects will utilize existing public facilities to the maximum extent possible consistent with this policy. In addition, all improvements will be coordinated with the capital improvement plans of St. Johns County.

Goal 19 (Transportation): Refer to the response to DCA Objection A.2.a above.

Policies (b)2 and (b)3: Refer to the response to DCA Objection A.2.a above.

Goal 25 (Plan Implementation): Both projects are in accordance with this Goal and have undergone a rigorous application of intergovernmental coordination through the DRI process. In addition, the projects have been subjected to extensive citizen review and comment through the regional and local public hearing and community workshops processes.

Policies (b)7: Both projects are consistent with the adopted Strategic Regional Policy Plan and the St. Johns County Comprehensive and Northwest Sector Plans.

Appendix 1 Consolidated Needs Analysis

- 1.0 The purpose of this analysis is to evaluate the need for the proposed land use change. In this context need is examined from the perspective of the County's Future Land Use Element.
- 2.0 This analysis begins with the County's 1999 EAR Based Comprehensive Plan Amendment for the Land Use Element. Table 10-1-1 below reproduces the County's analysis of its land use plan and the ability of the plan to accommodate growth expected in the County through 2015.

**Table 10-1-1
1999 EAR Amendment – Residential Land Use Allocation**

Planning District	Units Allocated	Units Needed	Difference	Ratio
Northwest	29,706	13,297	16,409	2.23
Northeast	17,632	10,816	6,816	1.63
Southeast	42,245	7,257	34,988	5.82
Southwest	9,529	822	8,707	11.59
Total	99,112	32,192	66,920	3.08

Source: St. Johns County (September 1999), Draft EAR CPA for the Land Use Element, Table A-10, Page A-41.

- 3.0 The proposed project is located in the Northwest planning area of the County. Therefore, the need for the proposed project will be evaluated in terms of the Northwest planning area only.
- 4.0 Since the adoption of the 1999 EAR Amendment, the County has not updated the analysis of the need for additional housing units for the Northwest area. Therefore, the units allocated to the Northwest have not changed since the Amendment.
- 5.0 Table 10-1-2 displays the method by which the County estimated the number of housing units needed in the Northwest to accommodate growth through 2015.

**Table 10-1-2
Estimation of Housing Units Needed for the Northwest Planning Area**

Year	Population	HH Size	Units Needed	Vacancy Rate	Vacancy Needs	Total	Net New Units Needed
1995	14,331	3.00	4,774	18.00%	1,048	5,822	n/a
2000	17,949	3.01	5,963	18.00%	1,309	7,272	1,450
2005	24,015	2.94	8,167	18.00%	1,793	9,959	2,687
2010	33,588	2.90	11,585	18.00%	2,543	14,128	4,169
2015	44,867	2.86	15,677	18.00%	3,441	19,119	4,991
							13,297

Source: St. Johns County (September 1999), EAR Based Amendment for the Housing Element, Pages C-51, C-52, C-53.

- 6.0 However, since the adoption of the 1999 EAR based Amendments, additional information became available. First, the 2000 Census figures are now available. Second, BEBR has updated its projections for St. Johns County's population. Although the County has yet to develop new population projections for the Northwest sector, the magnitude of the update can be determined. Table 3 presents an updated forecast for population in the unincorporated area of the County based on the new Census data and the latest BEBR Medium forecast (which has been updated since the forecast used in the 1st RAI). For the purposes of our updated estimate

for the population in unincorporated St. Johns County in Table 10-1-3, it is assumed that the incremental growth shown in the BEBR update occurs in the unincorporated area of the County, rather than in the incorporated areas (i.e., Haslings, Marineland, St. Augustine, and St. Augustine Beach). For reference the original projections for the population in the unincorporated area is also provided.

**Table 10-1-3
Projections for the Household Population in Unincorporated St. Johns County**

<u>Year</u>	<u>1999 EAR Amendment</u>	<u>2000 Census & BEBR Update</u>	<u>Difference</u>	<u>% Difference</u>
1995	81,158	-	-	-
2000	98,549	106,078	7,529	7.63%
2005	113,961	127,116	13,155	11.54%
2010	129,305	147,389	18,084	13.99%
2015	145,303	168,162	22,859	15.73%

Note: Population projections for Household reflect a reduction of 261 persons who are in group quarters.
Sources: St. Johns County (September 1999), *EAR Based Amendment for the Housing Element*, Page C-50
Smith, Stanley (February 2002), *Projections of Florida Population by County 2001-2030*, medium series.

7.0 As Table 10-1-3 shows, the additional population now projected for 2015 in the unincorporated area totals 22,859. To update the projections for the County's four planning regions we began with the existing population projections from the 1999 EAR Based Amendment for the Housing Element. We have updated the projections for the population in the County's four planning regions by distributing the additional population of 22,859 among the four planning regions based on the County's previous projections for growth. The percentage of growth and the household sizes that the County projected for each region during each five-year interval were used to distribute the additional growth to the planning regions. The results are shown in Table 10-1-4.

**Table 10-1-4
Updated Population Projections for the County's Planning Areas**

<u>Year</u>	<u>Northwest</u>	<u>Northeast</u>	<u>Southwest</u>	<u>Southeast</u>	<u>TOTAL</u>
1995	14,331	34,061	3,939	28,827	81,158
2000	19,515	46,223	5,001	35,339	106,078
2005	29,185	54,727	5,178	38,026	127,116
2010	44,872	55,007	5,574	41,936	147,389
2015	60,983	56,718	5,775	44,686	168,162

8.0 The population projected for the Northwest planning area has increased to 60,983 from its prior projected level of 44,867.¹ As a result, the number of housing units needed to accommodate this now higher level of population must also increase. Table 10-1-5 provides the estimates using the County's methodology for estimating housing units needed to accommodate growth. The now higher level of projected population requires 20,181 housing units compared to the previous estimate of 13,297.²

¹ 1999 EAR Based Amendment for the Housing Element, Page C-51.

² See Table 1.

**Table 10-1-5
Housing Units Needed for the Northwest**

Year	Population	HH Size	Occupied	Vacancy Rate	Needed	Total	New Units
1995	14,331	3.00	4,774	18.00%	1,048	5,822	n/a
2000	19,515	3.01	6,483	18.00%	1,423	7,907	2,085
2005	29,185	2.94	9,927	18.00%	2,179	12,106	4,199
2010	44,872	2.90	15,473	18.00%	3,397	18,870	6,764
2015	60,983	2.86	21,323	18.00%	4,681	26,003	7,134
							20,181

9.0 Table 10-1-6 provides an updated analysis of the demand and supply of land planned for residential development in the NW planning area given the new information on population growth for the area. The original allocation ratio for the NW was 2.23, based on 29,706 allocated units (see Table 1 above) which includes the DRI's fully building out. However, with the updated Census count for 2000 coupled with the new BEBR medium projections for the County and the NW area (as estimated above), the allocation ratio drops to 1.47. The DRIs for Aberdeen and Durbin Crossings contain a total of 4,516 dwelling units. If these projects are approved the allocation ratio would rise to 1.70. Therefore, there is clearly need for the projects. The substantial increase in growth in the County, and particularly in the NW area, will result in a greatly reduced allocation ratio. Even including the proposed projects, the allocation ratio is still projected to decrease substantially.

**Table 10-1-6
Updated Analysis of Residential Land in the NW Planning Area**

Category	Units/Acre	Net Acres	Allocated Units	Units Needed	Allocation Ratio
Density A	1	498.0	498		
Density B	2	4,714.1	9,428		
Density C	6	884.3	5,306		
Density D	13	0.0	0	<u>Original</u>	<u>Original</u>
Mixed Use	13	554.0	1,440	13,297	2.23
Unbuilt DRI at 100% entitlement			13,034	<u>Updated</u>	<u>Updated</u>
Total		6,650.4	29,706	20,181	1.47
Aberdeen			2,018		
Durbin Crossing			2,498		
Subtotal			4,516		
Total			34,222	<u>With Projects</u> 20,181	<u>With Projects</u> 1.70

Source: Allocated units and acres taken from St. Johns County (September 1999), *Draft EAR CPA for the Land Use Element*, Table A-9.

10.0 Canin Associates has recently completed a developable land analysis and evaluated the existing Planned Unit Developments in the Northwest Planning Sector of St. Johns County. This analysis was performed using data obtained from the St. Johns County Property Appraiser and Public Works GIS Center for the County-defined planning area.

The results of this analysis demonstrate the number of single-family and multi-family dwelling units that have been built in the Northwest Planning Sector and the additional residential holding capacity of remaining developable land in the Northwest Planning Sector.

Canin Associates reviewed the approvals for each Planned Unit Development and DRI in the Northwest Planning Sector and determined how many residential units have been built, how many approved units remain and calculated the estimated unit count at build out of all developable land in the sector. This data was then reconciled to determine how many residential units in the approved inventory remain to be developed within the Northwest Planning Sector.

10.1 The following source data was used in performing the development analysis:

Data	Source	Date
Parcel Lines	Property Appraiser	06/24/2002
Parcel Attributes	Property Appraiser	09/20/2002
Future Land Use	Public Works/GIS	08/08/2002
Wetlands (NWI) ³	Public Works/GIS	08/08/2002
DRI	Public Works/GIS	08/08/2002
PUD	Public Works/GIS	08/06/2002
Water	Public Works/GIS	08/08/2002
Existing Land Use	Derived from Parcels using Department of Revenue Use Codes.	

10.2 Canin Associates used a standard Developable Land Analysis method to identify vacant developable land and existing development. The results of this analysis depend greatly on the accuracy of the input data sources. The Developable Land Analysis is performed through an exclusionary process that queries the Property Appraiser's parcel database, to identify and remove developed parcels and then remove environmentally constrained land. The developed parcels that are removed in this process are copied to a new existing development layer.

Environmental constraints such as wetlands, lakes, and ponds were extracted from the undeveloped land to create a developable land layer. Publicly owned land was also identified because, although it may be developable, these lands are not available during a typical development scenario. The remaining land is considered vacant developable land.

Finally, the Future Land Use layer was overlaid on the developable land layer in order to associate the appropriate future land use designations with each of the parcels in the developable land layer. The DRI and PUD layers were also used to identify where the existing development approvals are located and balance out approvals with developed units.

10.3 Canin Associates prepared three data tables to summarize the findings. These tables are attached as Appendix 10-2.

Table 1, Residential Land Uses identifies all parcels in the Northwest Planning Sector and the locations of all of the PUDs and DRIs. The PUDs and DRI's are based on data received from St. Johns County dated October 11, 2002.

Table 2, Residential Land Uses Summary is an analysis of platted and non-platted parcels as categorized by the Future Land Use Plan (FLU). This summary shows that there are 3,453 vacant, platted units in the NW Sector, in addition to the non-platted acres.

³ National Wetlands Inventory

Table 3, Vacant Non-Platted Acres provides a summary of residential holding capacity within the Northwest Planning Sector for land that is not platted, but has either been allocated for residential developments or has been approved for development as a DRI or PUD. Table 3 concludes that there are an estimated 21,445 residential units within the vacant, not platted category, available to meet the population and growth needs in the Northwest Planning Sector.

- 11.0 The results of this analysis are portrayed on Exhibit 10-1, FLUM Categories Less the County EAR Wellands which show the FLUM categories, lesses out the wellands to get the gross developable land and then additionally overlays existing development and the approved DRIs and PUDs. The numerical summary provided in Table 10-1-7 shows that the updated available land inventory for the NW Sector currently supports 24,898 units; a decrease from the 29,706 units at the time of the EAR based update.

**Table 10-1-7
Summary of Residential Land Inventory NW Planning Area**

<u>Summary</u>	<u>Vacant Platted Units</u>	<u>Vacant Non Platted Units</u>	<u>Total Units</u>
DRI	1,961	9,170	11,131
PUD	969	3,383	4,352
Mixed Use	-	2,754	2,754
Residential-A	228	568	796
Residential-B	279	4,638	4,917
Residential-C	3	873	876
Residential-D	13	59	72
	3,453	21,445	24,898

- 12.0 Table 10-1-8 shows the 2002 Analysis of Residential Land and the resulting allocation ratios using the updated population projections provided above. The allocation ratio, not including the Durbin Crossing and Aberdeen DRI's drops to 1.23 and stays at 1.46 when the 4,516 units for the proposed DRI's are added to the inventory.

**Table 10-1-8
2002 Analysis of Residential Land in the NW Planning Area**

<u>Category</u>	<u>Allocated Units</u>	<u>Units Needed</u>	<u>Allocation Ratio</u>
Density A	796		
Density B	4,917		
Density C	876		
Density D	72		
Mixed Use	2,754		
Unbuilt PUD	4,354		
Unbuilt DRI	11,131	<u>2002 Update</u>	<u>2002 Update</u>
Total	24,898	20,181	1.23
Aberdeen	2,018		
Durbin Crossing	2,498		
Subtotal	4,516		
Total	29,414	<u>With Projects</u>	<u>With Projects</u>
		20,181	1.46

13.0 The clear conclusion is that there is need for the proposed projects. The County originally had an allocation ratio of 2.23 for the NW area. With the increased population projections from BEBR, the allocation ratio falls to 1.47 without Durbin Crossing and Aberdeen and stays at 1.70 with the inclusion of both DRI's. With Canin's update of the land inventory in the Northwest Sector and the updated BEBR projections the base allocation ratio drops to 1.23 and only goes up to 1.46 with Durbin Crossing and Aberdeen. In a high growth area such as the Northwest Sector such low ratios are precursors to a tight housing market, rising prices, and reduced consumer choices and demonstrate the need for additional well-planned, well-located development such as Durbin Crossing and Aberdeen communities.

ORDINANCE BOOK 31 PAGE 414

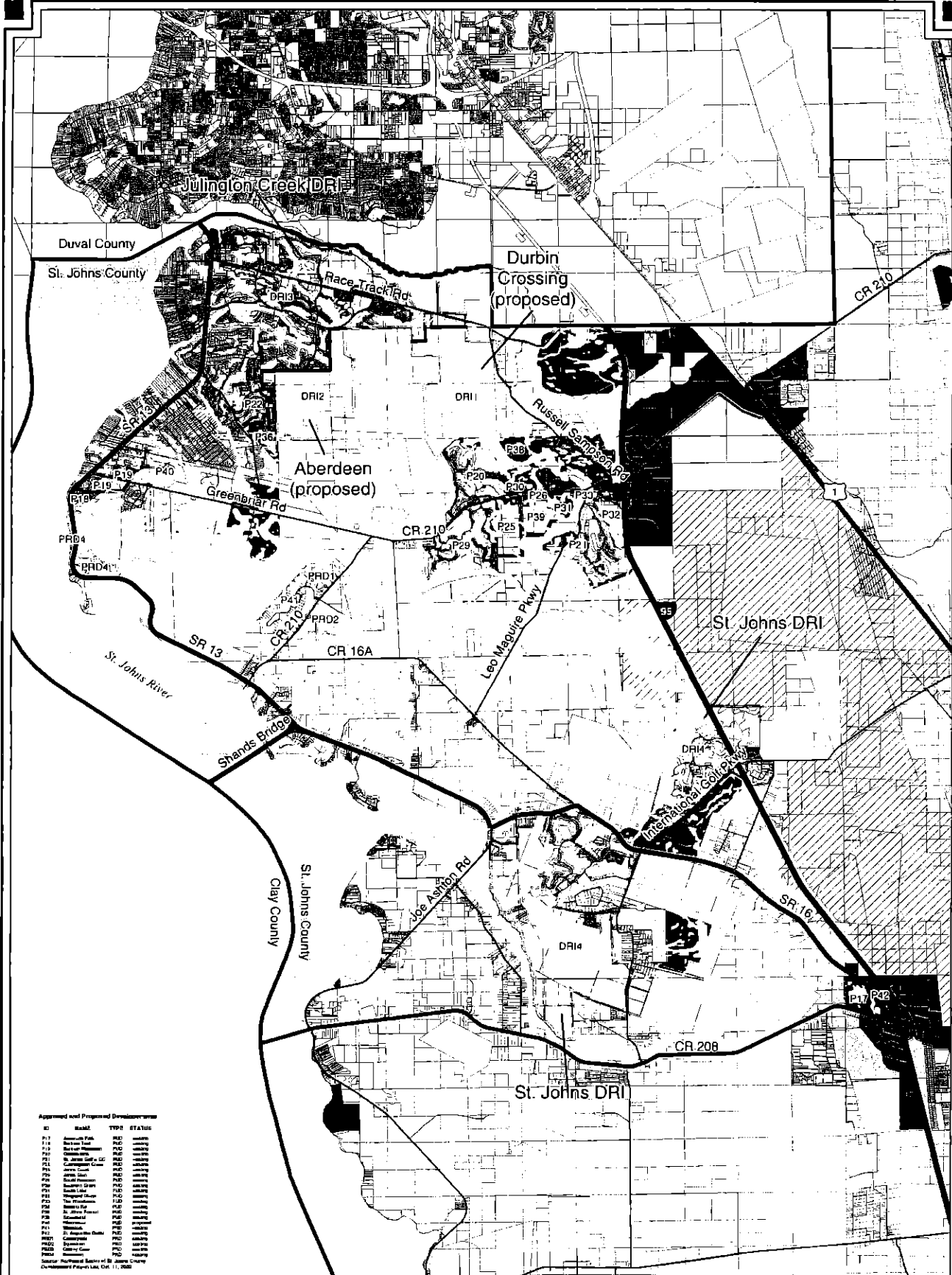
Appendix 2
St Johns Northwest Sector
Residential Land Uses Summary Table

FU	Built Platted Units			Built Non-Platted Acres			Vacant Platted Units			Vacant Non-Platted Acres		
	CNTY	DRI	PUD	CNTY	DRI	PUD	CNTY	DRI	PUD	CNTY	DRI	PUD
DRI	0	3056	0	0.00	1244.00	0.00	0	1934	0	0.00	2274.69	0.00
Mixed Use	57	0	11	100.10	0.00	0.00	0	0	0	706.24	4.13	139.73
Residential-A	1387	6	0	98.63	0.00	0.00	228	8	0	567.82	0.00	0.00
Residential-B	2369	21	1399	939.18	0.00	0.00	279	19	935	2319.12	109.86	1136.47
Residential-C	59	0	315	76.15	0.00	0.00	3	0	34	145.55	13.59	439.56
Residential-D	16	0	0	0.00	0.00	0.00	13	0	0	4.57	0.00	0.00
	3898	3083	1725	1214.05	1244.00	0.00	523	1961	969	3743.30	2402.27	1715.76

**Appendix 2
St Johns Northwest Sector
Vacant Non-Platted Acres**

FLU	County AC	Density/AC	Units	DRI AC	Units	PUD AC	Units	Total Units
DRI				2275	9170			
Mixed Use 1/	706	13	2754	4		140		
Residential-A	568	1	568	0		0		
Residential-B	2,319	2	4638	110		1136		
Residential-C	146	6	873	14		440		
Residential-D	5	13	59	0		0		
	3,743		8,892	2,403	9,170	1,716	3,383	21,445

1/ Mixed Use Units = 30% of total county acres @ 13 du/ac.



Approved and Proposed Developments

ID	Name	Type	Status
P17	Amelia Park	RES	pending
P18	Barlow Park	RES	pending
P19	Bay View	RES	pending
P20	Bay View	RES	pending
P21	St. Johns Golf & CC	RES	pending
P22	Campanella Court	RES	pending
P23	James Court	RES	pending
P24	James Court	RES	pending
P25	James Court	RES	pending
P26	James Court	RES	pending
P27	James Court	RES	pending
P28	James Court	RES	pending
P29	James Court	RES	pending
P30	James Court	RES	pending
P31	James Court	RES	pending
P32	James Court	RES	pending
P33	James Court	RES	pending
P34	James Court	RES	pending
P35	James Court	RES	pending
P36	James Court	RES	pending
P37	James Court	RES	pending
P38	James Court	RES	pending
P39	James Court	RES	pending
P40	James Court	RES	pending
P41	James Court	RES	pending
P42	James Court	RES	pending
P43	James Court	RES	pending
P44	James Court	RES	pending
P45	James Court	RES	pending
P46	James Court	RES	pending
P47	James Court	RES	pending
P48	James Court	RES	pending
P49	James Court	RES	pending
P50	James Court	RES	pending
P51	James Court	RES	pending
P52	James Court	RES	pending
P53	James Court	RES	pending
P54	James Court	RES	pending
P55	James Court	RES	pending
P56	James Court	RES	pending
P57	James Court	RES	pending
P58	James Court	RES	pending
P59	James Court	RES	pending
P60	James Court	RES	pending
P61	James Court	RES	pending
P62	James Court	RES	pending
P63	James Court	RES	pending
P64	James Court	RES	pending
P65	James Court	RES	pending
P66	James Court	RES	pending
P67	James Court	RES	pending
P68	James Court	RES	pending
P69	James Court	RES	pending
P70	James Court	RES	pending
P71	James Court	RES	pending
P72	James Court	RES	pending
P73	James Court	RES	pending
P74	James Court	RES	pending
P75	James Court	RES	pending
P76	James Court	RES	pending
P77	James Court	RES	pending
P78	James Court	RES	pending
P79	James Court	RES	pending
P80	James Court	RES	pending
P81	James Court	RES	pending
P82	James Court	RES	pending
P83	James Court	RES	pending
P84	James Court	RES	pending
P85	James Court	RES	pending
P86	James Court	RES	pending
P87	James Court	RES	pending
P88	James Court	RES	pending
P89	James Court	RES	pending
P90	James Court	RES	pending
P91	James Court	RES	pending
P92	James Court	RES	pending
P93	James Court	RES	pending
P94	James Court	RES	pending
P95	James Court	RES	pending
P96	James Court	RES	pending
P97	James Court	RES	pending
P98	James Court	RES	pending
P99	James Court	RES	pending
P100	James Court	RES	pending

Legend

Planning Districts	Future Land Use	Density Units/Acre	Intensive Commercial
DRI Boundaries	Residential - A 1.0-1.0 0.4-1.0	Midland Coastal	Commercial
PUD Boundaries	Residential - B 2.0-2.0 2.0-2.0	Neighborhood Commercial	Community Commercial
Water	Residential - C 2.0-6.0 2.0-4.0	Rural Commercial	Mixed Use District
Wetlands	Residential - D 4.0-12.0 4.0-8.0	Park/Recreation	Agriculture
DRI	Rural - Singlecut	Public Land	Conservation
HRS and Aerial Hwy	SJR/MSD		
Collector Road			
Local Road			

EXHIBIT 10-1
ST. JOHNS COUNTY
NORTHWEST PLANNING SECTOR
FLUM Categories
Less the County EAR Wetlands

Scale: 0 0.000 0.000 0.000 Feet

cmn associates
 500 Oakway Avenue, Orlando, Florida 32807 (407) 422-4040
 DATE: 11/29/2011 RUN NUMBER: 30000
 COMPANY: CMN ASSOCIATES, INC
 FILENAME: I:\GIS\PROJECTS\LAND_USE\MXD

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

RENDITION DATE 10/01/02

ATTEST: Cheryl Strickland, Clerk

BY: Udenne King

EFFECTIVE DATE: _____

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

ORDINANCE BOOK 29 PAGE 48

ORDINANCE BOOK 31 PAGE 421

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 silvicultural 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> |
|---------------------|--|

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

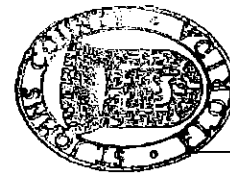
*****ISR - Impervious Surface Ratio

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

DUVAL COUNTY

PONTE VEDRA

ATLANTIC OCEAN

ST. AUGUSTINE

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

I HEREBY CERTIFY THAT THIS DOCUMENT IS A TRUE AND CORRECT COPY AS APPEARS ON RECORD IN ST. JOHNS COUNTY, FLORIDA. I WITNESS MY HAND AND OFFICIAL SEAL, THIS 3rd DAY OF October 2008.
 CHERYL STRICKLAND, CLERK
 Ex-Officio Clerk of the Board of County Commissioners

BY: *[Signature]* DC

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 plus 2000-2015 for St. Johns County. The data was provided by the Northeast Florida Regional Planning Council. The digitized State Road 518 information was provided by the Florida Department of Transportation.

TRAFFIC CIRCULATION PLAN 2000 - 2015

ORDINANCE BOOK 29 PAGE 428

COMPREHENSIVE PLAN MAP SERIES
 TRANSPORTATION ELEMENT
 MAP 110
 DATE: 10/03/08
 BY: [Signature]
 ONLY ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS

Appendix 4

Consistency With St. Johns County Northwest Sector Overlay, Ordinance No. 2002-54, Adopted 9/24/02.

Goal A.2

The DURBIN CROSSING Future Land Use Plan Amendment (Amendment) furthers the Vision Statement for the Northwest Sector Overlay by using a community planning approach in the Durbin Crossing Development of Regional Impact (DRI) to provide complete communities and neighborhoods with a high quality of life, provide an interconnecting transportation network and incorporate environmental features into open and recreation areas while protecting the rural character.

The design of DURBIN CROSSING incorporates the Vision Principles of:

- Creation of development edges along project boundaries and bike path/trails to connect the recreational areas.
- Provision of scenic edges within or near the project boundaries on East/West Connector, North/South Arterial, North/South Connector, Russell Sampson Road, and CR-210B to maintain the rural character.
- Recognition of compatibility between new and existing development by incorporating development edges and consistent uses to adjacent developments.
- Balance of variety of land uses within the project by providing single family, multi-family, commercial, office and civic uses.
- Improve jobs-to-housing balance by including commercial, office, and civic uses centrally located within the residential community.
- Provision for a commercial and village center that includes commercial, civic, cultural, and recreational uses, and create a sense of place. (See Map H, DRI Master Development Plan for land use design.)

Objective A.2.1

Policy A.2.1.1. Northwest Sector General Administrative

The DURBIN CROSSING Amendment incorporates the following policies:

- (a) Neighborhoods and communities are supported by mixed uses, including commercial, office, civic uses, school, parks, and open spaces.
- (b) An interconnected transportation network is in place or will be provided with scenic edges, development edges, and a recreational trail system.
- (c) The development has been and will be submitted and reviewed pursuant to the Planned Development land development regulations, the Northwest Sector Overlay Map and goals, objective and policies.
- (d) Environmental impacts to the wetlands have been minimized and priority has been given for connectivity among wetlands, recreational areas, parks and open space areas. All wetland impacts and mitigation will be subject to County, regional, State and Federal permitting requirements.
- (e) Community planning approach has been followed by incorporating public participation from adjacent property owners through two public workshops in addition to other formal county and regional agency hearings/workshops.
- (f) Reservation of land or mitigation for public facilities and services has been provided as follows:
 1. Right-of-way for the east/west (East/West Connector) and north/south roadways (North/South Arterial and North/South Connector) depicted on the Northwest Sector Overlay Map

2. N/A, Water and wastewater treatment facility sites are existing outside of the project
 3. Community and Neighborhood Parks
 4. School Site
 5. Fire station Site; the mixed use non-residential areas can provide for additional civic uses
 6. N/A, Public library sites exist outside of project
 7. Right-of-way for bikeways and recreational trails
- (g) N/A, Right-of-way acquisition by County.
- (h) Requirement for market, economic and fiscal justification
The project provided the required analyses as follows as part of the DRI and Comprehensive Plan Amendment review:
1. Market Demand Analysis justifying needs for residential and non-residential development
 2. Economic Impact Analysis estimating direct, indirect and induced impacts to the County and Northwest Sector
 3. Fiscal Impact Analysis measuring local property taxes, sales tax, gas tax, impact fees, and other user fees/revenues generated.
- (i) N/A, County acquisition or subsidies for agricultural and silvicultural lands

Policy A.2.1.2 Northwest Sector Circulation

The DURBIN CROSSING Amendment incorporates the following policies:

- (a) Overlay Map depicts roadways, including those to be provided by Durbin Crossing.
- (b) Protection of the identified roadway corridor rights-of-way from encroachment by development, by providing right-of-way for 4 lanes and providing scenic buffers.
- (c) Specific roadway corridor analysis done as part of DRI review and Sector Plan overlay.
- (d) The arterial and major collector roads are designed to provide connectivity to the regional transportation network.
- (e) Minor collector and local road networks provide multiple travel routes within the planned development and throughout the Northwest Sector. Roadways, pedestrian and bicycle paths are provided between adjacent neighborhoods for connectivity.
- (f) Priority was given to developing new road corridors rather than widening existing roads.
- (g) Wildlife crossings will be provided as located on DRI master plan in accordance with permitting requirements.
- (h) Local roads are limited to two (2) lanes.
- (i) Roadway network provides multiple alternate routes through this part of the Northwest Sector.
- (j) The spacing of intersections, median openings, and traffic signals will be controlled by access management standards.
- (k) Major collector and arterials roadways do not divide neighborhoods and connectivity is controlled to direct the movement of traffic, bicycles, and pedestrians.
- (l) N/A, SR 13 buffers.
- (m) N/A, designated scenic highways.
- (n) N/A, additional River roadway capacity.

A.2.1.3 Northwest Sector Development Edges and Recreational Trail System

The DURBIN CROSSING Amendment incorporates the following policies:

- (a) 35' Development edges will be provided along the project boundaries.
- (b) Development edges and recreational trails are identified within the plan.
- (c) Development edges and recreational trails serve as natural and landscaped edges to define development and connect the community and neighborhood development, recreational and conservation areas.
- (d) Development edge and recreational trails may include hiking and biking trails.
- (e) Development edges and recreational trails are interconnected to surrounding neighborhoods.
- (f) N/A, Reserve Area amendments.

- (g) All new road construction of Northwest Sector Overlay Map Roadways provide for bike lanes, bike paths, sidewalks and wetland crossings.
- (h) N/A, St. Johns River ravines.

A.2.1.4 Northwest Sector Scenic Edges

The DURBIN CROSSING Amendment incorporates the following policies:

- (a) Scenic Edges averaging 75 feet in width are provided within the project boundaries on the East/West Connector, North/South Arterial, North/South Connector, Russell Sampson Road, And CR-210B.
- (b) A coordinated pedestrian and bicycle system of sidewalks, bike paths, bike lanes links the neighborhoods to the:
 1. School site.
 2. N/A, Community Center District.
 3. Bike paths and sidewalks provide for safe travel
 4. Sidewalks will be provided on both sides of all new roads.
 5. Bike lanes are provided on the East/West Connector, North/South Arterial, North/South Connector, Russell Sampson Road and CR-210B.
 6. Bikeways connect to the school site.

A.2.1.5 Northwest Sector Blueways

N/A, St. Johns River development.

A.2.1.6 Northwest Sector Greenways

N/A, County greenway system.

A.2.1.7 Community Planning Public Participation

The DURBIN CROSSING Amendment incorporates the following policies:

Two public community workshops were conducted at Fruit Cove School to present the proposed plan of development for public review, input, and comments. Public review, input, and comment were documented in the workshop summaries.

A.2.1.8 Northwest Sector Land Use Diversity

The DURBIN CROSSING Amendment incorporates the following policies:

A mixture of residential, retail and office uses assist in the overall goal of a diversity of land uses by providing 170,000 square feet of retail and office/civic uses.

A.2.1.9 Northwest Sector General Development Pattern.

The DURBIN CROSSING Amendment incorporates the following policies and also will comply with them during more detailed Planned Development review:

- (a) Planned Development shall respect existing development patterns and provide compatibility with existing neighborhoods. A 35' buffer around the perimeter of the neighborhoods will provide a vegetation-screening component.
- (b) N/A, neighborhood incompatibilities do not exist.
- (c) N/A, no archeological, cultural, or historic sites identified.
- (d) Mixed Use: avoids the creation of urban sprawl and strip development.

- (e) Accessible open space will be provided with the planned development in the village center, in 66 acres of parks and Community Center through open space design, with a total of 1117 acres in wetlands, buffers, and other open space.
- (f) N/A, Community Center Districts.
- (g) Mixture of housing types and price ranges will be provided, including substantial multi-family housing.
- (h) Pedestrian sidewalks, bike paths, and bike lanes are provided.
- (i) The location, size, density, and intensity of the residential, non-residential, park, school, and civic sites are provided.
- (j) Major and minor collector roadways and right-of-way width are identified, and interconnectivity provided.
- (k) Bike lanes, bike paths, and sidewalks are defined.
- (l) The natural wetland features have been identified and protected.
- (m) Identifies the existing land uses and development patterns.
- (n) The development edges, recreational trails, and wetlands have been identified.
- (o) The developable land area has been identified.
- (p) The Public facilities and services are or will be available when needed and have been identified.
- (q) Underground utilities will be provided were feasible.
- (r) The statement of consistency with the Northwest Sector Overlay is provided herein.
- (s) The project is compatible with the surrounding single family and mixed-use communities.
- (t) The project identifies and reserves right-of-way for roadways depicted on the Northwest Sector Overlay Map; i.e. East/West Connector, North/South Arterial, North/South Connector, Russell Sampson Road, and CR-210B.
- (u) Neighborhood support facilities projected to be needed to address the impacts: a fire station site, community and neighborhood parks, and a school site.
- (v) A General Development and Neighborhood Profile list is provided in Policy A.2.1.13 and will be updated as required under that policy.

A.2.1.10 Northwest Sector Neighborhood Design

The DURBIN CROSSING Amendment incorporates the following policies that will be finalized through the Site Plan and Platting process:

- (a) The project is made up of Neighborhoods as the basic building block that are appropriately sized for their functional interrelationship in the overall project design.
- (b) The neighborhoods include support facilities and services including active and passive parks and recreation, pedestrian and bikeways.
- (c) The neighborhoods are planned and designed to:
 1. Provide a 35-foot development edge containing uplands.
 2. Include Neighborhood Parks, a 35-acre Community Park, and Community Recreational Centers.
 3. Emphasize two-lane streets to connect to adjacent neighborhoods.
 4. Incorporate traffic calming design standards.
 5. Discourage gated communities.
 6. Provide sidewalks to all housing, housing oriented to open space, and parks.
 7. Incorporate a variety of block lengths.
 8. Vary lot sizes throughout each neighborhood.
 9. Vary dwelling unit setbacks and lot locations.
 10. Discourage repetitive housing design and front lot facades.
 11. Allow front porches, alleyways, and detached garages.
 12. Provide for a mixture of residential uses, including substantial multifamily housing.
 13. Allow accessory uses, such as guesthouses, garage apartments, and home offices.
 14. Provide for underground utilities where feasible.
 15. Provide for low wattage street lighting.

16. The project will meet the Neighborhood Park requirement.

A.2.1.11 Community Center Districts

N/A, not provided within DURBIN CROSSING.

A.2.1.12 Mixed Use Commerce Center Districts

N/A, not provided within DURBIN CROSSING.

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

DURBIN CROSSING will assist the County in its monitoring of the Neighborhood Sustainable Indicators report by providing a Planned Unit Development Progress Report as required by Land Development Code.

- Acres of development edges and recreational trails created
- Acres of scenic edges provided
- Acres of land converted from agriculture and silviculture
- Acres of land donated/conveyed to school sites
- Acres of land 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 bike paths 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.

Appendix 4

Consistency With St. Johns County Northwest Sector Overlay, Ordinance No. 2002-54, Adopted 9/24/02.

Goal A.2

The ABERDEEN Future Land Use Plan Amendment (Amendment) furthers the Vision Statement for the Northwest Sector Overlay by using a community planning approach in the ABERDEEN Development Of Regional Impact (DRI), to provide complete communities and neighborhoods with a high quality of life, provide an interconnecting transportation network and incorporate environmental features into open and recreation areas while protecting the rural character.

The design of ABERDEEN incorporates the Vision Principles of:

- Creation of development edges along project boundaries and bike path/trails to connect the recreational areas.
- Provision of scenic edges within the project boundaries on Aberdeen Boulevard and on CR-210B to maintain the rural character.
- Recognition of compatibility between new and existing development by incorporating development edges and consistent uses to adjacent developments.
- Balance of variety of land uses within the project by providing single family, multi-family, commercial, office and civic uses.
- Improve jobs-to-housing balance by including commercial, office, and civic uses centrally located within the residential community.
- Provision for a commercial and village center that includes commercial, civic, cultural, and recreational uses, and create a sense of place. (See Map H, DRI Master Development Plan for land use design.)

Objective A.2.1

Policy A.2.1.1. Northwest Sector General Administrative

The ABERDEEN Amendment incorporates the following policies:

- (a) Neighborhoods and communities are supported by mixed uses, including commercial, office, civic uses, school, parks, and open spaces.
- (b) An interconnected transportation network exists or will be provided, with scenic edges, development edges and a recreational trail system.
- (c) The development has been and will continue to be submitted and reviewed pursuant to the planned Development land development regulations, the Northwest Sector Overlay Map and goals, objective and policies.
- (d) Environmental impacts to the wetlands have been minimized and priority has been given for connectivity among wetlands, recreational areas, parks and open space areas. All wetland impacts and mitigation will be subject to County, regional, State and Federal permitting requirements.
- (e) Community planning approach has been followed by incorporating public participation from adjacent and neighboring property owners through two (2) public workshops, in addition to other formal county and regional agency hearings/workshops.
- (f) Reservation of land or mitigation for public facilities and services has been provided as follows:
 1. Right-of-way for the east/west (East/West Connector) and north/south roadways (Aberdeen Boulevard and CR 210B) as depicted on the Northwest Sector Overlay Map.
 2. N/A, Water and wastewater treatment facility sites exist outside of the project.
 3. Community and Neighborhood Parks.

4. School Site.
 5. Fire station Site; The mixed use non-residential areas can provide for additional civic uses.
 6. N/A, Public library sites exist outside of project.
 7. Right-of-way for bikeways and recreational trails.
- (g) N/A, Right-of-way acquisition by County.
- (h) Requirement for market, economic and fiscal justification
The project provided the required analyses as follows as part of DRI and comprehensive plan amendment review:
1. Market Demand Analysis justifying needs for residential and non-residential development
 2. Economic Impact Analysis estimating direct, indirect and induced impacts to the County and Northwest Sector
 3. Fiscal Impact Analysis measuring local property taxes, sales tax, gas tax, impact fees, and other user fees/revenues generated.
- (i) N/A, County acquisition or subsidies for agricultural and silvicultural lands

Policy A.2.1.2 Northwest Sector Circulation

The ABERDEEN Amendment incorporates the following policies:

- (a) Overlay Map depicts roadways, including those to be provided by Aberdeen.
- (b) Protection of the identified roadway corridor rights-of-way from encroachment by development, by providing right-of-way for 4 lanes and providing scenic buffers.
- (c) Specific roadway corridor analysis done as part of DRI review and Sector Plan overlay.
- (d) The arterial and major collector roads are designed to provide connectivity to the regional transportation network.
- (e) Minor collector and local road networks provide multiple travel routes within the planned development and throughout the Northwest Sector. Roadways, pedestrian and bicycle paths are provided between adjacent neighborhoods for connectivity.
- (f) Priority was given to developing new road corridors rather than widening existing roads.
- (g) Wildlife crossings will be provided as located on DRI master plan in accordance with permitting requirements.
- (h) Local roads are limited to two (2) lanes.
- (i) Roads provide multiple alternate routes through this part of Northwest Sector.
- (j) The spacing of intersections, median openings, and traffic signals will be controlled by access management standards.
- (k) Major collector and arterials roadways do not divide neighborhoods and connectivity is controlled to direct the movement of traffic, bicycles, and pedestrians.
- (l) N/A, SR 13 buffers.
- (m) N/A, designated scenic highways.
- (n) N/A, additional River roadway capacity.

A.2.1.3. Northwest Sector Development Edges and Recreational Trail System

The ABERDEEN Amendment incorporates the following policies:

- (a) 35' Development edges will be provided along the project boundaries.
- (b) Development edges and recreational trails are identified within the plan.
- (c) Development edges and recreational trails serve as natural and landscaped edges to define development and connect the community and neighborhood development, recreational and conservation areas.
- (d) Development edge and recreational trails may include hiking and biking trails.
- (e) Development edges and recreational trails are interconnected to surrounding neighborhoods.
- (f) N/A, Reserve Area amendments.
- (g) All new road construction of Northwest Sector Overlay Map Roadways provide for bike lanes, bike paths, sidewalks and wetland crossings.

(h) N/A, St. Johns River ravines.

A.2.1.4 Northwest Sector Scenic Edges

The ABERDEEN Amendment incorporates the following policies:

- (a) Scenic Edges averaging 75 feet in width are provided within the project boundaries along Aberdeen Boulevard and on the East/West Connector and CR-210B.
- (b) A coordinated pedestrian and bicycle system of sidewalks, bike paths, bike lanes links the neighborhoods to the:
 1. School site.
 2. N/A, Community Center District.
 3. Bike paths and sidewalks provide for safe travel
 4. Sidewalks will be provided on both sides of all new roads.
 5. Bike lanes are provided on Aberdeen Boulevard, East/West Connector, and CR-210B.
 6. Bikeways connect to the school site.

A.2.1.5 Northwest Sector Blueways

N/A, St. Johns River development.

A.2.1.6 Northwest Sector Greenways

N/A, County greenway system.

A.2.1.7 Community Planning Public Participation

The ABERDEEN Amendment incorporates the following policies:

Two public community workshops were conducted at Fruit Cove School to present the proposed plan of development for public review, input, and comments. Public review, input, and comment were documented in the workshop summaries.

A.2.1.8 Northwest Sector Land Use Diversity

The ABERDEEN Amendment incorporates the following policies:

A mixture of residential, retail and office uses assist in the overall goal of a diversity of land uses by providing 100,000 square feet of retail and office/civic uses.

A.2.1.9 Northwest Sector General Development Pattern.

The ABERDEEN Amendment incorporates the following policies and also will comply with them during more detailed Planned Development review:

- (a) Planned Development shall respect existing development patterns and provide compatibility with existing neighborhoods. A 35' buffer around the perimeter of the neighborhoods will provide a vegetation-screening component.
- (b) N/A, neighborhood incompatibilities do not exist.
- (c) N/A, no archeological, cultural, or historic sites identified.
- (d) Mixed use, avoids the creation of urban sprawl and strip development.
- (e) Accessible open space will be provided with the planned development in the village center, in 37 acres of parks and recreation center through open space design, with 659 total acres in wetlands, buffers, and other open space.
- (f) N/A, Community Center Districts.

- (g) Mixture of housing types and price ranges will be provided.
- (h) Pedestrian sidewalks, bike paths, and bike lanes are provided including substantial multi-family.
- (i) The location, size, density, and intensity of the residential, non-residential, park, school, and civic sites are provided.
- (j) Major and minor collector roadways and right-of-way width are identified and interconnectivity provided.
- (k) Bike lanes, bike paths, and sidewalks are defined.
- (l) The natural wetland features have been identified and protected.
- (m) Identifies the existing land uses and development patterns.
- (n) The development edges, recreational trails, and wetlands have been identified.
- (o) The developable land area has been identified (see DRI Map H).
- (p) The Public facilities and services are or will be available when needed and have been identified.
- (q) Underground utilities will be provided were feasible.
- (r) The statement of consistency with the Northwest Sector Overlay is provided herein.
- (s) The project is compatible with the surrounding single-family or mixed-use communities.
- (t) The project identifies and reserves right-of-way for roadways depicted on the Northwest Sector Overlay Map; i.e. Aberdeen Boulevard, CR-210B, East/West Connector.
- (u) Neighborhood support facilities projected to be needed to address the impacts: a fire station site, community and neighborhood parks, and a school site.
- (v) A General Development and Neighborhood Profile list is provided in Policy A.2.1.13 and will be updated as required under that policy.

A.2.1.10 Northwest Sector Neighborhood Design

The ABERDEEN Amendment incorporates the following policies that will be finalized through the Site Plan and Platting process:

- (a) The project is made up of Neighborhoods as the basic building block that are appropriately sized for their functional interrelationship in the overall project design.
- (b) The neighborhoods include support facilities and services including active and passive parks and recreation, pedestrian and bikeways.
- (c) The neighborhoods are planned and designed to:
 1. Provide a 35-foot development edge containing uplands.
 2. Include Neighborhood Parks, a 20-acre Community Park, and Community Recreational Centers.
 3. Emphasize two-lane streets to connect to adjacent neighborhoods.
 4. Incorporate traffic calming design standards.
 5. Discourage gated communities.
 6. Provide sidewalks to all housing; housing oriented to open space and parks.
 7. Incorporate a variety of block lengths.
 8. Vary lot sizes throughout each neighborhood.
 9. Vary dwelling unit setbacks and lot locations.
 10. Discourage repetitive housing design and front lot facades.
 11. Allow front porches, alleyways, and detached garages.
 12. Provide for a mixture of residential uses, including substantial multi-family housing.
 13. Allow accessory uses, such as guesthouses, garage apartments, and home offices.
 14. Provide for underground utilities where feasible.
 15. Provide for low wallage street lighting.
 16. The project will meet the Neighborhood Park requirement.

A.2.1.11 Community Center Districts

N/A, not provided within ABERDEEN.

A.2.1.12 Mixed Use Commerce Center Districts

N/A, not provided within ABERDEEN.

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

ABERDEEN will assist the County in its monitoring of the Neighborhood Sustainable Indicators report by providing a Planned Unit Development Progress Report as required by Land Development Code.

- Acres of development edges and recreational trails created
- Acres of scenic edges provided
- Acres of land converted from agriculture and silviculture
- Acres of land donated/conveyed to school sites
- Acres of land 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 bike paths 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.

Appendix 5

Durbin Crossing Pipeline Policy

Policy H.1.6.9: The Durbin Crossing Development of Regional Impact (DRI), a multi-use development meeting the criteria of Chapter 163.3180(12), FS, is authorized by St. Johns County to utilize the standards and guidelines set forth in the statute for the purposes of that statute and to satisfy the County's transportation concurrency requirements by payment of a proportionate share contribution. Any proportionate share contribution for the Durbin Crossing Development of Regional Impact is as stated in the Durbin Crossing DRI Development Order's, transportation special conditions section.

Appendix 6

Aberdeen Pipeline Policy

Policy H.1.6.8: The Aberdeen Development of Regional Impact (DRI), a multi-use development meeting the criteria of Chapter 163.3180(12), FS, is authorized by St. Johns County to utilize the standards and guidelines set forth in the statute for the purposes of that statute and to satisfy the County's transportation concurrency requirements by payment of a proportionate share contribution. Any proportionate share contribution for the Aberdeen Development of Regional Impact is as stated in the Aberdeen DRI Development Order.

**JEA St Johns County Service Area
Water, Wastewater and Reclaimed Water Capacity Plan**

January 8, 2003

Contents

Discussion of JEA Service Plan

Introduction
Water Supply
Wastewater Capacity
Reclaimed Water Supply

Appendix A

Five Year Capital Improvement Plan Project Tables

Appendix B

JEA St Johns County Service Area Maps

Introduction

In July of 1999 JEA executed a Memorandum of Understanding (MOU) with St. Johns County authorizing JEA to purchase the JCP Utility Company (JCP) located in northern St Johns County and to provide water and wastewater service within the JCP service area. The MOU was amended in December of 2001 to authorize JEA to purchase the portions of United Water Florida (UWF) located in St Johns County and to provide water and wastewater service in an expanded service area located in northern SJC which included the former JCP and UWF service areas, the new Nocatee Utilities Corporation (NUC) service area as well as some previously unserved areas. In addition, JEA committed to provide St Johns County with 1.5 MGD of wholesale water and sewer service capacity via the US 1 corridor. This document summarizes JEA's plans to meet water, wastewater and reclaimed water capacity requirements in its St Johns County service area through 2010.

Water Supply

In its MOU with St Johns County JEA committed not to develop any new wells in St Johns County without the approval of the St Johns County Commission. At this time, due to the poor water quality and lack of water resource capacity in the aquifers underlying its service area in St Johns County, JEA does not plan to develop any new wells in that area. The JEA service area in St Johns County will continue to utilize the JCP Water Treatment Plant (WTP), as well as the UWF St. Johns North, St. Johns Forest, Ponte Vedra and Ponce de Leon plants. Water capacity to meet demands above the current capacity of the JCP, St Johns North and St Johns Forest water treatment plants (WTP) will be supplied from JEA's South Grid.

JEA has voluntarily capped its withdrawal rate from the aquifer underlying the South Grid in order to preserve the quality of the water in the Floridan aquifer. This will be accomplished by minimizing well field draw down levels thus preventing salt water intrusion into the aquifer from the saline water underlying the fresh water zones in that portion of the aquifer. Water demands above the South Grid capacity and the South Grid UWF capacity will be met through transfers from JEA's north grid. In order to reduce

withdrawals from the aquifer in the South Grid service area JEA is implementing an integrated plan to transfer supplemental flows into the area and to develop and maximize utilization of reclaimed water within the service area.

The north St Johns River crossing will transfer water from JEA's Main Street WTP via a river crossing located to the east of the Main Street Bridge. Phase 1 of this project is scheduled for completion by October, 2004 and will provide up to 6.5 MGD of additional water capacity to the South Grid. Phase 2 of the project is scheduled for completion by October, 2005 and will provide a transfer capacity of 10.7 MGD.

Currently, the JEA South Grid is interconnected with the JCP water system via a 16-inch water main which crosses Julington Creek on an axis paralleling Aladdin Road. JEA has a project in its current Capital Improvement Plan (CIP) which will interconnect the 24-inch water main at US 1 and Racetrack Road with the JCP water system. JEA has interconnected the JCP water system with the St Johns North water system via 3 mains and is in the process of constructing an interconnect between the St Johns North water system with the St Johns Forest water system along Greenbriar Road and SR 210. An additional project is included in the current CIP which will construct an interconnection from Racetrack Road to SR 210. When these improvements are completed in 2004 JEA's St Johns County service area will be tied together by a looped transmission system with two transmission connections to JEA's South Grid. A third interconnection will be constructed in conjunction with the Bartram Park DRI roadway construction.

The improvements described above will provide JEA with the ability to meet all projected water supply demands in its St Johns County service area. Table 1 summarizes the projected water demands within the service area and identifies the source of the water supply utilized to meet the demands. Table 4 and Chart 1 detail the transfer from the North Grid and to the St Johns County service area. It should be noted the transfer quantities are the minimums required to meet demands.

Wastewater Capacity

The JEA service area in SJC will utilize the JCP and the UWF Blacksford, Ponte Vedra and Ponce de Leon wastewater treatment plants (WWTP) as the primary regional treatment facilities. All wastewater generated within the service area with the exception of the NUC service area will be treated at these WWTP. The NUC flows will initially be pumped to the Mandarin WWTP via the existing 20-inch force main located in the US 1 corridor. Current plans schedule the JCP WWTP to be phased out in 2007 and the wastewater flow diverted to the Blacksford WWTP. The NUC wastewater flow will also be redirected to the Blacksford WWTP. JEA ultimately plans to establish the Blacksford WWTP as the regional WWTP and reclaimed water supply source for its northern St Johns County service area.

Table 2 summarizes the projected wastewater flows generated within the service area and identifies the WWTP which will treat and dispose of the flows.

Reclaimed Water Supply

The JEA service area in SJC will be supplied with reclaimed water from the JCP WWTP, Blacksford WWTP and the Mandarin WWTP. Currently, a reclaimed water transmission main is under design which will interconnect the Mandarin and JCP reclaimed water systems and will allow the Mandarin system to supplement the reclaimed flow currently available in St Johns County. In future years the Blacksford WWTP will be interconnected with these two reclaimed water systems and reclaimed water treatment and pumping facilities will be placed in service at the plant. Due to the lack of adequate potable water resources in northern St Johns County maximizing implementation of reclaimed water will reduce potable water resource demands and reduce the volume of water required to be transferred into the service area from the JEA South Grid to meet irrigation demands.

Table 3 summarizes the reclaimed water demands projected for JEA's St Johns County service area and identifies the sources of supply which will be utilized to meet these demands.

Appendix A provides a set of tables delineating the projects currently in JEA's Five Year Capital Improvement Plan that support the provision of

water, wastewater and reclaimed water service in JEA's St Johns County service area.

Appendix B contains a set of maps delineating the JEA St Johns County service area boundaries and showing the existing and proposed water, wastewater and reclaimed water transmission facilities required to serve JEA's St Johns County service area.

Development	2003	2004	2005	2006	2007	2008	2009	2010
Table 1 Water								
Aberdeen		105,675	209,350	313,025	416,700	507,309	598,191	688,800
Durbin Crossing	70,000	115,208	230,415	345,623	460,830	568,607	664,673	760,450
Jullington Creek	1,523,239	1,730,978	1,938,717	2,146,456	2,354,195	2,354,195	2,354,195	2,354,195
Nocatee		145,731	145,731	255,030	400,761	510,060	619,358	728,657
RiverTown			604,500	806,000	1,007,500	1,342,998	1,679,503	2,015,000
Cummer Land				304,000				
Other								
TOTAL	1,593,239	1,951,861	3,128,713	4,170,133	5,019,986	5,852,979	6,676,109	7,497,102

Table 2 Wastewater								
Aberdeen		104,800	207,600	310,400	413,200	502,644	592,356	681,800
Durbin Crossing	70,000	115,208	230,415	345,623	460,830	568,607	664,673	760,450
Jullington Creek	1,448,959	1,643,918	1,838,677	2,033,836	2,228,795	2,228,795	2,228,795	2,228,795
Nocatee			122,731	214,780	337,511	429,560	521,608	613,657
RiverTown			100,750	302,250	503,750	705,250	1,108,250	1,511,250
Cummer Land				246,400	308,000	461,846	616,154	770,000
Other								
TOTAL	1,518,959	1,863,926	2,500,373	3,453,288	4,252,086	4,896,702	5,731,836	6,565,952

Mandarin *	6.23	6.44	6.78	7.09	7.43	7.31	7.53	7.74
Blacksford *	0.80	1.06	1.49	2.26	2.85	3.95	4.89	5.83
JCP *	0.69	0.76	0.83	0.90	0.97	1.05	1.12	1.19

* Based on linear regression of historical flows plus projected new flows.
Nocatee and JCP flows transferred to Blacksford in 2008 and 20011, respectively.

Table 3 Reclaimed Water								
Aberdeen		255,275	460,550	665,825	886,175	1,027,234	1,168,716	1,309,775
Durbin Crossing	120,000	225,179	541,074	720,895	900,716	1,169,318	1,438,727	1,707,330
Jullington Creek	1,376,511	1,561,722	1,746,933	1,932,144	2,117,355	2,117,355	2,117,355	2,117,355
Nocatee			307,552	538,216	845,769	1,076,433	1,307,097	1,537,761
RiverTown			169,500	508,500	847,500	1,201,500	1,864,500	2,542,500
Cummer Land				304,000	360,000	569,810	760,190	950,000
Other								
TOTAL	1,496,511	2,042,176	3,225,610	4,669,581	5,977,515	7,161,650	8,656,586	10,164,721

ASSUMPTIONS / COMMENTS

No Blacksford reuse connection to JCP until 2004; No SG to SJC reuse connection until 2004

No NUC or Aberdeen flows til 2004; Durbin Crossing to begin late 2003

Existing St. Joe flows come from high school and master meter interconnect

**Table 4
South Grid and St Johns County Service Areas Water Balance Data**

All Flow in MGD

Year	South Grid				St Johns County			
	Demand incl UWF	Min Txfr to SJC	Total Demand	Supply	Min Txfr From NG	Demand	Supply	Min Txfr from SG
2003	58.26	0.15	58.41	58.41	0.00	3.75	3.60	0.15
2004	59.67	0.18	59.85	59.85	0.00	4.11	3.93	0.18
2005	61.08	1.10	62.18	57.32	4.86	5.46	4.36	1.10
2006	62.36	1.99	64.35	58.61	5.74	6.49	4.50	1.99
2007	63.63	2.57	66.20	59.91	6.29	7.27	4.70	2.57
2008	64.91	3.28	68.19	61.30	6.89	8.19	4.91	3.28
2009	66.18	3.97	70.15	63.80	6.35	9.10	5.13	3.97
2010	67.46	4.63	72.09	66.29	5.80	9.99	5.36	4.63

Appendix A

Five Year Capital Improvement Plan Projects Supporting Water, Wastewater and Reclaimed Water Provision of Service for JEA's Northern St Johns County Service Area

- 1. Water System Improvement Projects**
- 2. Wastewater and Reclaimed Water Improvement Projects**

System Planning Water Projects

(not yet in other Design or Construction, JP or other Distribution Projects List)

SJC = St. Johns County Water Grid

Grid	SP NO.	Via	From	To	WM	Diameter	Length	\$ Estimate	Objective	Projected Year
SJC	SJC-1	CR 210 & Greenbriar Rd.	Roberts Rd.	South Hampton Club Way	WM	16	18,100	\$2,027,000	SJF-SJN Interlie	2003
SJC	SJC-2	Racetrack Rd.	US-1	Bartram Springs Ent.	WM	24	4,800	\$806,000	South Grid -SJC Interlie	2003
SJC	SJC-3	SR 13 San Jose Blvd.	South of Racetrack Rd.	South of Otes Pl.	WM	16	1,500	\$168,000	JCP-SJN Interlie	2003
SJC	SJC-4	SR 13 San Jose Blvd.	Davis Pond Blvd.	South of Roberts Rd.	WM	16	6,800	\$782,000	JCP-SJN Interlie	2003
SJC	SJC-5	Racetrack Rd.	Dragonfly Dr.	East limit of RW Project	WM	20	2,500	\$350,000	South Grid - JCP 2nd Interlie	2003
SJC	SJC-6	Racetrack Rd.	Bartram Springs Ent.	Russell Sampson Rd.	WM	24	15,500	\$2,604,000	South Grid - SJC Interlie	2003
SJC	SJC-7	Russell Sampson Rd.	Racetrack Rd.	JEA Elec. Easement	WM	24	5,000	\$840,000	South Grid - SJC Interlie	2004
SJC	SJC-8	Russell Sampson Rd.	JEA Elec. Easement	CR 210	WM	16	14,500	\$1,624,000	South Grid - SJC Interlie	2004
SJC	SJC-9	Racetrack Rd.	Russell Sampson Rd.	East limit of RW Project	WM	20	2,700	\$378,000	South Grid -JCP 2nd Interlie	2004
SJC	SJC-10	JEA Easement	Russell Sampson Rd.	St. Johns North WTP	WM	24	10,500	\$1,764,000	South Grid -SJC Interlie	2005
SJC	SJC-11	SR 13 San Jose Blvd.	South of Otes Pl.	Davis Pond Blvd.	WM	16	2,300	\$258,000	JCP-SJN Interlie	2005
SJC	SJC-12	Roberts Rd.	SR 13 San Jose Blvd.	Ivy Lakes Rd.	WM	16	5,300	\$584,000	JCP-SJN Interlie	2005
SJC	SJC-13	Aberdeen	Greenbrier Rd	Aberdeen	WM	16	25,000	\$2,800,000	Development Driven	2005
SJC	SJC-14	Durbin Crossing	Russell Sampson Rd.	Durbin Crossing	WM	16	10,500	\$1,176,000	Development Driven	2005
SJC	SJC-15	New N/S Roadway	Racetrack Rd.	Aberdeen/Durbin Inters.	WM	12	10,000	\$840,000	Development Driven	2008
SJC	SJC-16	SR 13 & Greenbriar	Roberts Rd.	Roberts Rd	WM	16	30,500	\$3,416,000	Rivertown	2005
SJC	SJC-17	CR 210	I-95	US-1	WM	16	9,500	\$1,084,000	Development Driven	2006
							175,000	\$21,471,000		
SJC	SJC-18	5.0 MG Ground Storage and additional HSP facilities at St. Johns North WTP			W			\$ 7,600,000	Additional System Capacity	2007
								\$28,971,000		

Total:

System Planning Sewer Projects

(not yet in other Design or Construction or on Pipebursting/Footprint, Septic Tank Phase-out, Development, JP or other Distribution Projects' List)

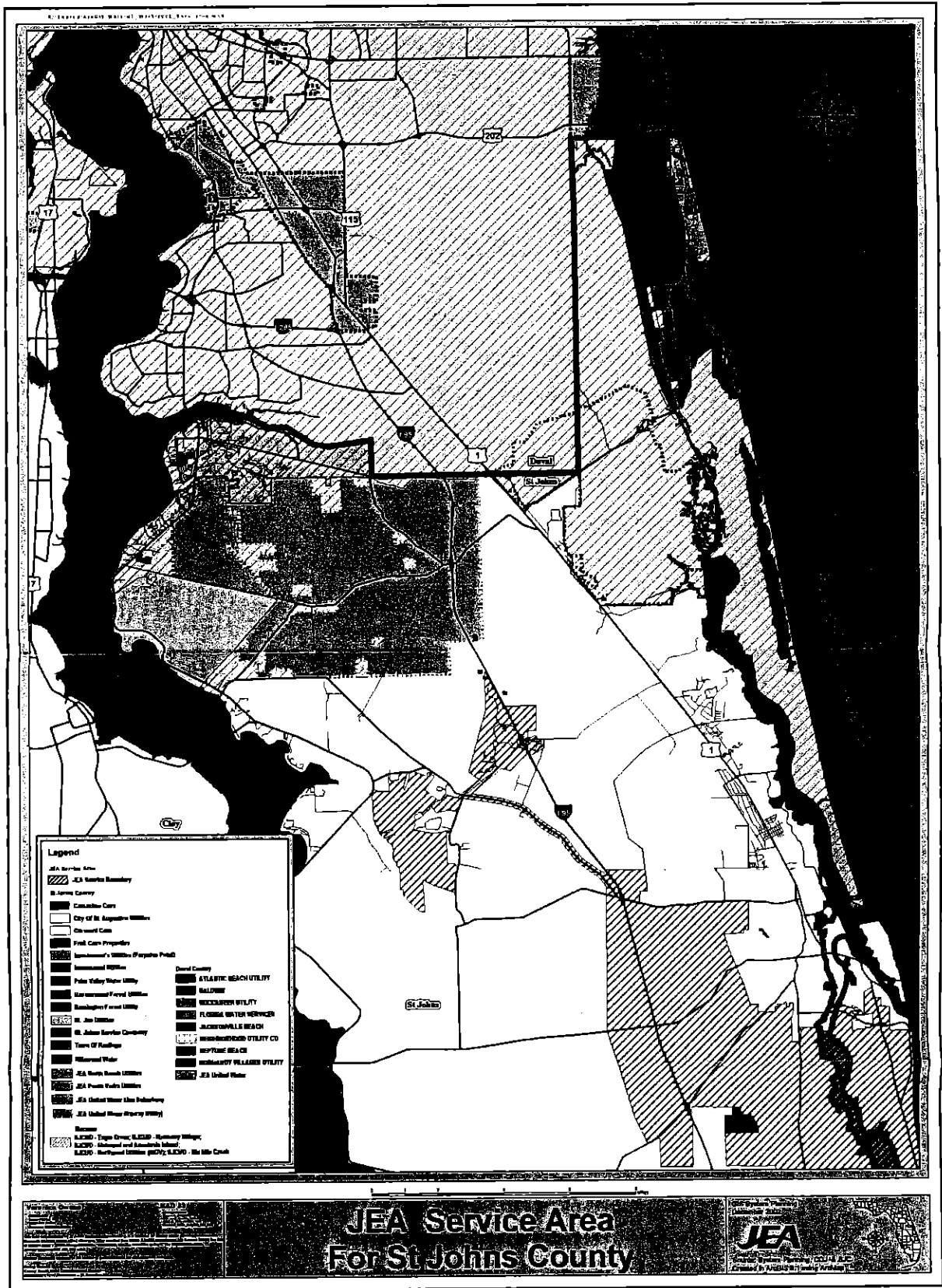
Totals 371,500 \$41,459,800

SP No.	Via	From	To	FM	Dia.	Length	Budget Estimate	Objective	Year
SJC-1	Racetrack Rd.	Bishop Estates	Russell Sampson	FM 12	12	11,000	\$924,000	Development Initiated	2007
SJC-2	Racetrack Rd.	Russell Sampson	US1	FM 16	16	16,000	\$1,792,000	Bartram Park Initiated	2007
SJC-6	Racetrack Rd.	N/S Transmission Easement	US Hwy 1	FM 16	16	14,500	\$1,624,000	Nocatee	2004
SJC-7	Racetrack Rd.	N/S Transmission Easement	Durbin Creek Blvd.	FM 12	12	10,250	\$861,000	Inter-connect w/ JCP; Durbin Crossing	2003
SJC-8	N/S Transmission Easement	Racetrack Rd.	E/W Transmission Easement	FM 20	20	10,000	\$1,400,000	Blacksford Inter-connect	2005
SJC-9	N/S Transmission Easement	E/W Transmission Easement	S.R. 210	FM 20	20	5,500	\$770,000	St. Johns North Inter-connect Blacksford Inter-connect; Durbin Crossing;	2006
SJC-10	E/W Transmission Easement	N/S Transmission Easement	Blacksford WWTF	FM 30	30	22,000	\$4,620,000	Aberdeen	2006
SJC-11	E/W Transmission Easement	Roberts Rd.	Blacksford WWTF	FM 24	24	10,000	\$1,680,000	Blacksford Inter-connect	2005
SJC-12	S.R. 210	N/S Transmission Easement	I-95	FM 12	12	11,000	\$924,000		2006
SJC-13	Roberts Rd.	E/W Transmission Easement	Greenbriar Rd.	FM 20	20	21,100	\$2,954,000	RiverTown	2005
SJC-14	Roberts Rd./S.R. 13	Davis Pond Blvd.	E/W Transmission Easement	FM 16	16	13,600	\$1,523,200	Local Service/JCP Phase-out	2008
SJC-15	S.R. 210	6,200 ft west of Greenbriar Rd.	Greenbriar Rd.	FM 8	8	6,200	\$347,200		2005
SJC-16	Greenbriar Rd.	Roberts Rd.	S.R. 13	FM 12	12	16,200	\$1,360,800		2005
SJC-17	Greenbriar Rd.	Roberts Rd.	S.R. 210	FM 12	12	11,700	\$982,800		2006
SJC-18	North/South Rd.			FM 8	8	6,700	\$375,200	Development Driven	2006
SJC-19	North/South Rd.			FM 12	12	4,400	\$369,600	Development Driven	2006
SJC-20	Russell Sampson Rd.	N/S Transmission Easement	S.R. 210	FM 8	8	9,200	\$515,200	Development Driven	2006
SJC-21	S.R. 210	N/S Transmission Easement	Leo Maguire Pkwy	FM 16	16	7,200	\$806,400	Development Driven	2006
SJC-22	S.R. 210	Leo Maguire Pkwy	6,500 ft east of I-95	FM 12	12	10,200	\$856,800	Development Driven	2006
						216,750	\$21,970,200		
SJC-50	N/S Transmission Easement	Greenland Sub-station	Racetrack Rd.	RW 20	20	17,000	\$2,380,000	Mandarin to SJC	2004
SJC-51	Racetrack Rd.	N/S Transmission Easement	US Hwy 1	RW 20	20	14,500	\$2,030,000	Nocatee	2004
SJC-52	Racetrack Rd.	N/S Transmission Easement	Durbin Creek Blvd.	RW 16	16	10,250	\$1,148,000	Inter-connect w/ JCP; Durbin Crossing	2003
SJC-53	N/S Transmission Easement	Racetrack Rd.	E/W Transmission Easement	RW 20	20	10,000	\$1,400,000	Part of Blacksford Inter-connect	2005
SJC-54	N/S Transmission Easement	E/W Transmission Easement	12" Reclaimed Watermain	RW 16	16	4,200	\$470,400	St. Johns North Inter-connect Blacksford Inter-connect; Durbin Crossing;	2005
SJC-55	E/W Transmission Easement	N/S Transmission Easement	Blacksford WWTF	RW 20	20	22,000	\$3,080,000	Aberdeen	2005
SJC-56	E/W Transmission Easement	Roberts Rd.	Blacksford WWTF	RW 16	16	10,000	\$1,120,000	Blacksford Inter-connect	2005
SJC-57	S.R. 210	N/S Transmission Easement	I-95	RW 12	12	11,000	\$924,000		2006
SJC-58	Roberts Rd.	E/W Transmission Easement	Greenbriar Rd.	RW 12	12	21,100	\$1,772,400	RiverTown	2005
SJC-59	Roberts Rd./S.R. 13	Davis Pond Blvd.	E/W Transmission Easement	RW 12	12	13,600	\$1,142,400	Local Service/Western Loop	2008
SJC-60	S.R. 210	2,600 ft west of Cimarrone Blvd.	Greenbriar Rd.	RW 12	12	9,400	\$789,600	Local Service/Southern Loop	2006
SJC-61	Greenbriar Rd.	Roberts Rd.	S.R. 210	RW 12	12	11,700	\$982,800	Local Service/Southern Loop	2006
						154,750	\$17,239,600		
SJC-56	2.5 MG ground storage tank; Pumps and Building; 3 acres of land			RW			2,250,000	Storage & Re-pump to pressurize SJC system	2004

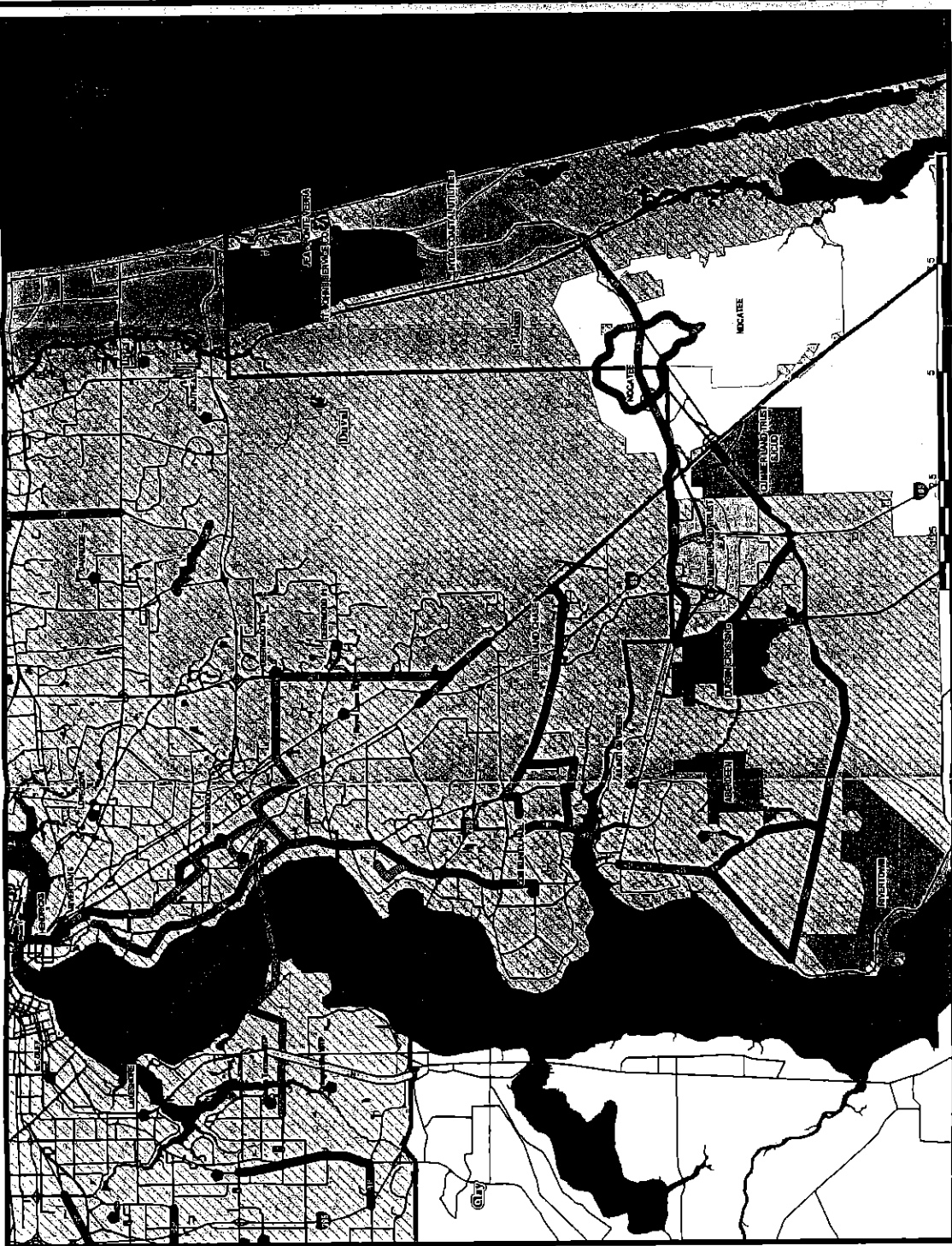
Appendix B

Maps of JEA Northern St Johns County Service Area

1. **Service Area Boundary**
2. **Water Supply System**
3. **Wastewater System**
4. **Reclaimed Water System**



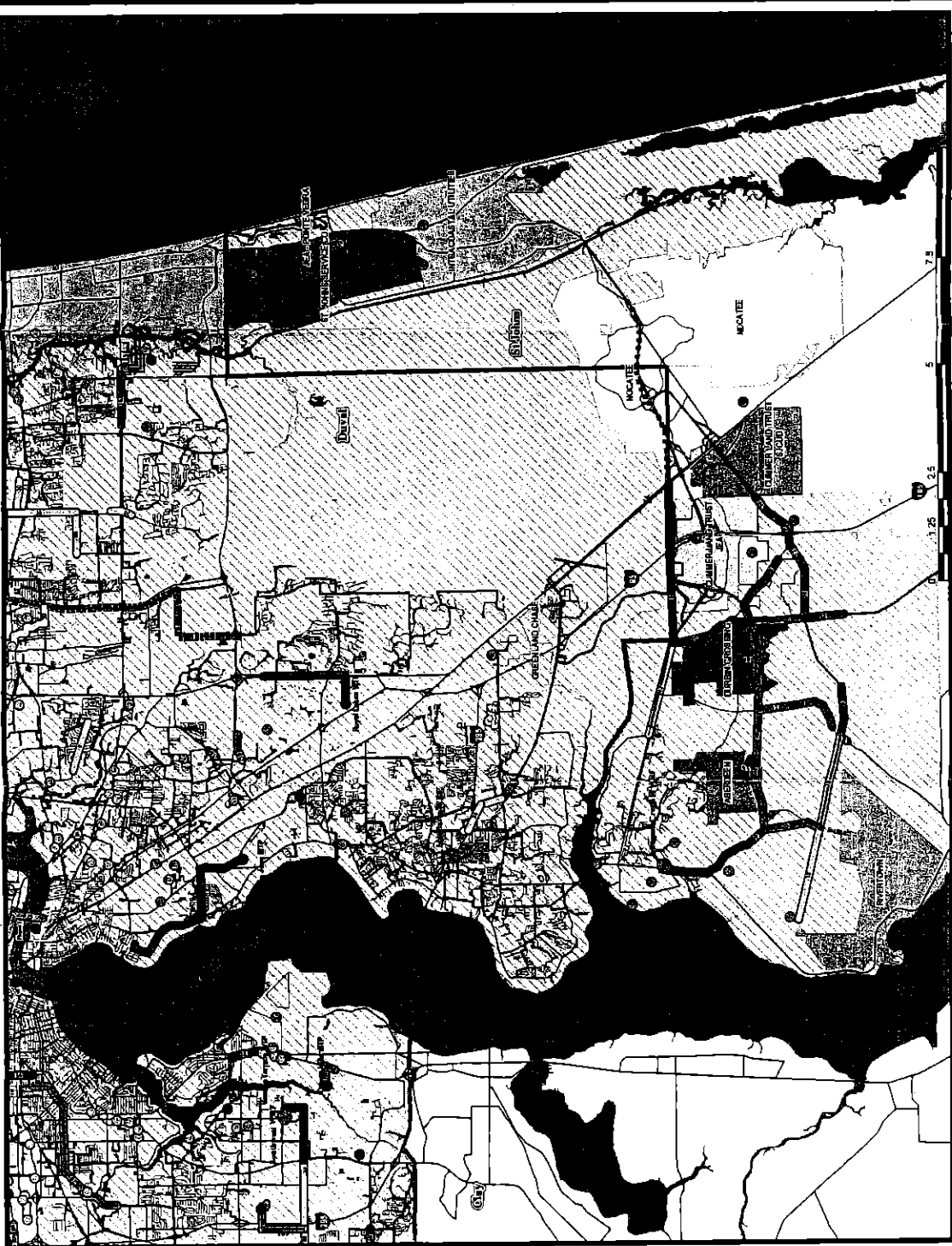
JEA SOUTH GRID / ST JOHNS COUNTY WATER SUPPLY PLAN



- Legend**
- Water Treatment Plants**
 - JEA-United Water Plants
 - JEA Water Plant
 - St. Johns DRI**
 - CUMMER LAND TRUST
 - CUMMER LAND TRUST
 - ASBROEEN
 - DURBIN CROSSING
 - INTRACOASTAL UTILITIES
 - NOCATEE
 - RIVERTOWN
 - ST. JOHNS SERVICE CO.
 - Service by Others
 - Master Plan Lines**
 - ~ Development Driven
 - ~ Future, JEA 2005, JEA
 - ~ 2002, JEA
 - ~ 2006, JEA
 - ~ 2003, JEA
 - ~ 2007, JEA
 - ~ 2004, JEA
 - ~ Planned, Nocatee
 - ~ Existing, JEA
 - ~ United Interests
 - Inter tie Water Plants**
 - ~ Raw Water Cross
 - ~ Existing
 - ~ Phase I
 - ~ Phase II
 - ~ Phase III
 - ~ Potable Water
 - ~ Raw Water Header
 - ~ Proposed Potable
 - ~ Proposed Road

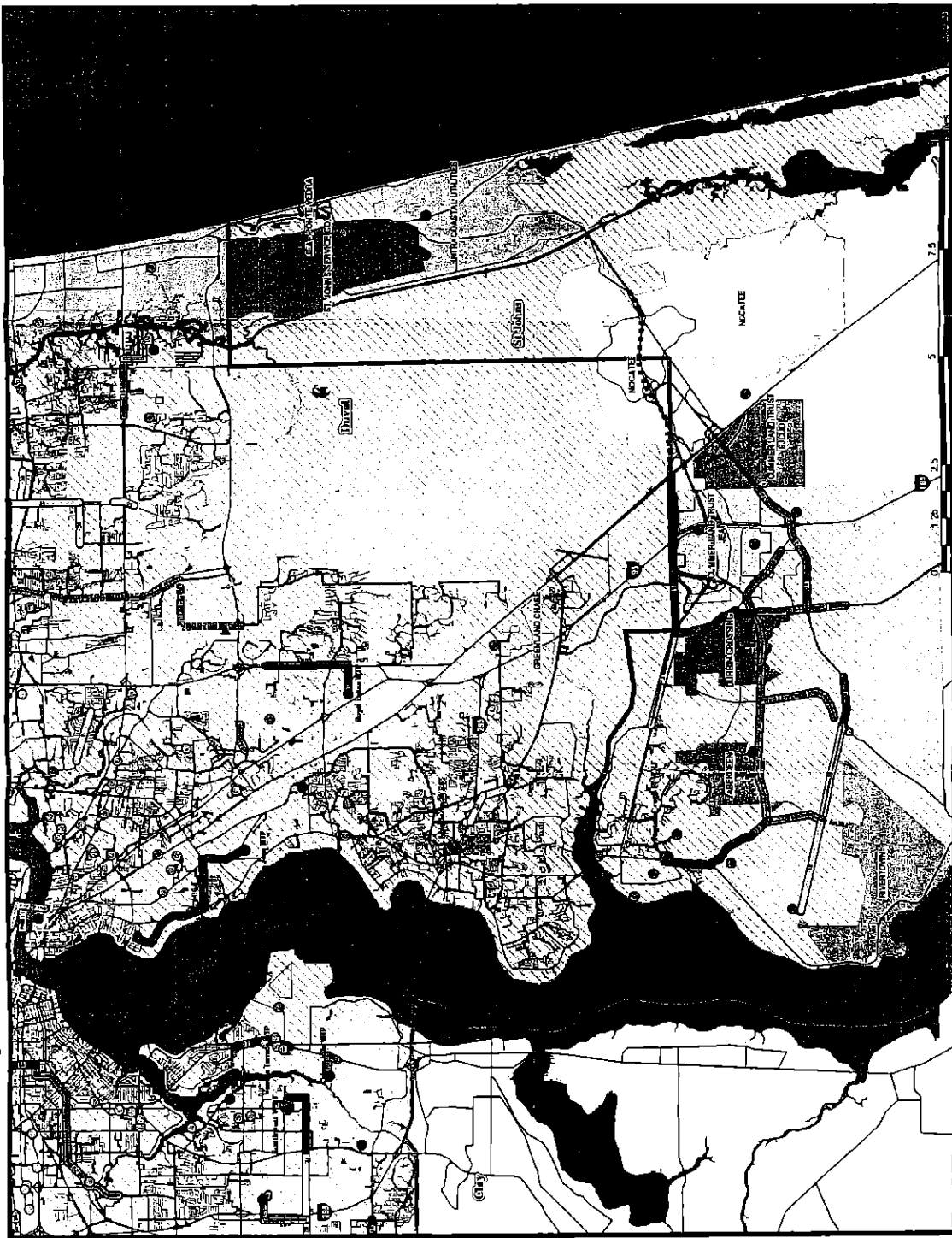
* The roadways shown hereon are conceptual alignments based upon preliminary site plans and are subject to final agency approval.

JEA SOUTH GRID / ST JOHNS COUNTY WASTEWATER PLAN



- Legend**
- Waste Water Plants
 - domestic WWTF
 - GPS WWTP
 - WWTP JEA
 - St. Johns DRI
 - CUMMER LAND TRUST
 - CUMMER LAND TRUST
 - ABERDEENE
 - DURBIN CROSSING
 - INTRACOASTAL UTILITIES
 - NOCATEE
 - RIVERTOWN
 - ST. JOHNS SERVICE CO.
 - Service by Others
 - Master Plan Lines
 - 2002, JEA
 - 2003, JEA United Inland
 - 2004, JEA
 - 2005, JEA
 - 2006, JEA
 - 2007, JEA
 - 2008, JEA
 - 2009, JEA
 - Existing, JEA
 - Development Driven
 - Existing Sewer Facility
 - Sewer Main, Low Pressure
 - Sewer Main, Collection
 - Sewer Main, Force Main
 - Sewer Main, Trunk
 - Sewerproposed
 - Proposed Road

** The roadways shown hereon are conceptual alignments based upon preliminary site plans and are subject to final agency approval.

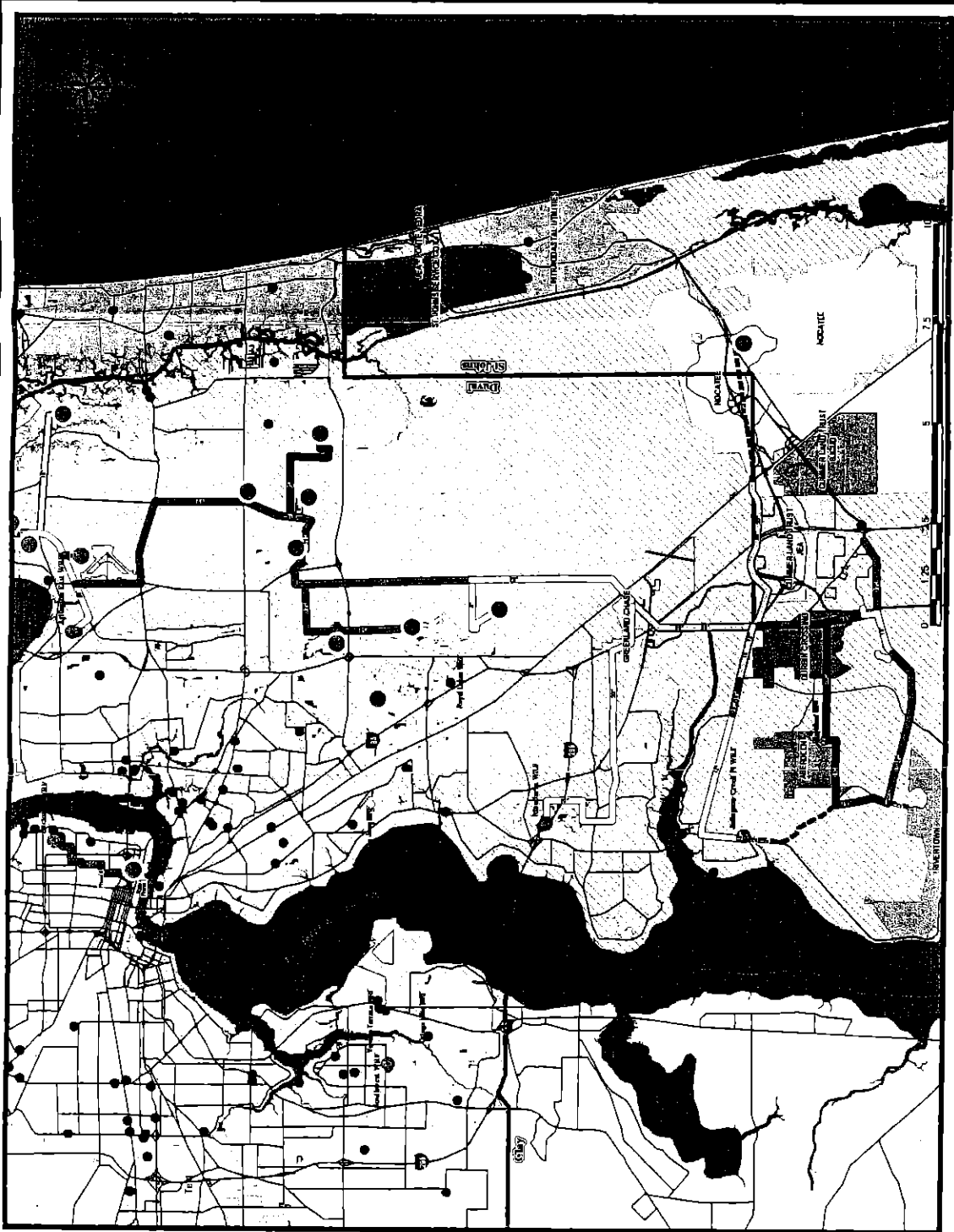


Legend

- Waste Water Plants
- domestic WWTF
- GPS WWTP
- WWTP JEA
- St Johns DRI
- CUMMER LAND TRUST
- CUMMER LAND TRUST
- ABERDEEN
- DURBIN CROSSING
- INTRACOASTAL UTILITIES
- NOCATEE
- RIVERTOWN
- ST. JOHNS SERVICE CO.
- Service by Others
- Master Plan Lines
- 2002, JEA
- 2003, JEA
- 2004, JEA
- 2005, JEA
- 2006, JEA
- 2007, JEA
- 2008, JEA
- 2009, JEA
- Existing, JEA
- Development Driven
- Existing Sewer Facility
- Sewer Main, Low Pressure
- Sewer Main, Collection
- Sewer Main, Foremain
- Sewer Main, Trunk
- Sewer Opposed
- Proposed Road

JEA
 GIS System Planning
 December 2007
 Service: St Johns Planning Dept, EIM & CO.

JEA SOUTH GRID / ST JOHNS COUNTY WASTEWATER PLAN



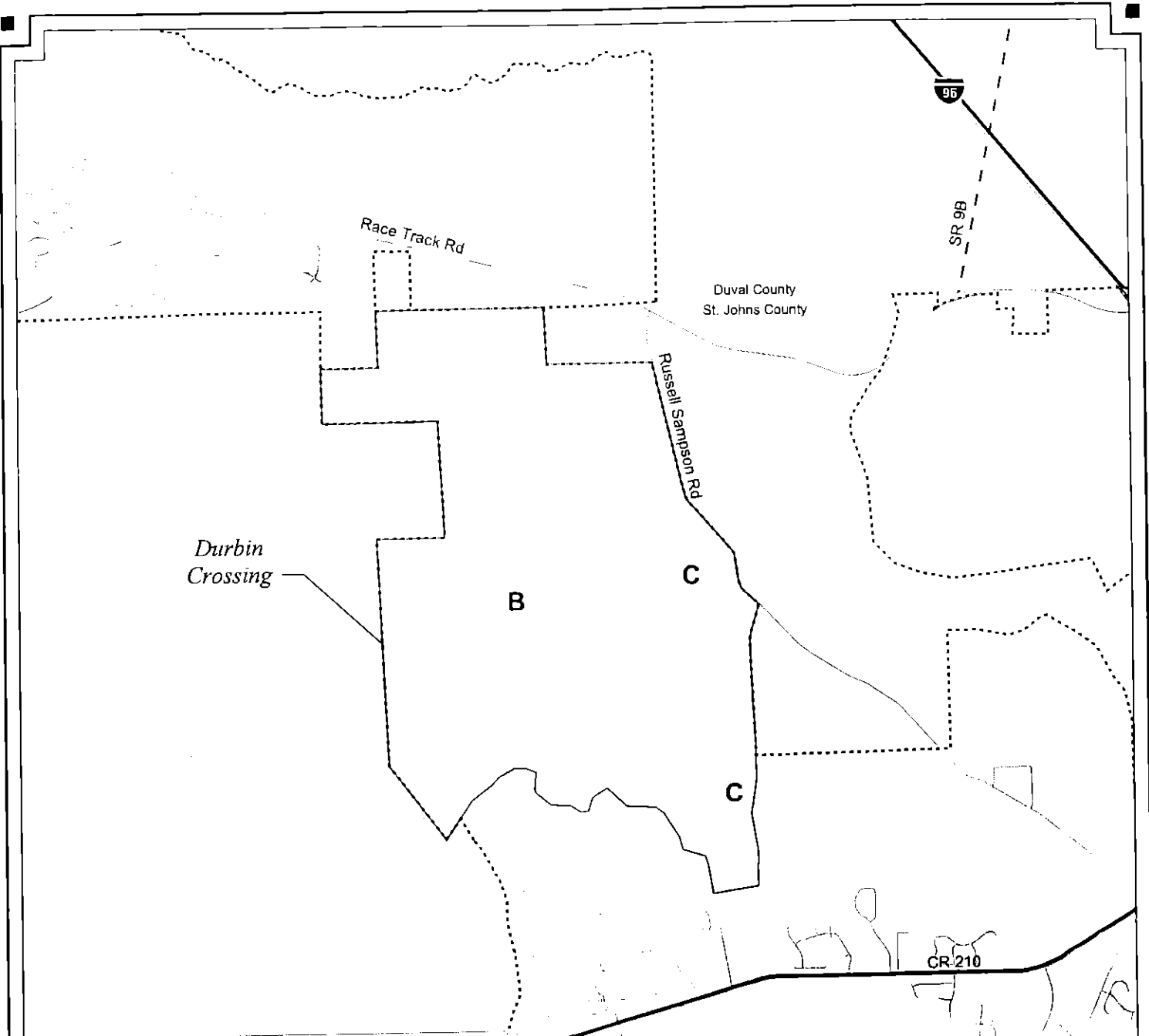
Legend

- Reclaimed Sites
- Waste Water Treatment Plant
- GPS Waste Water Plant
- St. Johns DRI
- CUMMERLAND TRUST
- CUMMERLAND TRUST
- ABERDEEN
- DURBIN CROSSING
- NITRACOASTAL UTILITIES
- NOCAITE
- RIVERTOWN
- ST. JOHNS SERVICE CO.
- Service by Others
- Master Plan Lines
- Existing
- 2003
- 2004
- 2005
- 2006
- 2007
- 2008
- Development Driven
- Proposed Road

The roadways shown hereon are conceptual alignments based upon preliminary site plans and are subject to final agency approval.

JEA SOUTH GRID / ST JOHNS COUNTY RECLAIMED WATER PLAN

JEA
GIS System Planning
December 2002
Source: System Planning Data, ETM & COI.



LEGEND

- PROPERTY
- MAJOR ROADS
- MINOR ROADS
- PROPOSED ROADS
- COUNTY BOUNDARY
- DEVELOPMENT AREA BOUNDARY

FUTURE LAND USE		
	Residential Density Zone	Density Units/Acre Mainland
A	RESIDENTIAL-A	1.0-1.0
B	RESIDENTIAL-B	2.0-2.0
C	RESIDENTIAL-C	2.0-4.0
M	MIXED USE DISTRICT	
	DEVELOPMENT OF REGIONAL IMPACT	
RS	RURAL SILVICULTURE	
	WATER	



ORDINANCE BOOK 31 PAGE 472

**Appendix 9
Proposed St. Johns County
Future Land Use Map**

SouthStar Development Partners, Inc.
Applicant

Yatas & Company
Project Manager
Carlin Associates
Planner

England-Thims & Miller, Inc.
Civil Engineering/Transportation

Rogers, Towers, Bailey, Jones & Gay
Legal Counsel

Hopping, Green, Sams & Smith
Legal Counsel

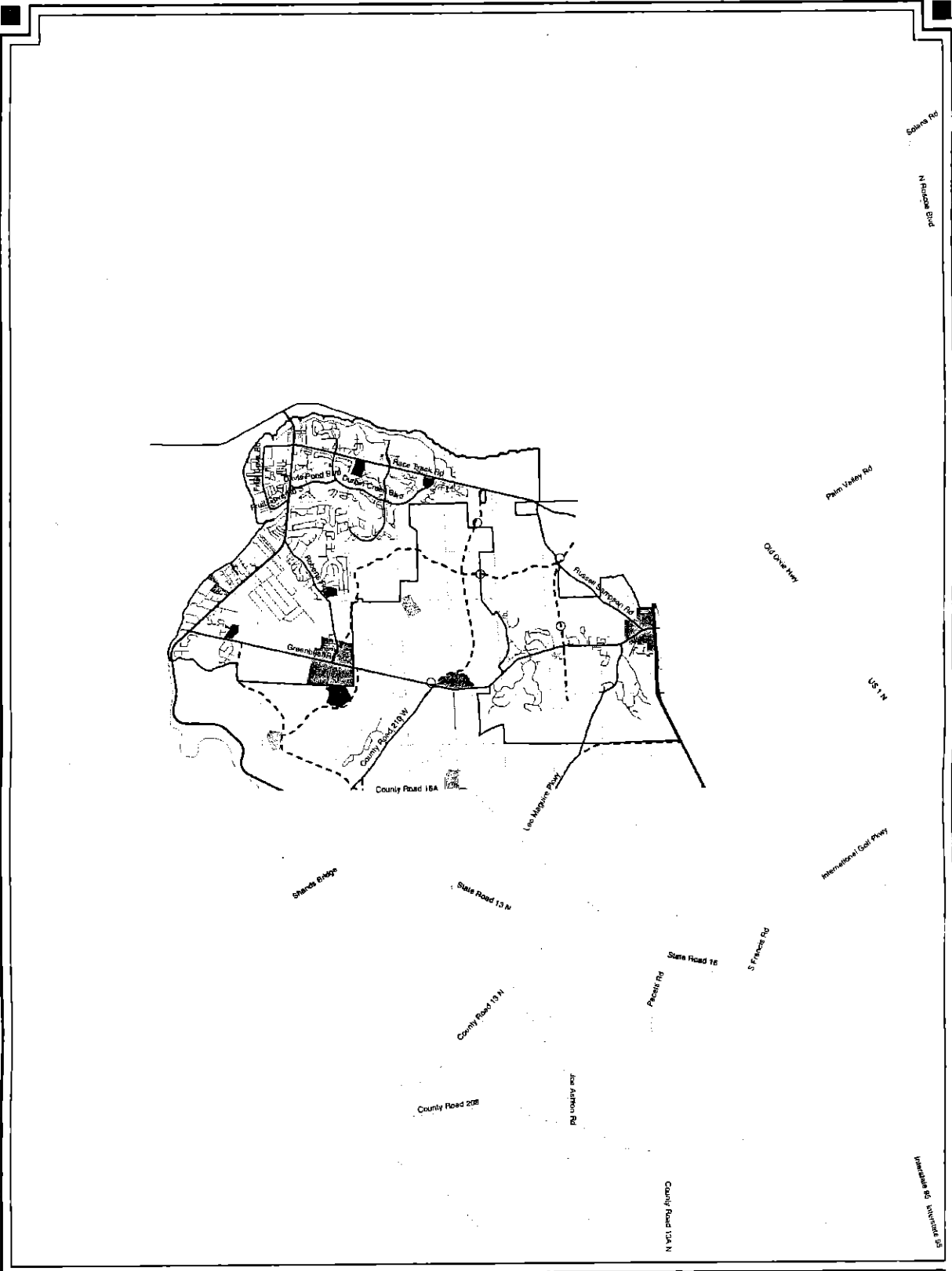
Environmental Services, Inc.
Environmental

Fishkind & Associates
Economic / Fiscal



DATE: 05/07/02
I:\GIS\PROJ\COMP_PLAN_CD\041815.APR





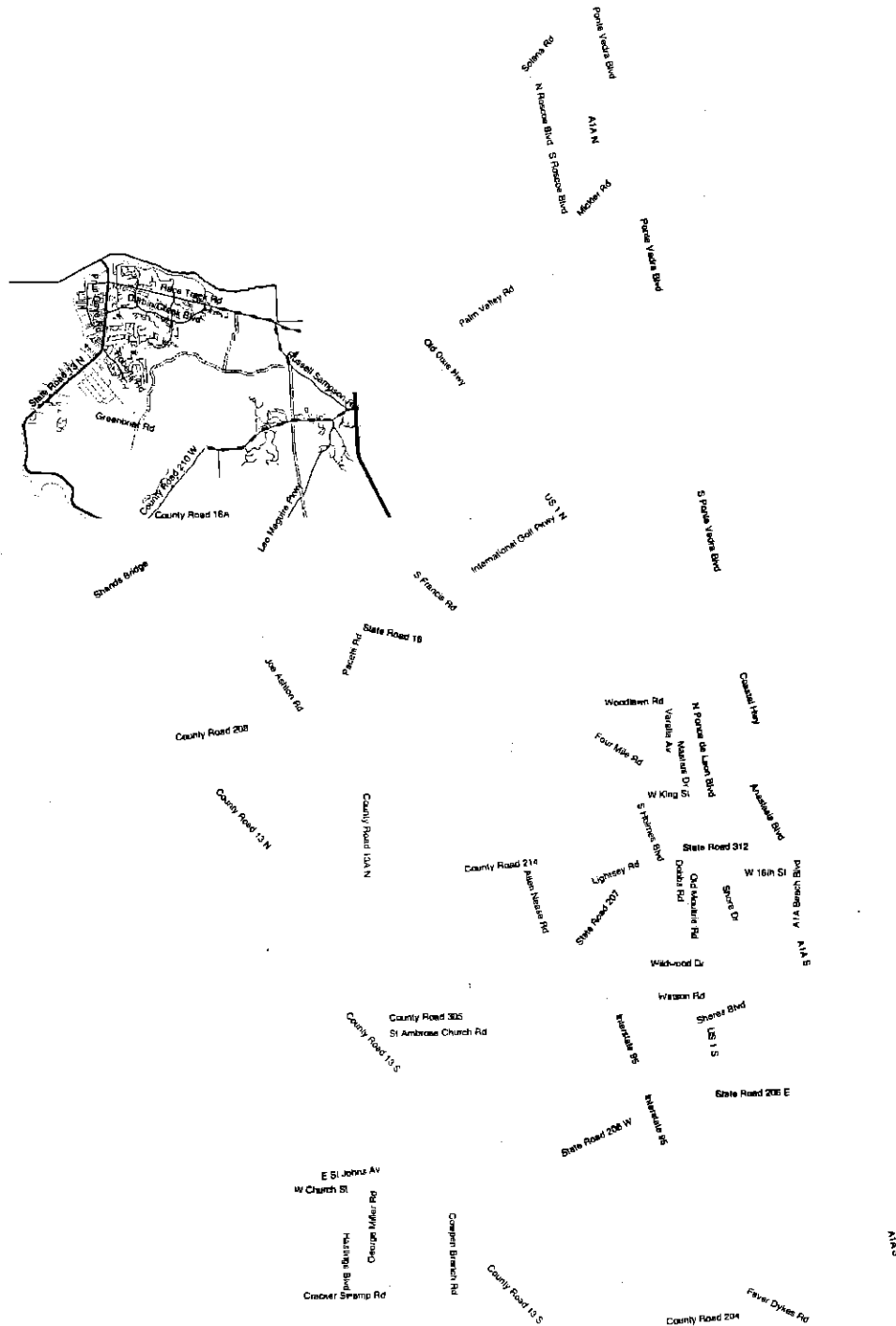
- LEGEND**
- DEVELOPMENT AREA BOUNDARY
 - COUNTY LINE
 - WILDLIFE CROSSING
- ROADS**
- I-65 and Arterial
 - Collector
 - Local
 - Preliminary
 - Proposed Roads
- NORTHWEST SECTOR LAND USE**
- RURAL CENTER DISTRICT
 - COMMUNITY CENTER DISTRICT
 - MIXED USE COMMERCE CENTER DISTRICT
 - COUNTY CONSERVATION
 - SCHOOLS

**ABERDEEN DRI AND DURBIN CROSSING DRI
COMPREHENSIVE PLAN AMENDMENT REVISIONS
NORTHWEST SECTOR OVERLAY MAP
APRIL 1 2003**

2 1 0 2 Miles

CMIN ASSOCIATES
Urban & Environmental Planners Landscape Architects
500 Delaney Avenue, Orlando, Florida 32801 (407) 422-4040
DATE: 04/28/03 JOB NUMBER: 200303
COPYRIGHT: © 2003 CMIN ASSOCIATES, INC.
FILENAME: 140103030303_TRAFFIC_CIRCULATION.MXD

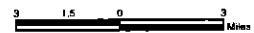




LEGEND

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

**ABERDEEN DRI AND DURBIN CROSSING DRI
COMPREHENSIVE PLAN AMENDMENT REVISIONS
TRAFFIC CIRCULATION PLAN 2000 - 2015
APRIL 1 2003**



CAN ASSOCIATES

Urban & Environmental Planners | Landscape Architects
505 DeLaney Avenue, Chico, CA 95926 (916) 422-4040
DATE REVISED: JOB NUMBER: 20030
COPYRIGHT (C) 2003 CAN ASSOCIATES, INC.
FILENAME: I:\2003\200307_TRAFFIC_CIRCULATION.MXD





AUDUBON OF ST. JOHNS, INC

PO Box 965 ST. AUGUSTINE, FL 32085 904 797-6846

March 6, 2003

**Aberdeen and Durbin Crossing DRI
Environment, Open Space and Water Issues
Prepared for the Northeast Florida Regional Planning Council
and St. Johns County Civic Roundtable**

Issue

#1

Listed Species

The presence of wetland dependant listed species was not noted. No transect surveys were conducted in the wetlands, and no wintering or migratory species were noted, an extremely unlikely occurrence in Northeast Florida. The most recent surveys (Aberdeen) were done in August, the middle of the summer, when few animals are visible.

Propose steps for the protection of listed species such as Gopher Frog, Wood Stork, Bald Eagle, various protected plants, Limpkin, Indigo Snake, etc. The designation of community types should be done using the county's vegetative study, using FNAI classifications instead of FLUCCs classifications. It provides a more comprehensive indication of the community types (at least five more) occurring in the project area.

#2

Gopher Tortoise

Do not mitigate the Gopher Tortoise population. Move them if necessary to an adjacent location. Make sure abandoned nests are empty. Do not pave them over with live animals in them.

#3

Wildlife Crossings

Indicate all wildlife crossings.

There are at least three unmarked crossings in Durbin Crossing (map H, revision 3) and ten in Aberdeen (map H, revision 3).

#4

Bald Eagles

Commit to use of the County's Eagle Ordinance.

There are at least three active Eagle Nest trees in the vicinity. There may be more on the site, and in the future before development is completed.

#5

Wetland Impacts – Fragmentation & Greenways

Provide Greenways which include upland and wetland zones.

The Draft Development Order shows approximately 69 wetland impacts in Durbin Crossing and 101 wetland impacts in Aberdeen 101. The impacts create dozens of upland pieces resulting in many separate wetland fragments. This is an extreme form of wetland fragmentation. It makes the existing wetland system useless as foraging, roosting, denning or nesting habitat.

The upland/wetland transition zones will not be viable for most wading birds and wildlife dependent species. The result will be an area dominated by household and feral cats, no transitional native vegetation and serious drainage problems. In addition there will be no protection for wildlife and no natural stormwater flow

through the wetlands and into recharge soils. There is no indication that the proposed stormwater retention system will benefit existing wetlands. On the contrary, it will permanently damage them.

- #6 **Buffers**
Provide natural vegetative 50 foot buffers and appropriate setbacks between the development areas and the streams, creeks and tributaries of the St. Johns River as required by the County Comp plan and LDC 4.01.06
- #7 **Conservation Areas**
Restore wetland impacts from commercial harvesting within 75 feet of all watercourses.
Provide a record of the altered or impacted wetlands, e.g., how many acres of historical forested wetlands systems have been converted into upland systems, etc.?
- #9 **Floodplains**
No development shall take place within the 100 year floodplain. Sites shall not be elevated to accommodate this limitation.
- #10 **Water**
Use only reuse water for irrigation. No water shall be removed from the retention ponds or wetlands for irrigation. Fountains shall use only reclaimed or recycled water
- #11 **Retention Ponds**
All retention pond edges shall be graded in stepwise fashion to accommodate foraging wading birds at various water levels.
All retention pond edges shall be planted with native grasses and vegetation comparable to natural wetland edges in the area.
- #12 **Air Quality**
Take steps to alleviate the air quality problem caused by the new traffic and transportation impacts of the development? Plant extensive treed buffers along all roads and require treed medians wherever possible.
- #13 **Open Space and Connectivity**
Cluster and compact communities so as to preserve at least 25% open space. Provide Greenways and Blueways with wildlife corridors which connect the conservation areas of the two sites with the larger conservation areas of the County.

Recommendations:

In our opinion, the recommended actions to address these issues must be included in these DRIs before proceeding with any approvals. Both developments have similar problems and should be solved in similar ways.


Roger Van Ghent
President



STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
 Governor

STEVEN M. SEIBERT
 Secretary

September 11, 2002

The Honorable James E. Bryant
 Chairman, St Johns County
 Board of County Commissioners
 P.O. Box 349
 Saint Augustine, Florida 32085-0349

RECEIVED
 SEP 17 2002
 ST. JOHNS COUNTY
 PLANNING DEPARTMENT

Dear Chairman Bryant:

The Department has completed its review of two comprehensive plan amendments proposed by St. Johns County (DCA 02-D2 and 02-D3), for the Aberdeen and Durbin Crossing DRI projects, which were received on July 1, 2002. Based on Chapter 163, F.S., we have prepared the attached report which outlines our findings concerning the amendments. It is particularly important that the County address the "objections" set forth in our review report so that these issues can be successfully resolved prior to adoption. We have also included a copy of local, regional and state agency comments for your consideration. For your assistance, our report outlines procedures for final adoption and transmittal.

The amendment packages include two future land use map amendments and two proposed text changes. The Department recognizes the efforts undertaken as part of the DRI process to identify and address regional issues. However, we have concerns the proposed land use map amendments do not adequately protect natural resources and reflect planning goals for the area. The Department supports the efforts in the DRI master plans of both projects to identify wetland areas on-site. However, we have concerns that the residential designation does not adequately protect the wetland areas. The Department recommends placing these wetlands in a conservation or other land use category reflective of the preservation intent of the projects. The Department is also concerned that the residential projects as proposed are not supported by adequate data and analysis regarding public facilities (roadways and potable water), and urban sprawl including demonstrated need for additional residential uses in the district. The Department recommends revising the amendments to recognize planned service for the area, needed improvements (including funding if applicable), and resulting facilities. The Department also recommends addressing urban sprawl by demonstrating need for the projects and revising the plan to recognize certain aspects of projects including mixture of uses, urban form and development limitations.

I believe the concerns outlined in our report can be resolved. We are available to work with your staff to develop an approach to assist the County in responding to our report and developing an acceptable solution.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
 Phone: (850) 488-8466/Suncom 278-8466 FAX: (850) 921-0781/Suncom 291-0781
 Internet address: <http://www.dca.state.fl.us>

CRITICAL STATE CONCERN FIELD OFFICE
 2796 Overseas Highway, Suite 212
 Marathon, FL 33050-2227
 (305) 289-2402

COMMUNITY PLANNING
 2555 Shumard Oak Boulevard
 Tallahassee, FL 32399-2100
 (850) 488-2356

EMERGENCY MANAGEMENT HOUSING & COMMUNITY DEVELOPMENT
 2555 Shumard Oak Boulevard
 Tallahassee, FL 32399-2100
 (850) 413-9889

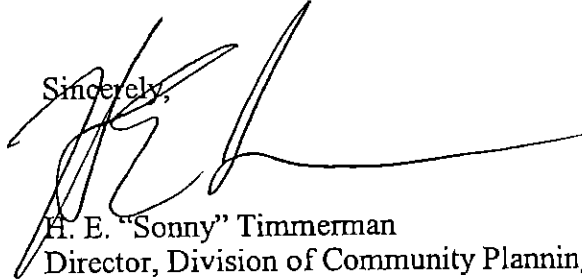
2555 Shumard Oak Boulevard
 Tallahassee, FL 32399-2100
 (850) 488-7856

ORDINANCE BOOK 31 PAGE 478

The Honorable James E. Bryant
September 11, 2002
Page 2

If you or your staff have any questions or if we may be of further assistance, please contact Michael Sherman, AICP, Regional Planning Administrator or Susan Poplin, AICP, Senior Planner, at (850) 922-1821, if we can be of assistance as you formulate your response to this Report.

Sincerely,



H. E. "Sonny" Timmerman
Director, Division of Community Planning

HET/sp

Enclosures: Objections, Recommendations and Comments Report
Review Agency Comments

cc: Mr. Brian Teeple, Executive Director, Northeast Florida Regional Planning Council
Mr. Joseph Bornstein, Planner III, St. Johns County Planning Department
Ms. Brenda Yates, South Star Development

TRANSMITTAL PROCEDURES

Upon receipt of this report, the County has 60 days in which to adopt, adopt with changes, or determine that the County will not adopt the proposed amendment. The process for adoption of local comprehensive plan amendments is outlined in s. 163.3184, Florida Statutes, and Rule 9J-11.011, Florida Administrative Code.

Within ten working days of the date of adoption, the County must submit the following to the Department:

Three copies of the adopted comprehensive plan amendment;

A copy of the adoption ordinance;

A listing of additional changes not previously reviewed;

A listing of findings by the local governing body, if any, which were not included in the ordinance; and

A statement indicating the relationship of the additional changes to the Department's Objections, Recommendations and Comments Report.

The above amendment and documentation are required for the Department to conduct a compliance review, make a compliance determination and issue the appropriate notice of intent.

In order to expedite the regional planning council's review of the amendment, and pursuant to Rule 9J-11.011(5), F.A.C., please provide a copy of the adopted amendment directly to Brian Teeple, Executive Director of the Northeast Regional Planning Council.

Please be advised that the Florida legislature amended Section 163.3184(8)(b), *F.S.*, requiring the Department to provide a courtesy information statement regarding the Department's Notice of Intent to citizens who furnish their names and addresses at the local government's plan amendment transmittal (proposed) or adoption hearings. In order to provide this courtesy information statement, local governments are required by the law to furnish to the Department the names and addresses of the citizens requesting this information. This list is to be submitted at the time of transmittal of the adopted plan amendment (a sample Information Sheet is attached for your use).

INTRODUCTION

The following objections, recommendations and comments are based upon the Department's review of the St. Johns County 02-D2 and 02-D3 proposed amendments to their comprehensive plan pursuant to s. 163.3184, Florida Statutes (F.S.).

The objections relate to specific requirements of relevant portions of Chapter 9J-5, Florida Administrative Code (F.A.C.), and Chapter 163, Part II, F.S. Each objection includes a recommendation of one approach that might be taken to address the cited objection. Other approaches may be more suitable in specific situations. Some of these objections may have initially been raised by one of the other external review agencies. If there is a difference between the Department's objection and the external agency advisory objection or comment, the Department's objection would take precedence.

Each of these objections must be addressed by the local government and corrected when the amendment is resubmitted for our compliance review. Objections which are not addressed may result in a determination that the amendment is not in compliance. The Department may have raised an objection regarding missing data and analysis items which the local government considers not applicable to its amendment. If that is the case, a statement justifying its non-applicability pursuant to Rule 9J-5.002(2), F.A.C., must be submitted. The Department will make a determination on the non-applicability of the requirement, and if the justification is sufficient, the objection will be considered addressed.

The comments which follow the objections and recommendations section are advisory in nature. Comments will not form bases of a determination of non-compliance. They are included to call attention to items raised by our reviewers. The comments can be substantive, concerning planning principles, methodology or logic, as well as editorial in nature dealing with grammar, organization, mapping, and reader comprehension.

Appended to the back of the Department's report are the comment letters from the other state review agencies and other agencies, organizations and individuals. These comments are advisory to the Department and may not form bases of Departmental objections unless they appear under the "Objections" heading in this report.

Objections, Recommendations and Comments Report

FOR

ST. JOHNS COUNTY

AMENDMENTS 02-D2 AND 02-D3

September 11, 2002

I. AMENDMENTS WITH OBJECTIONS

A. Future Land Use Map Amendments and Text Amendments for Aberdeen and Durbin Crossing

1. Urban Sprawl and Demonstrated Need: The amendment is not supported by adequate information regarding demonstrated need for residential and non-residential uses in the area and analysis of urban sprawl including associated indicators. The needs analysis provided, including a supplemental submittal, did not adequately indicate why certain assumptions were maintained in the analysis, and how the resulting residential allocation ratio supports a satisfactory growth plan for the area.

At least one of the amendments (Aberdeen) is adjacent to existing development (Julington Creek DRI). This project along with the second DRI (Durbin Crossing) reflect a current pattern of single-family residential at a low density throughout the area. The existing development and the proposed projects exhibit several indicators of urban sprawl including areas that:

1. Develop as a single use in excess of demonstrated need typical of residential sprawl;
2. Fail to establish a clear boundary between rural and urban areas;
3. Fail to maximize existing or planned services resulting in more costly provision;
4. Discourage infill in more urban areas;
5. Results in premature conversion of large natural or agricultural areas to suburban uses; and
6. Fail to protect natural resources as a result of land use.

Because the amendment demonstrates several of these indicators based on the selected land use category, Residential C, the amendment fails to discourage urban sprawl.

Section: 163.3177(3), 163.3177(6)(a), 163.3177(8), 163.3187(2), F.S.

Rule: 9J-5.005(2), 9J-5.006(3)(b)1,4; 9J-5.006(3)(c)1, 3; 9J-5.006(4), 9J-5.006(5)(g) and (h), F.A.C.

Recommendations: Revise the amendment to include and be supported by an adequate land use needs analysis and analysis of urban sprawl indicators. Based on the land use needs analysis, revise the amendment to be consistent with and supported by the indicated data and analysis. One approach discussed with the applicants of the DRI is to revise the amendments to recognize certain aspects of the DRI master plans. One suggestion is to affirm in the plan, the mixed use nature of the project that will provide a link between the non-residential and residential uses in the project(s); and the

timing and phasing of these uses within both projects. This affirmation should be in the form of plan policy that reflects the characteristics of the project including residential densities, non-residential intensities, planned extent of the mixture of uses within the project, and the anticipated phasing of uses. Indicate what criteria the plan will have to meet including what uses and how the village core or other urban center for both projects will be formed. Indicate the extent to which the core is anticipated to support the planned surrounding uses. Indicate how any natural resources will be preserved, minimum set asides, buffers or other criteria that will be used to guide development away from sensitive areas.

Much of the information that would form the basis for a proposed plan policy are found in the ADA. The amendment should use that information and any additional criteria identified as needed to enhance the urban form and discourage urban sprawl. As discussed in a meeting with the applicant on August 30, 2002, this approach is a viable option that should be further explored. Language provided by the applicant on 9/9/02 is a potential starting point but may need to be more detailed with regard to the types of uses allowed, the guarantee of mixture of uses and the timing of the development.

2. Public Facilities: There are two public facilities, roadways and water, for which the amendment does not demonstrate adequacy of planned services. To the extent that the ADA provides information, the needed facility improvements are not reflected in the proposed amendment package.

The ADA and sufficiency response indicate that as a result of both projects, improvements will be needed to Aberdeen Boulevard, CR 210, East/West Connector, I-95, North/South Arterial, North/South Connector, Race Track Road, and Russell Sampson Road; as well as several intersections. The amendment does not reflect traffic circulation updates or programming for improvements of to Aberdeen Boulevard, East/West Connector, North/South Arterial, North/South Connector, and Russell Sampson Road. Therefore, it is unclear if the amendments are adequately supported by the needed roadway and intersection network for the area.

The ADA and sufficiency response indicate that JEA will provide water services to both projects in the area. The Department understands and appreciates JEA's commitment to provide water. However, the area is identified as priority resource caution area with serious concerns regarding long-term water supply. It is unclear how the amendment furthers a long-term water supply plan for the County or the region.

Section: 163.3177(3), 163.3177(6)(c), 163.3177(6)(b), 163.3177(6)(j), 163.3177(8), F.S.

Rule: 9J-5.005(2), 9J-5.005(5), 9J-5.006(3)(b)1, 9J-5.006(3)(c)3, 9J-5.006(4)(a)-(b); 9J-5.011(2)(b)1-4; 9J-5.011(2)(c)1-3; 9J-5.016(3)(b)1,3; 9J-5.016(4)(a); 9J-5.019(4)(c)1, 9J-5.006(3)(b)1, 9J-5.006(3)(c)3, 9J-5.006(4)(a)-(b); 9J-5.011(2)(b)1-4; 9J-5.011(2)(c)1-3; 9J-5.016(3)(b)1,3; 9J-5.016(4)(a); 9J-5.019(4)(c)1 F.A.C.

Recommendations:

a. Update the traffic circulation map to reflect those roads that will be critical to maintaining the roadway network in the area of the two DRI projects, including those facilities listed above. For roadways that will need improvements in the first 5 years, the amendment should include a capital improvements schedule listing the project, the planned improvement, the funding source and the anticipated cost. For those improvements that are anticipated beyond five years, they should be reflected on the traffic circulation map. The Department understands that the Aberdeen and Durbin Crossing DRIs are still undergoing review through the Chapter 380, F.S., process, including determination of facility needs and fair share. However, the roadways that will be degraded in the

first five years must be reflected in the plan to ensure maintenance of level of service; and on the traffic circulation map if beyond that timeframe.

b. The Department recognizes that the service provider, JEA, will be acquiring water supply by coordinating with the Water Management District. To the extent that new facilities are planned for the area and will be relied upon for concurrency, the County should reflect those planned facilities including the type of facility or project, the timing, the cost and the source of funding. This information should be reflected on the appropriate capital improvements schedule for those facilities needed in the first five years. Again, beyond five years the facilities should be reflected on an anticipated service map. The amendment should be revised to include these items.

3. Wetlands: The ADAs for Aberdeen and Durbin Crossing show large areas of wetlands for both projects. Durbin Crossing includes over 800 acres of wetlands and Aberdeen approximately 600 acres of wetlands. The Master Plan for Durbin Crossing identifies areas as "Wetlands" and for Aberdeen areas are shown as "Wetland/Conservation". The plan amendment does not appear to reflect the extent or location of wetlands because the entirety of both amendment areas are designated for residential land uses. Therefore, it is unclear how the amendment protects wetland resources on the two plan amendment sites.

Section: 163.3177(6)(a), 163.3177(6)(d), 163.3177(8), F.S.

Rule: 9J-5.005(2), 9J-5.005(5), 9J-5.006(3)(b)1,4, 9J-5.006(3)(c)1, 9J-5.006(4)a-c, 9J-5.013(2)(b)2,3,4; 9J-5.013(2)(c)1,5,6; 9J-5.013(3), F.A.C.

Recommendation: Based on the data and analysis regarding wetlands, revise the amendment to place land use categories or other designation that reflect the intent to protect and preserve the wetlands as identified.

4. Internal Consistency: The County proposes to revise the plan to allow two large residential projects in the northwest area. Because the amendment has not been supported with appropriate data and analysis for demonstrated need/urban sprawl, and facilities and services, the amendment has not demonstrated internal consistency with future land use element, transportation, infrastructure, and capital improvements elements of the local comprehensive plan including the following goals, objectives and policies:

- a. **Future Land Use Element**, Objective A.1.2., Control of Urban Sprawl, and Policies, A.1.2.2., A.1.2.3, A.1.2.5., A.1.2.6.; Objective A.1.7, Innovate Land Development Regulations, and Policy A.1.7.11 (Infill); Objective A.1.15 (Comprehensive Plan Amendment Review), and Policy A.1.15.2 (Applications);
- b. **Transportation Element**, Objective B.1.1, (Level of Service Standards), and Policy B.1.1.1, Level of Service Standards; Objective B.1.6 (Transportation and Land Use) and Policies B.1.6.1. through B.1.6.3, regarding mixed uses and transportation system;
- c. **Infrastructure Element**, Objective D.4.1. (Growth Management/Concurrency), and Policy D.4.1.2 (Potable Water Service), D.4.1.4. (Extension of Services), D.4.1.5. (Efficiency), D.4.1.7 (Directed Growth), D.4.1.11 (Water Provision), D.4.1.12 (Impacts); and Objective D.4.2 (Level of Service Standards), and Policies D.4.2.1. (Standards), and Policy D.4.2.3. (Water Resources);
- d. **Conservation Element**, Objective E.2.1. (Groundwater Protection); and Policy E.2.1.8. (100 Year Floodplain Limitations); Objective E.2.2 (Native Forests, Floodplains, Wetlands, Upland Communities, and Surface Water); and Policies E.2.2.5., E.2.2.6., E.2.2.10 (Wetland Protection); Objective E.2.3 (Surface Water Quality); and Policy E.2.3.6, E.2.3.7, (Protection of Floodplains/Surface waters); Objective E.2.8. (Threatened and Endangered Species), and Policy E.2.8.8 (Protection Strategies for Wetlands); and
- e. **Capital Improvements**, Objectives H.1.2. and H.1.3. (Level of Service Standards and Capital Improvements Schedule), and Policies H.1.2.1. (Level of Service Standards), and H.1.3.1.

Section: 163.3177(3), 163.3177(6)(a), 163.3177(6)(c), 163.3177(6)(d), 163.3177(6)(j), 163.3177(8) and 163.3187(2), F.S.

Rule: 9J-5.005(2), 9J-5.005(5), 9J-5.005(2), 9J-5.005(5), 9J-5.006(3)(b)1,4, 9J-5.006(3)(c)1, 9J-5.006(4)a-c, 9J-5.013(2)(b)2,3,4; 9J-5.013(2)(c)1,5,6; 9J-5.013(3)9J-5.011(2)(b)1-4; 9J-5.011(2)(c)1-3; 9J-5.016(3)(b)1,3; 9J-5.016(4)(a); 9J-5.019(4)(c)1, 9J-5.006(3)(b)1, 9J-5.006(3)(c)3, 9J-5.006(4)(a)-(b); 9J-5.011(2)(b)1-4; 9J-5.011(2)(c)1-3; 9J-5.016(3)(b)1,3; 9J-5.016(4)(a); 9J-5.019(4)(c)1, F.A.C.

Recommendation: Revise the plan as recommended in the sections above, and provide an analysis assessing the consistency of the proposed land use map and text changes with future land use, transportation, housing, infrastructure and capital improvements elements of the local plan.

II. State Plan Consistency

A. Objection

1. The proposed amendments are not consistent with the following goals and policies of the State Comprehensive Plan:

- a. Goal 4 (Housing), and Policies (b)1 and (b)3;
- b. Goal 7 (Water Resources), and Policies (b)1, (b)3, and (b)5;
- c. Goal 9 (Natural Systems and Recreational Lands), and Policies (b)1, (b)3, and (b)7;
- d. Goal 15 (Land Use), and Policies (b)1, (b)2, (b)3, (b)5, and (b)6;
- e. Goal 17 (Public Facilities), and Policies b(1) and (b)7;
- f. Goal 19 (Transportation), and Policies (b)2, (b)3; and
- g. Goal 25 (Plan Implementation) and Policies (b)7.

B. Recommendation

The County should revise the proposed amendment, as necessary, to be consistent with the above-referenced goals and policies of the State Comprehensive Plan. Specific recommendations can be found following the objections cited elsewhere in this ORC report.



St. Johns River Water Management District

Kirby B. Green III, Executive Director • John R. Wehle, Assistant Executive Director

Post Office Box 1429 • Palatka, FL 32178-1429 • (386) 329-4500

August 22, 2002

D. Ray Eubanks, Planning Manager
Plan Review and Processing Team
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

Subject: Proposed St. Johns County Comprehensive Plan Amendment
DCA Reference No. 02-1

Dear Mr. Eubanks:

St. Johns River Water Management District (District) planning staff have reviewed the above-referenced proposed comprehensive plan amendment and have the following informational comments.

Proposed Comprehensive Plan Amendment

Aberdeen and Durbin (Development of Regional Impacts)

These amendments propose to change 2,086 (Durbin) and 1,315 (Aberdeen) acres from Rural Silviculture (1 unit per 100 acres) and Residential B to Mixed Use District. Once build-out of both DRIs is complete (2017), there will be 4,516 dwelling units and 310,000 square feet of mixed retail, office, and institutional.

A majority of St. Johns County was identified as a Priority Water Resource Caution Area (PWRCA) by the District in its 1998 Water Supply Assessment. The District Water Supply Plan (DWSP) indicates that in order to meet future demands, water suppliers, particularly public suppliers within a PWRCA, should develop acceptable sources of water through a regional effort.

The District recommends that St. Johns County work cooperatively with other counties and public supply utilities to develop a regional water supply development plan and also that the county continue to participate in the Northeast Florida Utility Managers Initiative.

Additional District comments and recommendations will be provided through the development of regional impact process.

GOVERNING BOARD

Duane Ottenstroer, CHAIRMAN JACKSONVILLE	Ometrias D. Long, VICE CHAIRMAN APOPKA	R. Clay Albright, SECRETARY EAST LAKE WEIR	David G. Graham, TREASURER JACKSONVILLE
W. Michael Branch FERNANDINA BEACH	Jeff K. Jennings MAITLAND	William Kerr MELBOURNE BEACH	Ann T. Moore BUNNELL
			Catherine A. Walker ALTAMONTE SPRINGS

We appreciate the opportunity to provide comments. If you have any questions or need additional information, please call Erik Lewis, District policy analyst, at (386) 329-4411/Suncom 860-4411 or e-mail him at elewis@sjrwmd.com.

Sincerely,



Linda Burnette, Director
Office of Communications and Governmental Affairs

LB/EL

cc: Marc Jacalone, St. Johns County
James Bryant, St. Johns County
Mary Kohnke, St. Johns County
Nicholas Meiszer, St. Johns County
Johns Reardon, St. Johns County
Scott Clem, St. Johns County
Brian Teeple, NEFRPC
Marlane Castellanos, FDEP
Hal Wilkening, SJRWMD
Dwight Jenkins, SJRWMD
Barbara Vergara, SJRWMD
Jeff Cole, SJRWMD
Stan Browning, SJRWMD
Caroline Silvers, SJRWMD



Department of Environmental Protection

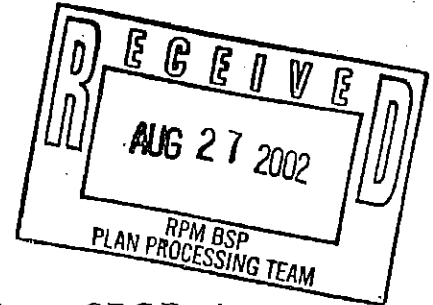
Jeb Bush
Governor

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard, MS 47
Tallahassee, Florida 32399-3000

David B. Struhs
Secretary

495
8-27-02

August 23, 2002



Mr. D. Ray Eubanks
Plan Review and DRI Processing Team
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

RE: St. Johns County, 02-D2, Comprehensive Plan Amendment ORC Review

Dear Mr. Eubanks:

The Office of Intergovernmental Programs has reviewed the proposed **St. Johns County Comprehensive Amendment 02-D2** (County No. CPA02-003) under the procedures of Chapter 163, *Florida Statutes*, and Chapters 9J-5 and 9J-11, *Florida Administrative Code (F.A.C.)*. Our comments and recommendations are provided to assist your agency in developing the state's response.

The proposed amendment includes a Future Land Use Map (FLUM) change, an expansion of the development area boundary and text changes to address transportation concurrency requirements, all of which are related to the proposed **Aberdeen Development of Regional Impact (DRI)**. Much of the response information in the supporting documents defers to the data and analysis submitted for the DRI application (ADA). Therefore, the Department has reviewed pertinent information in the ADA during preparation of these comments.

The wetland soils within the Aberdeen property are primarily depressional or frequently flooded soils identified as having severe or very severe limitations and low suitability for development. The upland soils are predominantly somewhat to poorly-drained flatwood soils (primarily fine sands) that have slight to moderate limitations. The FEMA designated 100-year Flood Zone A mainly overlays wetland portions of the Aberdeen Parcel. The wetland systems along the eastern and southern edges are associated with Cunningham Creek and Upper Blacks Ford drainage ways. Drainage generally flows toward these tributary creeks and streams, which are part of the drainage basin of the Lower St. Johns River watershed. The Lower St. Johns River is designated as a priority water body under the Surface Water Improvement and Management Act.

Future Land Use Map Amendments:

The land use amendment would change approximately 1316 acres, currently designated as Rural Silviculture (R/S) and Residential-Density B, to a Residential-Density C to allow densities proposed for the DRI. Exhibit 4 - Existing FLUM, does not depict the location of the existing R/S and Density-B future land use designations and the supporting document does not indicate the existing acreage of each of these. Analysis comparing the potential amount of development allowed by the Density C to the amount authorized by the pre-amendment conditions is not included.

The amendment states that uses allowed for Residential-Density C include "areas to be used for the single family residential development, multi-family residential development, commercial, office, civic uses, elementary school, neighborhood parks, community/regional park and *jurisdictional wetlands*." The proposal would designate the entire 1316 acres at Density-C. The transmitted amendment states that approximately 525 acres of wetlands "will be maintained in contiguous, connected systems," and "of the ±1316-acre site, Aberdeen will include over ±525 acres of wetlands." The amendment includes jurisdictional wetlands as one of the acceptable land uses within the Density C category.

Additionally, the total acres of proposed wetlands and open space are not clearly explained. Table 3 on page 5 of the proposed amendment lists 176.6 acres of existing stream and lake swamp and 86.6 acres of cypress swamp for a total of 263.2 acres of wetlands. An additional 308.8 acres is listed as pine plantation (wet). The development proposal notes that wetland hydrology will be restored for some areas previously impacted by silviculture activities. Presumably, these wet pine plantation areas are to be included for a total of 572 acres of existing wetlands. The 525 acres would therefore represent the amount of these wetlands that will remain after development. The document also states that "52% of the site will not be impacted by development and will remain in some form of open space," which would be 684 acres. The texts indicates that ±115 acres of recreation and open space will be provided for the benefit of the community. If the amount of proposed wetlands (525 acres) and recreation and open space (115 acres) are counted, this totals 640 acres. It is not clear what will else will be included in the 52% to equal 684 acres. Will this include the upland buffers which are to be an average of 25-foot and minimum of 15-foot that "will be provided between wetlands and contiguous developed areas," or are the buffer areas counted in the total as open space?

The transmitted amendment indicates that the type and intensity of development proposed is an extension of the existing activity center and is infill of the natural growth pattern of the area. However the large area encompassed by the Aberdeen DRI has been used for silviculture and is primarily rural in character. Additionally, the large undeveloped area to the east has also been used for silviculture and is primarily rural in character. This area lies between the proposed Aberdeen and Durbin Crossing DRIs. In fact, the connector road proposed between these two DRIs will traverse this undeveloped area. The size, exiting environmental conditions and potential impacts to this area needs to be evaluated.

Transportation:

The revised text amendment lists construction of proposed North/South Road, East West Road and two lanes of Aberdeen Boulevard between East/West Road and Greenbriar Road. However, the Supplemental Information and revised Exhibit 5 – Proposed Future Land Use Map do not depict these future roads or planned road improvements. Information transmitted with the proposed amendment also mentions the need to address impacts and improvements to existing roads in the region. Many of these roadway projects are outside the Aberdeen DRI boundaries. However, no analysis of the exiting environmental conditions and potential impacts from these roadway projects has been provided.

Recommendations:

The information provided in support of the proposed amendment should include the location, acreage and allowed densities for the existing FLUM designations and a comparison of the impacts from existing land uses and allowable densities to the those that will result from the proposed change in density. The analysis should also evaluate the exiting environmental conditions of adjacent undeveloped areas and potential direct, secondary and cumulative impacts to these areas from the proposed development, increase traffic and construction of the connector road proposed between the two DRIs.

The Department recommends that residential development be limited to upland areas outside of the Flood Zone A and wetland/floodplain areas. The location and design of the proposed lake and stormwater facilities need to be identified and evaluated regarding impacts to wetlands.

The DRI Exhibit 13-1, Master Plan Map, depicts approximately 46.89 acres of wetland impacts which include areas proposed for residential, and road development. The wetland impacts have not been avoided and minimized to the greatest extent possible. Impacts to wetlands should be further avoided, particularly within areas currently proposed to be filled for residential lots.

Mr. Ray Eubanks
August 23, 2002
Page 3

The Department believes that the 525 acres of identified jurisdictional wetlands proposed to be maintained within the DRI should not be included in the Density-C land use category. It would be more appropriate to designate these wetland areas as Wetland/Conservation on the FLUM. Furthermore, to ensure that the proposed wetland areas, contiguous buffers and open space, which would comprise 52% of the parcel, are not impacted by development, the Department recommends that the County designate the 684 acres as Wetlands/Conservation on the FLUM.

Because the proposed development would be located within the Lower St. Johns River drainage basin, we support plans for reuse of reclaimed water and recommend Best Management Practices (BMP) for construction, site design and landscaping. An informative reference source which may be helpful is the BMP Treatment Train techniques, found in Chapter 6 of the Florida Development Manual: A Guide to Sound Land and Water Management. Techniques may include:

- installing double silt fences and additional erosion control measures at wetland crossings and adjacent to sensitive wetland areas;
- utilizing landscaped areas as pretreatment for stormwater runoff from buildings, parking lots and other impervious surfaces prior to discharge in the main stormwater system;
- limiting impervious surfaces;
- using vegetated swales as stormwater conveyance systems;
- maintaining or planting natural vegetation in littoral areas and bottoms of ponds and vegetating pond side slopes;
- including grassed areas to reduce the potential for erosion and facilitate nutrient uptake and pollutant attenuation; and
- informing future property owners of the benefits of landscaping with native vegetation and minimal lawn area (xeriscaping) to reduce the need for irrigation and pesticide and fertilizer application, and the use of slow release granular fertilizers.

The development and associated infrastructure will require permits issued by the Department's Northeast District Office in Jacksonville and the St. Johns River Water Management District. The County and applicant are advised that the Blacks Ford Wastewater Treatment Facility will require an expansion and permit revisions before completion of the first phase of the proposed development. Plans for wastewater reuse will require updated reuse feasibility studies. Continued coordination of project plans with the Northeast District Office is recommended to facilitate infrastructure design and prevent future permitting problems.

Thank you for the opportunity to comment on these proposals. If I may be of further assistance, please call me at (850) 487-2231.

Sincerely,

Rosalyn F. Kilcollins
Office of Intergovernmental Programs

/rfk

DIVISIONS OF FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE

Jim Smith

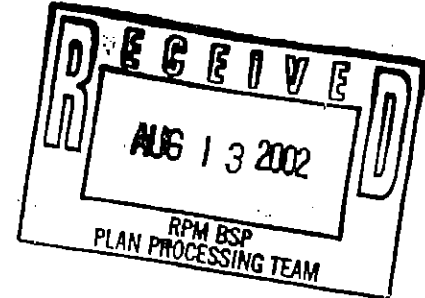
Secretary of State

DIVISION OF HISTORICAL RESOURCES

MEMBER OF THE FLORIDA CABINET
State Board of Education
Trustees of the Internal Improvement Trust Fund
Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

*48
9/13/02*

August 7, 2002



Mr. Ray Eubanks
Department of Community Affairs
Bureau of State Planning
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Re: Historic Preservation Review of the St. Johns County (02-D1 and 02-D3) Comprehensive Plan Amendments Request (Received by DHR on 07/19/02)

Dear Mr. Eubanks:

According to this agency's responsibilities under sections 163.3177 and 163.3178, Florida Statutes, and Chapter 9J-5, Florida Administrative Code, we have reviewed the above documents to decide if data regarding historic resources have been given sufficient consideration in the request to amend the Greenacres Comprehensive Plan.

We have reviewed both proposed Future Land Use amendments (Aberdeen DRI and Durbin Crossing DRI) to consider the potential effects of these actions on historic resources. A review of our files indicates that these two DRIs have previously been reviewed by the Compliance and Review Section of this Bureau. Both parcels have had cultural resource assessment surveys conducted in which no significant resources were encountered. Therefore, we have no historic resource concerns about either of these amendments.

If you have any questions regarding our comments, please feel free to contact Susan M. Harp or Laura Kammerer of the Division's Compliance Review staff at (850) 245-6333.

Sincerely,

Janet Snyder Matthews, Ph.D., Director

ORDINANCE BOOK 31 PAGE 491

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6435

Archaeological Research
(850) 245-6444 • FAX: 245-6436

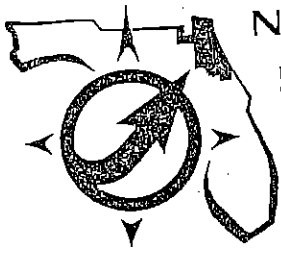
Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
(850) 245-6400 • FAX: 245-6433

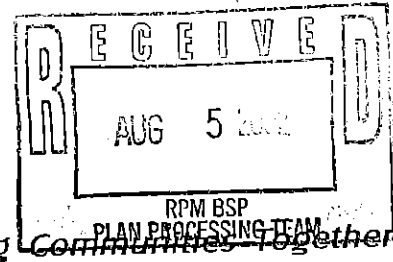
Palm Beach Regional Office
(561) 279-1475 • FAX: 279-1476

St. Augustine Regional Office
(904) 825-5045 • FAX: 825-5044

Tampa Regional Office
(813) 272-3843 • FAX: 272-2340



Northeast
Florida
Regional
Planning
Council



Bringing Communities Together

Baker • Clay • Duval • Flagler • Nassau • Putnam • St. Johns

488
852

MEMORANDUM

No objections
Report

DATE: July 23, 2002

TO: Northeast Florida Regional Planning Council

THRU: Comprehensive and Project Planning Committee

FROM: Bruce Ford, Senior Planner
Edward Lehman, Director of Growth Management

RE: St. Johns County Transmitted Amendment 02-D2

Scope of Review

The Regional Planning Council received St. Johns County Transmitted Amendment 02-D2 on July 9, 2002. St. Johns County requested formal review by the Department of Community Affairs. Therefore, pursuant to Florida Statute Chapter 163 and the contract between the Department of Community Affairs and the Regional Planning Council, staff reviewed the Transmitted Amendment for adverse impacts to Regional Resources and extra-jurisdictional impacts. Staff has prepared this Objections, Recommendations, and Comments report to send to the Department of Community Affairs upon approval by the Council.

Note

This amendment contains proposed changes to the St. Johns County future land use map as part of both the Durbin Crossing DRI and the Aberdeen DRI. The staff review for each DRI will be discussed separately below.

ORDINANCE BOOK 31 PAGE 492

Durbin Crossing DRI

The first part of St. Johns County Transmitted Amendment 02-D2 contains one (1) proposed change to the future land use map on 2,086.49 +/- acres from Rural Silviculture, Residential Density B and Residential Density C, to Residential Density B and Residential Density C, to accommodate the proposed Durbin Crossing DRI. The amendment also proposes to change text in the Comprehensive Plan to allow the County to utilize the standards and guidelines provided in Section 163.3180(12), Florida Statutes to satisfy the County's transportation concurrency requirements by payment of a proportionate share contribution (pipelining). The property is located south of Race Track Road and west of Russell Sampson Road in northwest St. Johns County. The Pre-application meeting was held on September 19, 2001 and the DRI was submitted on February 22, 2002. The proposed DRI is presently in sufficiency review.

The proposed change to the County's Residential Density B and C Land Use categories is being sought in order to accommodate the residential and non-residential components of the mixed use development. The project is required to undergo DRI review and a recommendation report with adequate conditions sufficient to mitigate regional impacts will need to be adopted by the Council prior to final approval by St. Johns County.

The development plan included in the ADA consists of the following land use amounts:

Single Family	1,551 dwelling units
Multi-Family	947
Office	70,000 s.f.
Retail	100,000 s.f.
Institutional	30,000 s.f.

In the County's staff report it was noted that even though the Residential C land use category allows up to 6 units per acre, the DRI proposes a net density of approximately 2 units per acre. In the applicants submittal the issue of need was also addressed. It was pointed out that in the County's EAR, the County identified a need for 13,297 additional residential units in the northwest district based on population growth through 2015. The County EAR also identified a need to maintain a residential housing unit allocation ratio (projected need versus FLUM allocation) of 2.35. However, based on the 2000 Census and estimates from Fishkind and Associates, the northwest district is projected to need 16,525 additional housing units through 2015 which results in a reduced allocation ratio of 1.56. According to the applicant, approval of the DRI will allow the County to meet projected housing demand and will increase the allocation ratio to 1.84. In addition, the

proposed land use change allows for office, retail and institutional uses which will serve existing and future residents thus reducing offsite trips and providing employment opportunities.

The County approved transmittal of this amendment subject to: a limit of 2,498 dwelling units, consistency with the northwest sector plan, the provision of a north/south connection directly to Racetrack Road rather than to Durbin Creek Boulevard, and consideration of improvements to Russell Sampson Road.

The project will be required to mitigate all regional impacts through the DRI review and the approval of a recommendation report by the Council. Staff finds no objections to the proposed amendment.

Aberdeen DRI

The second part of St. Johns County Transmitted Amendment 02-D2 contains one (1) proposed change to the future land use map on 1,315 +/- acres from Rural Silviculture, and Residential Density B to Residential Density C, to accommodate the proposed Aberdeen DRI. The amendment also proposes to change text in the Comprehensive Plan to allow the County to utilize the standards and guidelines provided in Section 163.3180(12), Florida Statute's to satisfy the County's transportation concurrency requirements by payment of a proportionate share contribution (pipelining). The property is located southwest and adjacent to Julington Creek Plantation in northwest St. Johns County. The Pre-application meeting was held on September 19, 2001 and the DRI was submitted on February 22, 2002. The proposed DRI is presently in sufficiency review.

The proposed change to the County's Residential Density C Land Use categories is being sought in order to accommodate the residential and non-residential components of the mixed use development. The project is required to undergo DRI review and a recommendation report with adequate conditions sufficient to mitigate regional impacts will need to be adopted by the Council prior to final approval by St. Johns County.

The development plan included in the ADA consists of the following land use amounts:

Single Family	1,623 dwelling units
Multi-Family	395
Office	40,000 s.f.
Retail/Commercial	60,000 s.f.
Institutional	20 acres

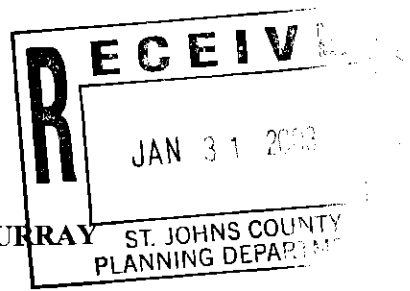
In the County's staff report it was noted that Residential C land use category allows up to 6 units per acre, however, the DRI proposes a net density of approximately 2.5 units per acre. In the applicants submittal, the issue of need was also addressed. It was pointed out that in the County's EAR, the County identified a need for 13,297 residential units in the northwest district based on population growth through 2015. The County EAR also identified a need to maintain a residential housing unit allocation ratio (projected need versus FLUM allocation) of 2.35. However, based on the 2000 Census and estimates from Fishkind and Associates, the northwest district is projected to need 16,525 additional housing units through 2015 which results in a allocation ratio of 1.56. According to the applicant, approval of the DRI will allow the County to meet projected housing demand and will increase the allocation ratio to 1.84. In addition, the proposed DRI will include a Village Center with office, retail and institutional uses including a school and park which will serve existing and future residents thus reducing offsite trips and providing employment opportunities. The County staff report states that as part of future reviews of the DRI, the County plans to discuss improvements to interconnectivity between the village center and residential areas.

The project will be required to mitigate all regional impacts through the DRI review and the approval of a recommendation report by the Council. Staff finds no objections to the proposed amendment.

Staff respectfully recommends that the Comprehensive and Project Planning Committee and the Council approve this report for transmittal to the Department of Community Affairs.

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 **SJC 2015 COMPREHENSIVE PLAN**

ABERDEEN DEVELOPMENT

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

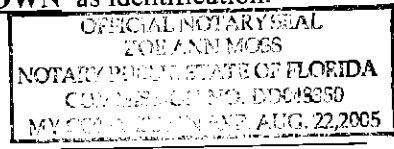
JANUARY 30, 2003

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 30TH day of **JANUARY** 2003

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

[Signature]
(Signature of Notary Public)

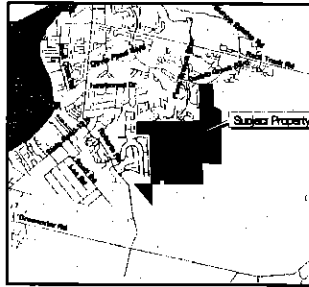


(Seal)

Zoe Ann Moss

d
d
h
of
y
st
g
y
il
d
e
r
is
it
it
8
il
e
-
s
-

NOTICE OF PUBLIC HEARING ON A PROPOSED AMENDMENT TO THE ST. JOHNS COUNTY 2015 COMPREHENSIVE PLAN AND NOTICE OF LAND USE CHANGE FOR THE ABERDEEN DEVELOPMENT OF REGIONAL IMPACT



NOTICE IS HEREBY GIVEN that the St. Johns County Planning and Zoning Agency (PZA) at its regular meeting on Thursday, March 20, 2003, at 1:30 p.m. and the St. Johns County Board of County Commissioners (BCC), meeting on Tuesday, April 1, 2003 at 1:30 p.m., will hold a public hearing to consider approval of a proposed Future Land Use Map Amendment to the 2015 St. Johns County Comprehensive Plan. Said hearing will be held in the County Auditorium, County Administration Building, 4020 Lewis Speedway (County Road 16-A) and US 1 North, St. Augustine, Florida. All interested parties may appear at the public hearing to be heard regarding the proposed amendment.

administration Building, 4020 Lewis Speedway (County Road 16-A) and US 1 North, St. Augustine, Florida. All interested parties may appear at the public hearing to be heard regarding the proposed amendment.

The subject property is located at north of County Road 210, west of Interstate 95, and east of State Road 13 within all or portions of Sections 3, 4, 5, 9, 10 and 17, Township 5 South, Range 27 east, (A complete legal description is available in the Planning Department.) See map generally depicting the location. The amendment is to change the Future Land Use Map designation from Rural/Silviculture and Residential Density B to Residential Density C and to add a transportation concurrency provision for the Aberdeen Development as authorized by Section 163.38210(12), Florida Statutes, which provision is commonly called "Pipelining".

The proposed amendment is known as File Number CPA-02-003 Aberdeen, and is available for review by the public at the local County Planning Offices and Libraries and may be examined by interested parties prior to said public hearing. It is anticipated that one or more Commissioners may attend the Planning and Zoning Agency meeting.

If a person decides to appeal any decision made with respect to any matter considered at the meeting or hearing, he/she will need records of the proceedings and for such purpose may need to ensure that verbatim records of the proceedings are made, which records includes the testimony and evidence upon which appeal is to be based.

NOTICE TO PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL HEARING IMPAIRED PERSONS: In accordance with the Americans with Disabilities Act, persons needing special accommodations to participate in the proceedings should contact ADA Coordinator at (904) 823-2501 at the County Administration Building, 4020 Lewis Speedway, St. Augustine, Florida, 32095. For hearing impaired individuals: Telecommunications Device for the Deaf (TDD); Florida Relay Service at 1-800-955-8770, no later than 5 days prior to the date of this meeting.

RESIDENTS, PROPERTY OWNERS AND OTHER INTERESTED INDIVIDUALS ARE ENCOURAGED TO PARTICIPATE IN THESE PROCEEDINGS AND ALL OTHER COMPREHENSIVE PLANNING PROCESSES TO THE FULLEST EXTENT POSSIBLE.

PLANNING AND ZONING AGENCY
ST. JOHNS COUNTY, FLORIDA
BY: DON HOUSE, CHAIRMAN
File Number: CPA -02-003 Aberdeen
BOARD OF COUNTY COMMISSIONERS
OF ST. JOHNS COUNTY, FLORIDA
BY: JAMES E. BRYANT, CHAIRMAN

ORDINANCE BOOK 31 PAGE 497