

ORDINANCE NO. 2023 - 10

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, APPROVING A MAJOR MODIFICATION TO THE RIVERTOWN PLANNED UNIT DEVELOPMENT (PUD), ORDINANCE NUMBER 2005-100, AS AMENDED; MAKING FINDINGS OF FACT; PROVIDING A SAVINGS CLAUSE; REQUIRING RECORDATION; AND PROVIDING FOR AN EFFECTIVE DATE.

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

WHEREAS, the development of lands within this Major Modification shall proceed in accordance with the application dated September 12, 2022 in addition to the supporting documents and statements from the applicant **which are a part of file MAJMOD 2022-09 RiverTown PUD**, for an amendment to the RiverTown PUD, Ordinance Number 2005-100, as amended, and as approved by the Board of County Commissioners, and incorporated into and made part hereof this Ordinance. In the case of conflict between the application, the supporting documents, and the below special provisions of this Ordinance, the below described provisions shall prevail.

SECTION 1. That development of lands, described in the attached Exhibit "A" (Legal), within the RiverTown PUD, shall proceed in accordance with Ordinance Number 2005-100, as amended, including the Application for Major Modification and attached hereto and made a part hereof as Exhibit "B" (MDP Text) and Exhibit "C" (MDP Map).

SECTION 2. That the need and justification for modification of the PUD has been considered in accordance with Section 5.03.05.C of the St. Johns County Land Development Code and the St. Johns County Comprehensive Plan, whereby:

1. The request for a Major Modification has been fully considered after public hearing with legal notice duly published as required by law.
2. As modified, the PUD is consistent with the goals, objectives and policies of the 2025 St. Johns County Comprehensive Plan.
3. As modified, the PUD is consistent with Part 5.03.05.C of the St. Johns County Land Development Code, which provides conditions for Major Modifications to approved PUDs.
4. As modified, the PUD is consistent with Part 5.03.00 of the St. Johns County Land Development Code, which provides standards for Planned Unit Developments and with the General Standards of Section 5.03.02 with respect to (B) location; (C) minimum size, (D) compatibility, and (E) adequacy of facilities.
5. The Master Development Plan Text and Map for the PUD meets all requirements of Section 5.03.02.G of the St. Johns County Land Development Code.

6. As modified, the PUD is consistent with Policy A.1.3.11 of the 2025 St. Johns County Comprehensive Plan in that it does not adversely affect the orderly development of St. Johns County and is compatible with the development trends of the surrounding area.

SECTION 3. That all other provisions of Ordinance 2005-100, as amended, not in conflict with the provision of this Ordinance, shall remain in full force and effect.

SECTION 4. Except to the extent that they conflict with specific provisions of the approved development plan or PUD Ordinance, all building code, zoning ordinance, and other land use and development regulations of St. Johns County, including, without limitation, the Concurrency Management Ordinance and the St. Johns County Comprehensive Plan, as may be amended from time to time shall be applicable to this development, except modification to approved development plans by variance or special use shall be prohibited except where allowed by the Land Development Code. Notwithstanding any provision of this ordinance, no portion of any impact fee ordinance, concurrency provision, building code, comprehensive plan or any Land Development Code ordinance or regulation shall be deemed waived or varied by any provision herein.

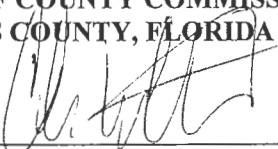
SECTION 5. It is the intent of the St. Johns County Board of County Commissioners that scrivener's and typographic errors which do not change the tone or tenor of this Ordinance may be corrected during codification and may be authorized by the County Administrator or designee, without public hearing,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

SECTION 6. That the terms of this modification to the RiverTown PUD shall take effect immediately upon receipt of the Ordinance by the Secretary of State.

SECTION 7. This ordinance shall be recorded in a book kept and maintained by the Clerk of the Board of County Commissioners of St. Johns County, Florida, in accordance with Section 125.68, Florida Statutes.

PASSED AND ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, THIS 7th DAY OF March 2023.

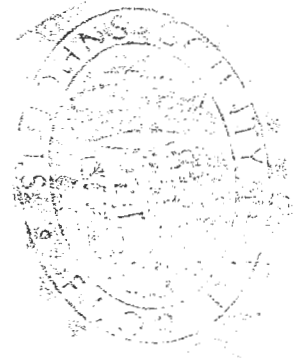
BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA

BY: 
Christian Whitehurst, Chair

Rendition Date MAR 07 2023

**ATTEST: BRANDON J. PATTY,
Clerk of the Circuit Court & Comptroller**

BY: 
Deputy Clerk



Effective Date: MAR 08 2023

EXHIBIT "A"

RiverTown PUD Legal Description

RIVERTOWN OVERALL BOUNDARY

PARCEL "A"

A parcel of land, being a portion of the Francis P. Fatio Grant, Section 39, Township 5 South, Range 27 East; together with a portion of the Francis P. Fatio Grant, Section 44, Township 5 South, Range 26 East; all in St. Johns County, Florida, said parcel of land being more particularly described as follows:

For a **POINT OF BEGINNING, BEGIN** at the most Northeasterly corner of the plat **BARTRAM PLANTATION PHASE TWO**, as shown on the plat thereof, as recorded in Map Book 46, pages 78 through 89 of the Public Records of said St. Johns County, Florida, said point also being on the Southerly Right of Way line of **GREENBRIAR ROAD**, (a Variable Width Public Road Right of Way, as per Right of Way Map prepared by St. Johns County Surveying and Mapping Program, dated April 19, 1999, formerly known as *STATE ROAD No. 11* and/or *BOMBING RANGE ROAD*), and run thence, along the aforesaid Southerly Right of Way line of **GREENBRIAR ROAD**, the following three (3) Courses and Distances:

Course No. 1: South 77°13'29" East, a distance of 732.72 feet, to a point;

Course No. 2: South 12°21'44" West, a distance of 17.00 feet, to a point;

Course No. 3: South 77°13'29" East, a distance of 218.52 feet, to a point, on the Westerly boundary line of **GREENBRIAR SECTION ONE**, as shown on the plat thereof, recorded in Map Book 14, pages 58 and 58 of the Public Records of St. Johns County, Florida; run thence, along the Westerly boundary line of said **GREENBRIAR SECTION ONE**, the following two (2) Courses and Distances:

Course No. 1: South 35°18'11" West, a distance of 1,258.39 feet, to a point;

Course No. 2: South 00°00'46" West, along aforesaid Westerly boundary, and then along a Southerly prolongation thereof, a distance of 5,903.67 feet, to the monumented Southwest corner of those lands described and recorded in that instrument recorded in Official Records Book 702, page 995 of the Public Records of said St. Johns County, Florida; run thence, South 77°09'41" East, along the Southerly line of said lands described and recorded in Official Records Book 702, page 995, and then along the Southerly line of lands described and recorded in Official Records Book 702, page 992, all in the Public Records of said St. Johns County, Florida, a distance of 4,900.18 feet, to a point;

run thence North 75°52'24" East, continuing along the aforesaid Southerly line of lands described and recorded in Official Records Book 702, page 992, and then along the Southerly line of lands described and recorded in Official Records Book 702, page 989 of the Public Records of said St. Johns County, Florida, a distance of 3,755.46 feet, to the Southeast corner of said lands described and recorded in Official Records Book 702, page 989 of the Public Records of said St. Johns County, Florida; run thence North 12°53'03" East, along the Easterly line of said lands described and recorded in Official Records Book 702, page 989 of the Public Records of said St. Johns County, Florida, a distance of 2,028.02 feet, to the Southerly line of lands described and recorded in Official Records Book 807, page 564 of the Public Records of said St. Johns County, Florida; run thence South 87°27'26" East, along the Southerly line of aforesaid lands, a distance of 3,744.64 feet, to a point on the Westerly line of those lands described and recorded in Official Records Book 1400, page 1204 of the Public Records of said St. Johns County, Florida, and being the boundary line of BARTRAM TRAIL HIGH SCHOOL; run thence, along and around the boundaries of BARTRAM TRAIL HIGH SCHOOL, the following fifteen (15) Courses and Distances:

- Course No. 1:* South 46°48'23" West, a distance of 414.48 feet, to a point;
- Course No. 2:* South 22°50'52" West, a distance of 170.75 feet, to a point;
- Course No. 3:* South 29°41'23" East, a distance of 105.05 feet, to a point;
- Course No. 4:* South 43°43'33" East, a distance of 242.38 feet, to a point;
- Course No. 5:* South 06°15'54" East, a distance of 461.02 feet, to a point;
- Course No. 6:* South 24°04'44" West, a distance of 767.51 feet, to a point;
- Course No. 7:* South 50°01'20" East, a distance of 672.15 feet, to a point;
- Course No. 8:* North 83°31'47" East, a distance of 438.97 feet, to a point;
- Course No. 9:* South 37°49'12" East, a distance of 138.56 feet, to a point;
- Course No. 10:* South 66°18'34" East, a distance of 290.82 feet, to a point;
- Course No. 11:* South 82°37'22" East, a distance of 375.87 feet, to a point;
- Course No. 12:* North 48°52'37" East, a distance of 831.78 feet, to a point;
- Course No. 13:* North 49°06'30" East, a distance of 480.59 feet, to a point;
- Course No. 14:* North 27°50'21" East, a distance of 414.04 feet, to a point;

Course No. 15: North 29°55'50" West, a distance of 1,405.58 feet, to a point, lying on the Southerly line of the aforesaid lands, described and recorded in Official Records Book 807, page 564 of the Public Records of said St. Johns County; run thence, on the aforesaid Southerly line of said lands, the following two (2) Courses and Distances:

- Course No. 1:* South 87°27'26" East, a distance of 560.74 feet, to a point;

Course No. 2: South 87°17'21" East, a distance of 5,264.95 feet, to a point, on the Easterly monumented line of Section 39, the Francis P. Fatio Grant; run thence, along last said line, the following four (4) Courses and Distances:

Course No. 1: South 41°26'00" West, (also being the Westerly line of Section 28), a distance of 6,293.66, to a point, (a portion of this call is along the Westerly boundary line of **WHITELOCK FARMS**, as shown on the plat thereof, recorded in Map Book 37, pages 80 through 112 of the Public Records of said St. Johns County, Florida), said point being the intersection of Section 28, 29 and 39;

Course No. 2: South 41°25'04" West, (also being the Westerly boundary line of Tract "J", of aforesaid **WHITELOCK FARMS**, and the Westerly line of said Section 29), a distance of 2,321.16 feet, to a point;

Course No. 3: South 41°34'03" West, (a portion of this call is along the Westerly boundary line of aforesaid **WHITELOCK FARMS**), a distance of 5,424.32 feet, to a point, at the intersection of Sections 39, 32 and 40;

Course No. 4: South 42°44'52" West, (also being the Westerly line of Section 40), a distance of 2,198.79 feet, to a point, on the Northeasterly Right of Way line of **STATE ROAD No. 13**, (a 100 foot Public Road Right of Way, as per State of Florida, State Road Department Right of Way Map, Project 785); run thence, along the aforesaid Northeasterly Right of Way line of **STATE ROAD No. 13**, the following nine (9) Courses and Distances:

Course No. 1: run thence Northwesterly, along and around the arc of a curve, being concave Southwesterly, and having a radius of 22,968.28 feet, through a central angle of 00°20'02" to the left, an arc distance of 133.89 feet, to the point of tangency of last said curve, said arc being subtended by a chord bearing and distance of North 63°17'25" West, 133.89 feet;

Course No. 2: North 63°27'26" West, along last said tangency, a distance of 6,281.57 feet, to the point of curvature, of a curve leading northerly;

Course No. 3: thence Northerly, along and around the arc of a curve, being concave Northeasterly, and having a radius of 1,403.66 feet, through a central angle of 79°01'54" to the right, an arc distance of 1,936.16 feet, to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 23°56'30" West, 1,786.28 feet;

Course No. 4: North 15°34'27" East, along last said tangency, a distance of 457.25 feet, to the point of curvature, of a curve leading northwesterly;

Course No. 5: thence Northwesterly, along and around the arc of a curve, being concave Southwesterly, and having a radius of 1,491.25 feet, through a central angle of 62°09'52" to the left,

an arc distance of 1,617.97 feet, to the point of tangency of curve, said arc being subtended by a chord bearing and distance of North 15°30'29" West, 1,539.77 feet;

Course No. 6: North 46°35'25" West, along last said tangency, a distance of 1,725.01 feet, to the point of curvature, of a curve leading Westerly;

Course No. 7: thence Westerly, along and around the arc of a curve, being concave Southerly, and having a radius of 2,914.90 feet, through a central angle of 42°24'00" to the left, an arc distance of 2,157.08 feet, to the point of tangency of last said curve, last said arc being subtended by a chord bearing and distance of North 67°47'25" West 2,108.20 feet;

Course No. 8: North 88°59'25" West, along last said tangency, a distance of 2,754.72 feet, to the Point of Curvature, of a curve leading northwesterly;

Course No. 9: thence Northwesterly, along and around the arc of a curve, being concave Northeasterly, and having a radius of 1,382.69 feet, through a central angle of 08°42'40" to the right, an arc distance of 210.22 feet, to the Easterly line of lands described and recorded in Official Records Book 763, page 395 of the Public Records of said St. Johns County, Florida, last said arc being subtended by a chord bearing and distance of North 84°38'05" West, 210.02 feet; run thence North 39°27'48" East, along the aforesaid Easterly line of lands described and recorded in Official Records Book 763, page 395, and then along the Easterly line of lands described and recorded in Official Records Book 1106, page 977 of the Public Records of said St. Johns County, Florida, a distance of 648.38 feet, to the Northeast corner of said lands, described and recorded in Official Records Book 1106, page 977 of said Public Records; run thence North 51°41'45" West, along the Northerly line of last said lands, and then along the Northerly line of those lands described and recorded in Official Records Book 1156, page 464, and then Official Records Book 1370, page 122 of the Public Records of said St. Johns County, Florida, a distance of 1,332.26 feet, to the Northeast corner of those lands described and recorded in Official Records Book 1370, page 122 of the Public Records of St. Johns County, Florida; run thence South 89°24'38" West, along the Northerly line of last said lands, a distance of 515.25 feet, to the Easterly Right of Way line of aforesaid **STATE ROAD No. 13**; run thence, along the aforesaid Easterly Right of Way line of **STATE ROAD No. 13**, the following four (4) Courses and Distances:

Course No. 1: run thence Northerly, along and around the arc of a curve, being concave Easterly, and having a radius of 1,382.69 feet, through a central angle of 13°55'33" to the right, an arc distance of 336.07 feet, to the point of tangency of last said curve, said arc being subtended by a chord bearing and distance of North 05°13'52" East, 335.24 feet;

Course No. 2: North 12°11'31" East, along last said tangency, a distance of 1,169.27 feet, to the point of curvature, of a curve leading northerly;

Course No. 3: thence Northerly, along and around the arc of a curve, being concave Westerly, and having a radius of 2,914.89 feet, through a central angle of 20°40'00" to the left, an arc distance of 1,051.40 feet, to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 01°51'31" East, 1,045.71 feet;

Course No. 4: North 08°28'29" West, along last said tangency, a distance of 2,119.40 feet, to the Southerly line of those lands described and recorded in Official Records Book 878, page 1283 of the Public Records of said St. Johns County, Florida; run thence, along last said line, the following two (2) Courses and Distances:

Course No. 1: South 88°11'16" East, a distance of 288.50 feet, to a point;

Course No. 2: North 54°15'52" East, a distance of 4,016.06, to a point on the Northerly line of the **HALLOWES TRACT**, (also being the Southerly line of the **ST. ELMO TRACT**, and the Southerly line of aforesaid **BARTRAM PLANTATION PHASE TWO**); run thence, South 89°20'59" East, along last said line, a distance of 883.58 feet, to a point; thence, departing from said Northerly line of the **HALLOWES TRACT**, (also being the Southerly line of **ST. ELMO TRACT**), run the following thirteen Courses and Distances, along the Easterly boundary of the aforesaid plat of **BARTRAM PLANTATION PHASE TWO**:

Course No. 1: North 05°30'37" East, a distance of 227.90 feet, to a point;

Course No. 2: North 29°44'02" East, a distance of 230.63 feet, to a point;

Course No. 3: North 21°25'38" East, a distance of 43.96 feet, to a point;

Course No. 4: North 84°42'38" West, a distance of 65.01 feet, to a point;

Course No. 5: North 32°32'11" West, a distance of 98.40 feet, to a point;

Course No. 6: North 20°05'21" East, a distance of 79.61 feet, to a point;

Course No. 7: North 64°40'30" East, a distance of 36.01 feet, to a point;

Course No. 8: North 11°04'19" West, a distance of 167.86 feet, to a point;

Course No. 9: North 66°29'43" West, a distance of 51.93 feet, to a point;

Course No. 10: North 47°26'30" East, a distance of 103.39 feet, to a point;

Course No. 11: North 39°33'12" West, a distance of 99.33 feet, to a point;

Course No. 12: North 23°21'33" West, a distance of 92.86 feet, to a point;

Course No. 13: North 17°55'40" East, a distance of 203.96 feet, to a point, on the aforesaid Southerly Right of Way line of **GREENBRIAR ROAD**, and the **POINT OF BEGINNING**.

RIVERTOWN OVERALL BOUNDARY

PARCEL "B"

A parcel of land, being a portion of the Francis P. Fatio Grant, Section 39, Township 5 South, Range 27 East; together with a portion of the Francis P. Fatio Grant, Section 44, Township 5 South, Range 26 East; together with a portion of the Francis P. Fatio Grant, Section 43, Township 6 South, Range 27 East, all in St. Johns County, Florida, said parcel of land being more particularly described as follows:

For a Point of Reference, commence at the intersection of Section 32, Section 40, the F.J. Fatio Grant, and Section 39, the Francis P. Fatio Grant, all in Township 5 South, Range 27 East, St. Johns County, Florida, and run thence South 42°44'52" West, along the monumented Easterly line of said Section 39, the Francis P. Fatio Grant, and then along a southwesterly prolongation thereof, a distance of 2,198.79 feet, to the Northeasterly Right of Way line of **STATE ROAD No. 13**, (a 100 foot Public Road Right of Way, as per State of Florida, State Road Department Right of Way Map, Project 785); continue thence South 42°44'52" West, along aforesaid prolongation, a distance of 103.98 feet, to the Southwesterly Right of Way line of said **STATE ROAD NO. 13**, and the **POINT OF BEGINNING**.

From the **POINT OF BEGINNING**, thus described, run thence, along the Southwesterly Right of Way line of said **STATE ROAD No. 13**, the following eight (8) Courses and Distances:

Course No. 1: run thence Northwesterly, along and around the arc of a curve, being concave Southwesterly, and having a radius of 22,868.28 feet, through a central angle of 00°15'41" to the left, an arc distance of 104.28 feet, to the point of tangency of last said curve, said arc being subtended by a chord bearing and distance of North 63°19'36" West, 104.28 feet;

Course No. 2: North 63°27'26" West, along last said tangency, a distance of 6,281.57 feet, to the point of curvature, of a curve leading northerly;

Course No. 3: thence Northerly, along and around the arc of a curve, being concave Northeasterly, and having a radius of 1,503.66 feet, through a central angle of 79°01'54" to the right, an arc distance of 2,074.09 feet, to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 23°56'30" West, 1,913.53 feet;

Course No. 4: North 14°53'59" East, along last said tangency, a distance of 457.25 feet, to the point of curvature, of a curve leading northwesterly;

Course No. 5: thence Northwesterly, along and around the arc of a curve, being concave Southwesterly, and having a radius of 1,391.25 feet, through a central angle of 62°09'52" to the left, an arc distance of 1,509.47 feet, to the point of tangency of curve, said arc being subtended by a chord bearing and distance of North 15°30'29" West, 1,436.52 feet;

Course No. 6: North 46°35'25" West, along last said tangency, a distance of 1,725.01 feet, to the point of curvature, of a curve leading Westerly;

Course No. 7: thence Westerly, along and around the arc of a curve, being concave Southerly, and having a radius of 2,814.90 feet, through a central angle of 42°24'00" to the left, an arc distance of 2,083.08 feet, to the point of tangency of last said curve, last said arc being subtended by a chord bearing and distance of North 67°47'25" West 2,035.87 feet;

Course No. 8: North 88°59'25" West, along last said tangency, a distance of 2,754.72 feet, to the Easterly line of that 30 foot Strip of land, for ingress and egress purposes, as described and recorded in Official Records Book 4, page 66 of the Public Records of said St. Johns County; run thence, along the Westerly line of aforesaid easement for ingress and egress, as per Official Records Book 4, page 66, the following two (2) Courses and Distances:

Course No. 1: South 13°00'09" West, a distance of 556.49 feet, to a point;

Course No. 2: South 06°59'51" East, a distance of 1,528.20 feet, to a point, on the Northerly line of those lands currently owned by John P. Hallows, Jr., et al (St. Johns County Property Appraiser PIN 000900 0000), as described and recorded in Official Records Book 107, page 495 of the Public Records of said St. Johns County; run thence, South 88°06'31" East, along said Northerly line of last said lands, a distance of a distance of 425.69 feet, to the Northeast corner of last said lands; run thence, along the Easterly line of said lands, the following two (2) Courses and Distances:

Course No. 1: South 02°42'44" East, a distance of 744.19 feet, to a point;

Course No. 2: South 46°11'46" West, a distance of 873 feet, more or less, to a point on the Northerly "Mean High Water Line", of the St. Johns River, (Elevation 1.07 feet, NGVD 1929, as per Bureau of Surveying and Mapping, Division of State Lands, Department of Environmental Protection Tide Interpolation Point, MHW Data ID 4486 and 4485, and then Elevation 1.06, NGVD 1929, as per MHW Data ID 4484); run thence Easterly, Northerly, Easterly, and then Southeasterly, along the aforesaid "Mean High Water Line" of the St. Johns River, a distance of 9,999 feet, more or less, to a point which lies South 42°44'52" West, 300 feet, more or less, from the POINT OF BEGINNING; run thence North 42°44'52" East, a distance of 300 feet, more or less, to a point on the aforesaid Southwesterly Right of Way line of STATE ROAD No. 13, and the POINT OF BEGINNING.

RIVERTOWN OVERALL BOUNDARY

PARCEL "C"

A parcel of land, being a portion of the Francis P. Fatio Grant, Section 44, Township 5 South, Range 26 East; St. Johns County, Florida, said parcel of land being more particularly described as follows:

For a **POINT OF BEGINNING, BEGIN** at the Northeasterly corner of Lot 22, **REMINGTON PARK**, as shown on the plat thereof, recorded in Map Book 7, page 1 of the Public Records of St. Johns County, Florida, said Northeast corner, also lying on the Southwesterly Right of Way line of **STATE ROAD No. 13**, (a 100 foot Public Road Right of Way, as per State of Florida, State Road Department Right of Way Map, Project No. 785), aforesaid Right of Way being on the arc of a curve, being concave Northerly, and having a radius of 1,482.69 feet, through a central angle of 08°28'50" to the left, an arc distance of 219.46 feet, to the Westerly line of that 30 foot Strip of land, for ingress and egress purposes, as described and recorded in Official Records Book 4, page 66 of the Public Records of said St. Johns County; run thence, along the Westerly line of aforesaid easement for ingress and egress, as per Official Records Book 4, page 66, the following two (2) Courses and Distances:

Course No. 1: South 13°00'09" West, a distance of 556.53 feet, to a point;

Course No. 2: South 06°59'51" East, a distance of 1,528.80 feet, to a point, on the Northerly line of those lands described and recorded in Official Records Book 107, page 495 of the Public Records of said St. Johns County; run thence, North 88°06'31" West, along said Northerly line of last said lands, a distance of a distance of 130.30 feet, to a point, said point being on the Westerly line of lands currently owned by Hiram L. and Doris W. Godwin, (St. Johns County Property Appraiser PIN 000930 0000 and then 000705 0000), as recorded in Official Records Book 412, page 547 of the Public Records of said St. Johns County, Florida, the following two (2) Courses and Distances:

Course No. 1: South 10°47'08" West, a distance of 630.88 feet, to a point;

Course No. 2: South 80°06'52" West, a distance of 383 feet, more or less, to a point on the Northerly "Mean High Water Line", of the St. Johns River, (Elevation 1.08 feet, NGVD 1929, as per Bureau of Surveying and Mapping, Division of State Lands, Department of Environmental Protection Tide Interpolation Point, MHW Data ID 4487) ; run thence Northerly, along the aforesaid "Mean High Water Line" of the St. Johns River, a distance of 2,316 feet, more or less, to a point on the Easterly line of aforesaid Lot 22, **REMINGTON PARK**, which lies South 40°31'00" West, 748.54 feet, more or less, from the **POINT OF BEGINNING**; run thence North 40°31'00" East, along the aforesaid Easterly

line of said Lot 22, **REMINGTON PARK**, a distance of 748.54 feet, more or less, to the aforesaid Northeast corner of said Lot 22, **REMINGTON PARK**, and to a point on the aforesaid Southwesterly Right of Way line of **STATE ROAD No. 13**, and the **POINT OF BEGINNING**.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCEL:

A parcel of land, being a portion of the Francis P. Fatio Grant, Section 44, Township 5 South, Range 26 East, St. Johns County, Florida, said parcel of land being more particularly described as follows:

For a **POINT OF BEGINNING, BEGIN** at the intersection of the Northeasterly Right of Way line of **STATE ROAD No. 13**, (a 100 foot Public Road Right of Way, as per State of Florida, State Road Department Right of Way Map, Project 785) and the Easterly line of lands described and recorded in Official Records Book 763, page 395 of the Public Records of said St. Johns County, Florida; thence North 39°27'48" East, along the aforesaid Easterly line of lands described and recorded in Official Records Book 763, page 395, and then along the Easterly line of lands described and recorded in Official Records Book 1106, page 977 of the Public Records of said St. Johns County, Florida, a distance of 648.38 feet, to the Northeast corner of said lands, described and recorded in Official Records Book 1106, page 977 of said Public Records; thence North 51°41'45" West, along the Northerly line of last said lands, and then along the Northerly line of those lands described and recorded in Official Records Book 1156, page 464, and then Official Records Book 1370, page 122 of the Public Records of said St. Johns County, Florida, a distance of 1,332.26 feet, to the Northeast corner of those lands described and recorded in Official Records Book 1370, page 122 of the Public Records of St. Johns County, Florida; thence South 89°24'38" West, along the Northerly line of last said lands, a distance of 515.25 feet, to a point of non-tangent curvature of a curve concave Easterly and having a radius of 1,382.69 feet, said point being situate on the Easterly Right of Way line of aforesaid **STATE ROAD No. 13** ; run thence, along the aforesaid Easterly Right of Way line of **STATE ROAD No. 13**, the following two (2) Courses:

Course No. 1: thence Northerly along the arc of said curve to the right, through a central angle of 13°55'33", an arc distance of 336.07 feet, said curve being subtended by a chord bearing and distance of North 05°13'53" East, 335.24 feet to the point of tangency;

Course No. 2: thence North 12°11'39" East, a distance of 632.74 feet;

thence North 78°46'51" East, departing said Easterly right of way line, a distance of 62.43 feet; thence North 64°32'40" East, a distance of 126.83 feet; thence South 53°30'38" East, a distance of 46.51 feet; thence South 66°29'56" East, a distance of 63.39 feet; thence South 55°58'09" East, a distance of 61.93 feet; thence South 53°23'38" East, a distance of 104.79 feet; thence South 72°45'52" East, a distance of 50.70 feet; thence South 21°51'26" East, a distance of 52.17 feet; thence South 30°09'07" East, a distance of 67.84 feet; thence South 11°59'46" West, a distance of 45.18 feet; thence South 70°27'00" East, a distance of 56.29 feet; thence North 73°37'11" East, a distance of 63.44 feet; thence South 74°44'38" East, a distance of 44.72 feet; thence North 80°54'35" East, a distance of 60.80 feet; thence North 74°13'20" East, a distance of 57.36 feet; thence South 88°04'07" East, a distance of 21.53 feet; thence South 71°26'46" East, a distance of 72.81 feet; thence South 72°11'25" East, a distance of 62.80 feet; thence South 40°20'56" East, a distance of 55.52 feet; thence North 60°30'15" East, a distance of 88.79 feet; thence North 80°49'50" East, a distance of 60.99 feet; thence South 78°53'05" East, a distance of 40.70 feet; thence North 82°15'52" East, a distance of 94.76 feet; thence North 73°19'47" East, a distance of 73.14 feet; thence North 03°11'05" East, a distance of 38.52 feet; thence North 39°46'31" East, a distance of 27.51 feet; thence North 34°05'34" East, a distance of 86.81 feet; thence North 37°10'51" East, a distance of 77.81 feet; thence North 10°25'13" East, a distance of 68.73 feet; thence North 39°51'19" East, a distance of 27.13 feet; thence North 03°44'32" East, a distance of 62.49 feet; thence North 83°05'14" East, a distance of 94.53 feet; thence North 52°53'24" East, a distance of 41.50 feet; thence North 66°59'48" West, a distance of 34.84 feet; thence North 48°29'54" West, a distance of 49.23 feet; thence North 11°45'17" West, a distance of 49.39

feet; thence North 00°41'37" East, a distance of 45.78 feet; thence North 28°06'06" West, a distance of 20.37 feet; thence North 75°25'45" West, a distance of 166.56 feet; thence North 14°34'15" East, a distance of 33.81 feet to a point of curvature of a curve concave Southeasterly and having a radius of 301.00 feet; thence Northeasterly, along the arc of said curve to the right, through a central angle of 47°13'18", an arc distance of 248.08 feet, said arc being subtended by a chord bearing and distance of North 38°10'54" East, 241.11 feet to the end of said curve; thence South 31°53'16" East, a distance of 192.21 feet; thence South 19°32'23" East, a distance of 298.13 feet to a point of curvature of a curve concave Westerly and having a radius of 477.00 feet; thence Southerly, along the arc of said curve to the right, through a central angle of 28°44'21", an arc distance of 239.26 feet, said arc being subtended by a chord bearing and distance of South 05°10'12" East, 236.76 feet to a point of reverse curvature of a curve concave Easterly and having a radius of 723.00 feet; thence Southerly, along the arc of said curve to the left, through a central angle of 19°16'25", an arc distance of 243.21 feet, said curve being subtended by a chord bearing and distance of South 00°26'14" East, 242.06 feet to a point of cusp with a curve concave Northerly and having a radius of 195.00 feet; thence Easterly along the arc of said curve to the left, through a central angle of 234°28'53", an arc distance of 798.03 feet, said curve being subtended by a chord bearing and distance of North 77°12'51" East, 346.75 feet to a point of cusp with a curve concave Easterly and having a radius of 377.00 feet; thence Northerly along the arc of said curve to the right, through a central angle of 16°46'46", an arc distance of 110.41 feet, said curve being subtended by a chord bearing and distance of North 00°48'36" East, 110.01 feet to a point of reverse curvature of a curve concave Westerly and having a radius of 823.00 feet; thence Northerly, along the arc of said curve to the left, through a central angle of 20°54'53", an arc distance of 300.42 feet, said curve being subtended by a chord bearing and distance of North 01°15'27" West, 298.76 feet to the end of said curve; thence North 79°26'47" East, a distance of 91.17 feet to a point of curvature of a curve concave Northwesterly and having a radius of 523.00 feet; thence Northeasterly, along the arc of said curve to the left, through a central angle of 41°40'38", an arc distance of 380.43 feet, said arc being subtended by a chord bearing and distance of North 58°36'28" East, 372.10 feet to the point of tangency; thence North 37°46'09" East, a distance of 207.99 feet to a point of curvature of a curve concave Northwesterly and having a radius of 323.00 feet; thence Northeasterly, along the arc of said curve to the left, through a central angle of 23°47'51", an arc distance of 134.16 feet, said arc being subtended by a chord bearing and distance of North 25°52'13" East, 133.19 feet to point of cusp with a curve concave Northwesterly and having a radius of 559.00 feet; thence Northeasterly along the arc of said curve to the left, through a central angle of 23°49'34", an arc distance of 232.46 feet, said curve being subtended by a chord bearing and distance of North 58°42'03" East, 230.79 feet to the point of tangency; thence North 46°47'16" East, a distance of 117.25 feet to a point of curvature of a curve concave South and having a radius of 626.00 feet; thence Easterly, along the arc of said curve to the right, through a central angle of 71°12'09", an arc distance of 777.94 feet, said arc being subtended by a chord bearing and distance of North 82°23'21" East, 728.84 feet to the point of tangency; thence South 62°00'35" East, a distance of 108.76 feet to a point of curvature of a curve concave Northerly and having a radius of 624.00 feet; thence Easterly, along the arc of said curve to the left, through a central angle of 38°35'03", an arc distance of 420.21 feet, said arc being subtended by a chord bearing and distance of South

81°18'06" East, 412.32 feet to the end of said curve; thence South 01°37'57" East, a distance of 324.44 feet; thence North 81°41'05" West, a distance of 362.71 feet; thence North 04°33'56" East, a distance of 140.25 feet to a point of non-tangent curvature of a curve concave Southerly and having a radius of 914.00 feet; thence Westerly along the arc of said curve to the left, through a central angle of 20°09'43", an arc distance of 321.63 feet, said curve being subtended by a chord bearing and distance of South 87°39'34" West, 319.97 feet to the point of tangency; thence South 77°34'42" West, a distance of 357.35 feet to a point of curvature of a curve concave Southeasterly and having a radius of 464.00 feet; thence Southwesterly, along the arc of said curve to the left, through a central angle of 42°23'18", an arc distance of 343.27 feet, said arc being subtended by a chord bearing and distance of South 56°23'03" West, 335.50 feet to the point of tangency; thence South 35°11'24" West, a distance of 354.97 feet to a point of curvature of a curve concave Northwesterly and having a radius of 336.00 feet; thence Southwesterly, along the arc of said curve to the right, through a central angle of 26°55'40", an arc distance of 157.91 feet, said arc being subtended by a chord bearing and distance of South 48°39'14" West, 156.46 feet to the point of tangency; thence South 62°07'03" West, a distance of 113.67 feet to a point of curvature of a curve concave Northeasterly and having a radius of 215.00 feet; thence Southeasterly, along the arc of said curve to the left, through a central angle of 180°16'49", an arc distance of 676.49 feet, said arc being subtended by a chord bearing and distance of South 28°01'22" East, 430.00 feet to the end of said curve; thence North 62°07'06" East, a distance of 203.95 feet; thence South 27°52'57" East, a distance of 537.27 feet to a point of curvature of a curve concave Northeasterly and having a radius of 414.00 feet; thence Southeasterly, along the arc of said curve to the left, through a central angle of 23°19'40", an arc distance of 168.56 feet, said arc being subtended by a chord bearing and distance of South 39°32'47" East, 167.40 feet to a point of cusp with a curve concave Easterly and having a radius of 614.00 feet; thence Southerly along the arc of said curve to the left, through a central angle of 18°05'26", an arc distance of 193.86 feet, said curve being subtended by a chord bearing and distance of South 04°10'28" West, 193.06 feet to the point of tangency; thence South 04°52'15" East, a distance of 320.40 feet to a point of curvature of a curve concave Easterly and having a radius of 185.00 feet; thence Southerly, along the arc of said curve to the left, through a central angle of 32°47'11", an arc distance of 105.86 feet, said arc being subtended by a chord bearing and distance of South 21°15'50" East, 104.42 feet to the end of said curve; thence South 06°53'52" East, a distance of 88.44 feet; thence North 87°25'31" East, a distance of 45.07 feet; thence South 44°37'12" East, a distance of 70.95 feet; thence South 31°30'23" East, a distance of 54.11 feet; thence South 27°43'21" East, a distance of 46.76 feet; thence South 55°45'25" East, a distance of 36.48 feet; thence South 41°26'30" East, a distance of 63.13 feet; thence South 29°47'02" East, a distance of 44.51 feet; thence South 56°22'02" East, a distance of 35.53 feet; thence South 31°31'27" East, a distance of 37.57 feet; thence South 74°18'42" East, a distance of 47.71 feet; thence South 30°37'00" East, a distance of 60.93 feet; thence South 45°15'33" East, a distance of 114.25 feet; thence South 37°02'13" East, a distance of 62.46 feet; thence South 09°06'52" East, a distance of 50.05 feet; thence South 42°16'20" East, a distance of 30.57 feet; thence North 75°43'04" East, a distance of 67.18 feet; thence North 57°04'16" East, a distance of 58.00 feet; thence North 64°54'59" East, a distance of 81.33 feet; thence North 31°32'46" East, a distance of 83.34 feet; thence North 09°10'59" East, a distance of 30.12 feet; thence North 55°51'42" East, a distance of 110.68 feet; thence North

16°46'24" East, a distance of 69.12 feet; thence North 22°26'39" East, a distance of 113.74 feet; thence North 48°45'00" East, a distance of 32.06 feet; thence North 24°06'31" West, a distance of 50.20 feet; thence North 13°43'37" West, a distance of 41.69 feet; thence North 30°38'55" West, a distance of 43.68 feet; thence North 37°18'11" West, a distance of 59.50 feet; thence North 27°55'04" West, a distance of 76.16 feet; thence North 40°55'22" West, a distance of 44.82 feet; thence North 25°36'56" West, a distance of 97.88 feet; thence North 02°32'49" East, a distance of 131.47 feet; thence North 08°26'19" West, a distance of 133.16 feet; thence North 05°24'18" East, a distance of 59.38 feet; thence North 24°58'49" West, a distance of 56.86 feet; thence North 13°09'04" West, a distance of 45.73 feet; thence North 28°48'00" West, a distance of 46.57 feet; thence North 03°07'21" East, a distance of 57.51 feet; thence North 17°46'26" West, a distance of 14.18 feet; thence North 62°03'38" East, a distance of 25.40 feet; thence North 17°46'26" West, a distance of 21.70 feet; thence North 59°02'57" West, a distance of 29.86 feet; thence North 45°50'29" West, a distance of 51.34 feet; thence North 14°47'30" West, a distance of 18.88 feet; thence North 10°33'10" West, a distance of 36.66 feet to a point of non-tangent curvature of a curve concave Southerly and having a radius of 257.00 feet; thence Easterly along the arc of said curve to the right, through a central angle of 28°40'57", an arc distance of 128.66 feet, said curve being subtended by a chord bearing and distance of North 76°35'47" East, 127.32 feet to the end of said curve; thence South 01°19'11" East, a distance of 20.34 feet; thence South 22°53'31" West, a distance of 75.95 feet; thence South 38°10'47" East, a distance of 46.00 feet; thence South 33°16'40" East, a distance of 60.23 feet; thence South 18°11'32" East, a distance of 67.31 feet; thence South 11°16'48" East, a distance of 86.50 feet; thence North 31°27'15" East, a distance of 245.06 feet; thence South 01°14'25" West, a distance of 462.51 feet to a point of curvature of a curve concave Northerly and having a radius of 223.00 feet; thence Easterly, along the arc of said curve to the left, through a central angle of 156°46'44", an arc distance of 610.20 feet, said arc being subtended by a chord bearing and distance of South 77°08'57" East, 436.87 feet to a point of compound curvature of a curve concave Westerly and having a radius of 410.00 feet; thence Northerly, along the arc of said curve to the left, through a central angle of 71°07'32", an arc distance of 508.96 feet, said curve being subtended by a chord bearing and distance of North 11°06'05" West, 476.91 feet to the end of said curve; thence North 01°14'25" East, a distance of 153.72 feet to a point of non-tangent curvature of a curve concave Northwesterly and having a radius of 224.00 feet; thence Northeasterly along the arc of said curve to the left, through a central angle of 29°12'52", an arc distance of 114.21 feet, said curve being subtended by a chord bearing and distance of North 29°56'27" East, 112.98 feet to the point of tangency; thence North 15°20'01" East, a distance of 77.17 feet to a point of curvature of a curve concave Southeasterly and having a radius of 25.00 feet; thence Northeasterly, along the arc of said curve to the right, through a central angle of 90°00'00", an arc distance of 39.27 feet, said arc being subtended by a chord bearing and distance of North 60°20'01" East, 35.36 feet to the point of tangency; thence South 74°39'59" East, a distance of 103.07 feet to a point of curvature of a curve concave Southwesterly and having a radius of 294.00 feet; thence Southeasterly, along the arc of said curve to the right, through a central angle of 25°43'49", an arc distance of 132.03 feet, said arc being subtended by a chord bearing and distance of South 61°48'04" East, 130.92 feet to the end of said curve; thence South 30°22'11" West, a distance of 142.01 feet; thence South 14°21'08" West, a distance of 26.34 feet; thence South 21°04'29" East, a

distance of 337.97 feet to a point of curvature of a curve concave Northeasterly and having a radius of 691.40 feet; thence Southeasterly, along the arc of said curve to the left, through a central angle of $17^{\circ}22'16''$, an arc distance of 209.62 feet, said arc being subtended by a chord bearing and distance of South $29^{\circ}45'37''$ East, 208.82 feet to the end of said curve; thence South $89^{\circ}50'45''$ East, a distance of 38.34 feet; thence South $82^{\circ}14'41''$ East, a distance of 52.48 feet; thence North $62^{\circ}33'35''$ East, a distance of 43.17 feet; thence North $87^{\circ}39'04''$ East, a distance of 29.44 feet; thence South $39^{\circ}09'40''$ East, a distance of 97.42 feet to a point of curvature of a curve concave Southwesterly and having a radius of 440.00 feet; thence Southeasterly, along the arc of said curve to the right, through a central angle of $06^{\circ}32'06''$, an arc distance of 50.19 feet, said arc being subtended by a chord bearing and distance of South $35^{\circ}53'37''$ East, 50.16 feet to the end of said curve; thence North $66^{\circ}51'46''$ West, a distance of 18.27 feet; thence South $52^{\circ}41'31''$ West, a distance of 44.55 feet to a point of curvature of a curve concave Northerly and having a radius of 25.00 feet; thence Westerly, along the arc of said curve to the right, through a central angle of $76^{\circ}12'19''$, an arc distance of 33.25 feet, said arc being subtended by a chord bearing and distance of North $89^{\circ}12'19''$ West, 30.85 feet to the point of tangency; thence North $51^{\circ}06'10''$ West, a distance of 39.62 feet; thence South $64^{\circ}57'22''$ West, a distance of 40.16 feet; thence South $71^{\circ}57'09''$ West, a distance of 73.28 feet; thence South $45^{\circ}07'13''$ West, a distance of 86.88 feet; thence North $86^{\circ}07'19''$ West, a distance of 21.59 feet; thence South $71^{\circ}14'28''$ West, a distance of 49.88 feet; thence South $86^{\circ}42'35''$ West, a distance of 61.12 feet; thence South $89^{\circ}57'06''$ West, a distance of 53.73 feet; thence South $76^{\circ}25'03''$ West, a distance of 91.98 feet; thence South $45^{\circ}40'10''$ West, a distance of 19.24 feet; thence South $14^{\circ}24'09''$ West, a distance of 34.60 feet; thence South $30^{\circ}11'19''$ West, a distance of 123.77 feet; thence South $89^{\circ}31'17''$ West, a distance of 112.42 feet; thence South $44^{\circ}27'20''$ West, a distance of 100.59 feet; thence South $73^{\circ}31'02''$ West, a distance of 51.65 feet; thence South $22^{\circ}58'02''$ West, a distance of 45.53 feet; thence South $35^{\circ}30'36''$ West, a distance of 54.78 feet; thence South $55^{\circ}01'01''$ West, a distance of 73.36 feet; thence South $00^{\circ}10'08''$ West, a distance of 64.55 feet; thence South $47^{\circ}00'15''$ West, a distance of 74.48 feet; thence South $31^{\circ}38'13''$ West, a distance of 63.63 feet; thence South $19^{\circ}13'17''$ West, a distance of 35.41 feet; thence South $13^{\circ}25'20''$ West, a distance of 35.68 feet; thence South $03^{\circ}07'21''$ East, a distance of 39.42 feet; thence South $25^{\circ}00'01''$ East, a distance of 83.02 feet; thence South $04^{\circ}59'50''$ West, a distance of 90.51 feet to a point of non-tangent curvature of a curve concave Southerly and having a radius of 2,914.90 feet, said point being situate on the Northerly right of way of line of aforesaid STATE ROAD No. 13; run thence, along the aforesaid Northerly Right of Way line the following three (3) courses;

Course No. 1: thence Westerly along the arc of said curve to the left, through a central angle of $03^{\circ}59'15''$, an arc distance of 202.86 feet, said curve being subtended by a chord bearing and distance of North $86^{\circ}59'48''$ West, 202.82 feet to the point of tangency;

Course No. 2: thence North $88^{\circ}59'25''$ West, a distance of 2,754.72 feet to a point of curvature of a curve concave north and having a radius of 1,382.69 feet;

Course No. 3: thence westerly, along the arc of said curve to the right, through a central angle of $08^{\circ}42'40''$, an arc distance of 210.22 feet, said arc being subtended by a chord bearing and distance of North $84^{\circ}38'05''$ West, 210.02 feet to the POINT OF BEGINNING.

(less and except that certain 25' wide access easement more particularly described in Deed Book 3, page 484, of the Public Records of St. Johns County, Florida containing .72 Ac.)

LESS AND EXCEPT THE FOLLOWING TWO (2) PARCELS:

RIVERTOWN - STATE ROAD No. 13 ROUNDABOUT
NORTH PARCEL

A PARCEL OF LAND, BEING A PORTION OF THE FRANCIS P. FATIO GRANT, SECTION 39, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE MOST SOUTHEASTERLY CORNER OF "RIVERTOWN-MAIN STREET DISTRICT-SECTION 1", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 63, PAGES 36 THROUGH 46 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, SAID POINT LYING ON THE NORTHEASTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, (A 100 FOOT PUBLIC ROAD RIGHT OF WAY, AS PER STATE OF FLORIDA, STATE ROAD DEPARTMENT RIGHT OF WAY MAP, PROJECT 785, LAST REVISED ON FEBRUARY 13, 1998) AND RUN THENCE, SOUTH 64°45'00" EAST, ALONG THE AFORESAID NORTHEASTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, A DISTANCE OF 546.18 FEET, TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING THUS DESCRIBED, CONTINUE SOUTH 64°45'00" EAST, ALONG AFORESAID NORTHEASTERLY RIGHT OF WAY LINE, A DISTANCE OF 212.48 FEET, TO A POINT; RUN THENCE, NORTH 21°56'37" WEST, A DISTANCE OF 109.23 FEET, TO A POINT; RUN THENCE, NORTH 64°45'00" WEST, PARALLEL WITH THE AFORESAID NORTHEASTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, A DISTANCE OF 60.32 FEET, TO A POINT; RUN THENCE, SOUTH 25°15'00" WEST, A DISTANCE OF 5.75 FEET, TO A POINT; RUN THENCE, SOUTH 71°41'53" WEST, A DISTANCE OF 99.38 FEET, TO A POINT ON THE AFORESAID NORTHEASTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 9,917 SQUARE FEET, OR 0.22 ACRES, MORE OR LESS, IN AREA

RIVERTOWN - STATE ROAD No. 13 ROUNDABOUT
SOUTH PARCEL

A PARCEL OF LAND, BEING A PORTION OF THE FRANCIS P. FATIO GRANT, SECTION 39, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE MOST SOUTHEASTERLY CORNER OF "RIVERTOWN-MAIN STREET DISTRICT-SECTION 1", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 63, PAGES 36 THROUGH 46 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, SAID POINT LYING ON THE NORTHEASTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, (A 100 FOOT PUBLIC ROAD RIGHT OF WAY, AS PER STATE OF FLORIDA, STATE ROAD DEPARTMENT RIGHT OF WAY MAP, PROJECT 785, LAST REVISED ON FEBRUARY 13, 1998) AND RUN THENCE, SOUTH 64°45'00" EAST, ALONG THE AFORESAID NORTHEASTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, A DISTANCE OF 547.46 FEET, TO A POINT; RUN THENCE, SOUTH 25°15'00" WEST, DEPARTING THE AFORESAID NORTHEASTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, A DISTANCE OF 100.00 FEET, TO A POINT ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF SAID STATE ROAD No. 13, AND THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING THUS DESCRIBED, CONTINUE SOUTH 64°45'00" EAST, CONTINUING ALONG THE AFORESAID SOUTHWESTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, A DISTANCE OF 214.52 FEET, TO A POINT; RUN THENCE, SOUTH 74°39'09" WEST, A DISTANCE OF 110.67 FEET, TO A POINT; RUN THENCE, NORTH 61°40'24" WEST, A DISTANCE OF 73.81 FEET, TO A POINT; RUN THENCE, NORTH 14°35'21" WEST, A DISTANCE OF 88.63 FEET, TO A POINT ON THE AFORESAID SOUTHWESTERLY RIGHT OF WAY LINE OF STATE ROAD No. 13, AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 10,120 SQUARE FEET OR 0.23 ACRES, MORE OR LESS, IN AREA.



**MASTER DEVELOPMENT PLAN EXHIBIT "B"
WRITTEN TEXT**

September 1, 2022

Revised November 8, 2022



A. Description

1. Introduction

RiverTown is a planned community that will occupy an important place in both the geography and the history of St. Johns County. Constituting a major part of the Northwest Sector area's primary growth corridor for the next decade and beyond, RiverTown has been designed to exemplify the stated goal of the Northwest Sector Overlay contained within the St. Johns County Comprehensive Plan:

"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".

The development of RiverTown offers a rare opportunity to create an innovative and sustainable model community with an authentic sense of place, which replaces the "sprawl development pattern of single use and disconnected residential 'bedroom' subdivision development" referenced in the Northwest Sector Overlay Vision Statement. The region has many exemplary traditional neighborhoods upon which this model can be based: historic St. Augustine, Ortega, Riverside and San Marco. These places have been a major source of inspiration and guidance in the planning of RiverTown.

Development of the RiverTown PUD will be in accordance with the RiverTown Development of Regional Impact (the "DRI"), a Development Order, as amended, for which was originally approved by Board of County Commissioners (the "BCC") on February 24, 2004 as Resolution 2004-45 (the "DRI Development Order"). The RiverTown property, which is owned by Mattamy Jacksonville LLC (the "Owner"), consists of approximately 4,170 acres and includes more than 3.5 miles of frontage on the St. Johns River. The RiverTown PUD covers approximately 4,010 acres, and the balance of approximately 160 acres is located in the RiverTown PRD Reserve Area, a portion of which will be developed as a community park in conjunction with the PUD.

2. Principles of the Plan

The RiverTown Master Development Plan Text, **Exhibit "B"** and Master Development Plan Map, **Exhibit "C"** (the "MDP") are based on a set of traditional neighborhood design principles addressing three key aspects of the built community environment, transportation and development patterns. These principles are consistent with the objectives of the Northwest Sector Overlay (**see 6. Compliance with the Northwest Sector Plan**).

2.1. Environment

The plan is organized around the natural attributes of the land. Most importantly, it respects and celebrates the site's connection to the river via a series of natural ravine corridors. The corridors and their associated wetland systems, which support the property's diverse vegetation and wildlife, are to be carefully preserved as the RiverTown community's environmental framework. They will serve multiple purposes: (a) to keep intact the property's hydrology and biodiversity; (b) to serve as edges between neighborhoods; and (c) to provide routes for greenway connections linking RiverTown residents to the St. Johns River.

2.2. Transportation

The plan offers a balanced transportation system that provides freedom of choice and promotes walkability. It accommodates the requirements of the automobile, but strives to minimize its negative impacts and offer convenient alternative travel modes to encourage walking and biking. While the plan affords good regional street connectivity, it seeks to internalize trips by providing convenient on-site access to residents' daily needs. A clear hierarchy of appropriately-scaled streets, walks, bikeways and multi-use paths link the plan's community destinations to RiverTown neighborhoods and to the surrounding area. In order to promote walkability, pedestrian-scale streets are proposed throughout the plan.

On-street parking, curvilinear streets and other traffic-calming measures are incorporated to deter speeding and achieve a safe, traditional neighborhood character. By creating a well-connected network of internal streets, this plan avoids reliance on the common suburban pattern of local cul-de-sac streets feeding into progressively wider and higher-speed collectors, which become barriers to pedestrian movement.

2.3. Development Patterns

The plan provides for a continuum of land uses and residential options to support a variety of lifestyle choices and market needs, including Traditional Neighborhood Design ("TND") patterns that appear in historic small-town America. RiverTown's neighborhood design is guided by the objective of creating a walkable community with a vibrant public realm while accommodating the individual's need for private space. Although the Comprehensive Plan for St. Johns County promotes TND design, specifically through the Northwest Sector Overlay, the St. Johns County Land Development Code (the "LDC" or "Code") does not contain provisions that allow the implementation of TND design. Accordingly, the Owner has included waivers to various sections of the Code that conflict with TND design criteria in order to comply with the Northwest Sector Overlay.



Land uses may blend in several ways to enrich the character of each neighborhood. One form may vary residential types and densities within a block so that single-family homes exist on the same street with townhomes or condominiums. Another configuration may combine different land uses within the block, such as residences sharing the street with places of worship, civic or other non-residential uses. The most detailed and interesting mixture occurs when different land uses are placed vertically within the same building, such as traditional storefronts where retail shops inhabit the ground floor while residential flats or small offices reside in the floors above. The application of these patterns creates a rich neighborhood fabric that evolves with and responds to continually changing community needs.

This return to more compact TND patterns is part of a national trend toward more sustainable forms of development that minimize environmental impacts, preserve open space and increase infrastructure efficiency. Pedestrian-scaled streets, smaller lot sizes, and house placements closer to the street all reduce the quantity of paved surfaces and high-maintenance individual landscapes found in typical suburban neighborhoods, in favor of a sustainable, livable, community-oriented environment.

Traditional Neighborhood Design is a comprehensive design strategy that is increasingly being utilized to create livable and sustainable communities across the full continuum of development, from rural villages to urban downtowns. In order to achieve vibrant and enduring communities, TND employs development patterns derived from historic planning principles of the late 19th and early 20th centuries. Key characteristics of TND communities include:

- A mixture of land uses
- Interconnected street patterns
- Architectural character based on local environmental and cultural influences
- A focus on pedestrian circulation and walkable neighborhoods
- A range of housing choices
- Reduced land consumption and preservation of open space
- Integration of a variety of passive and active parks and public spaces
- Designed around a discernable center often within a short walk or bike ride of residences

3. Environment

3.1. Preservation Measures

In addition to its distinctive system of ravines, wetlands and upland buffers adjacent to wetlands, the RiverTown plan preserves a number of special natural features. Additional slope protection has been provided along ravines through development of a greenway system that may include trails. An identified bald eagle's nest on adjacent property will be protected within this system of greenways and in accordance with that certain Revised Alternate Bald Eagle Management Plan-Bald Eagle Nest SJ-024 approved by the St. Johns County Commission on March 6, 2018 (NZVAR 2018-02). An Incidental Take Permit has been received for gopher tortoise mitigation. Much of the property's frontage along the river is set aside as part of a public riverfront park or wetland preservation area along Hallowes Cove. Community, shared and private docks are planned to limit the number of riverfront docks within the PUD.

3.2. Wetland Recharge

The plan incorporates a series of interconnected stormwater management and recreational lakes throughout the property. These lakes have been carefully conceived to work in concert with the property's natural linear ravine drainage system and reinforce the health of this system. These lakes also provide the following community benefits:

- a. create wildlife habitat
- b. assist in recharge of the local groundwater aquifer
- c. provide visual and recreational amenities for residents and visitors and enhance community identity

3.3. Conservation Measures

The RiverTown development will follow best management practices to minimize environmental impacts and promote sustainability, including the following:

- a. Effluent water re-use: Re-use water lines will be installed to provide for irrigation of landscaping within residential and non-residential development areas, on the golf course and within common areas.
- b. Xeriscaping: Traditional neighborhood design may result in smaller average lot sizes, with limited irrigated lawn areas. Appropriate native, drought tolerant and/or regionally-appropriate landscape materials shall be used in xeriscaping pertinent to the local plant hardiness zone throughout the community. RiverTown residents will be provided with both a source for these materials and instruction in their proper use.
- c. Promotion of non-motorized transportation modes (biking and walking): RiverTown's extensive network of walks and multi-use trails will reduce dependence on the automobile, resulting in reduced fuel consumption and improved health for residents.
- d. Energy-efficient construction techniques: The Owner will continue to explore the viability of utilizing recycled and energy-efficient materials and "green" building technologies in its construction program.



- e. Golf course maintenance: The golf course will be designed by golf course architects nationally recognized for their environmentally sensitive designs. It will utilize current best practice maintenance techniques to minimize impact on the environment.
- f. Use of pervious paving: Where practical, the Owner will explore the use of pervious paving strategies to minimize tree root damage and disruption of natural drainage patterns.
- g. Education: At selected community facilities, the Owner may institute educational programs intended to promote understanding and stewardship for the community's natural and historic resources. RiverTown parks, greenways and preserve areas will be made available to the community's schools as environmental education resources.

4. Transportation

4.1. Street Network

RiverTown will be served by an interconnected network of streets designed to distribute traffic loads evenly throughout the community reducing the reliance on undesirable high-volume/ high-speed collector roads. The extensive internal street network will allow residents to access destinations within RiverTown, including commercial and community facilities, without having to travel on external roads. Because this street grid network is not recognized by the Code, the Owner will require various waivers to the Code, which are discussed in the waivers section of this document.

The RiverTown property is accessed from County Road 244 ("CR 244", otherwise known as "Longleaf Pine Parkway"), Greenbriar Road and State Road 13 ("SR 13"). The plan allows for possible future connections to adjoining properties. In order to reduce impacts on SR 13, the number of street connections along its length has been minimized. Connections from the river side of SR 13 have been reduced through the provision of private drives in lieu of individual or shared driveways serving a limited number of homes. This is consistent with the RiverTown DRI Development Order requirement to reduce the driveway connections along SR 13. The graphics standards, included as **Exhibit F-2**, show how private drives will be configured. In addition to construction vehicle access from SR 13, temporary construction access points will be identified by the applicant during development of the project infrastructure from Longleaf Pine Parkway, Greenbriar Road, or other external and internal roads. The location of all temporary construction access points to be provided will be shown on applicable construction plans submitted. The exact location of the temporary access points will be based upon the most practical points available depending on proximity to construction, environmental conditions, access roadway condition, and other practical considerations. The location of the temporary construction access points may change as construction of the DRI progresses. The Owner will provide written notification to County staff of any changes to the location of the temporary access.

To provide for regional connectivity and improved mobility for through traffic, CR 244 (Longleaf Pine Parkway) from Greenbriar Road to County Road 210 ("CR 210") has been constructed as a four-lane road within a 130-foot-wide right-of-way. This road will provide multiple access points for north- and south-bound RiverTown traffic and will provide access to community schools and civic and commercial facilities.

4.2. Street Hierarchy

The proposed RiverTown roadway system is made up of a hierarchy of street types that range from divided boulevards to rear alleys, and from "urban" (with vertical curbs) to "rural" (without curbs). See **Exhibit F-2, Right-of-Way Sections & Standards**. Each type, including its rights-of-way and pavement width, is designed to serve a certain condition within the plan. Since the provisions of the Land Development Code conflict with TND road design principles, the Owner is requesting that, through this PUD, the proposed street cross-sections for RiverTown be approved. The Owner is also requesting in the event not all required waivers for the proposed roadway system are specifically identified within this PUD text, the graphic configurations attached to this PUD be accepted as the standard for site plan and construction plan approval. There may be a need to vary from the standards to address utility or safety issues such as line of sight, and such variations will be addressed during construction plan review. The goal is to deter high-speed traffic and promote a safe, pedestrian-friendly street environment throughout the community. The Owner understands that the County will review proposed adjustments to the MDP consistent with the provisions of LDC Section 5.03.03.

Many street types provide for parallel on-street parking to serve adjoining uses and to promote traffic calming. In certain portions of the plan – especially in higher-density areas and in locations where appearance of the streetscape is of particular importance – access to off-street parking is provided via alleys located at the rear of residential lots. This removes driveways and garages from dominating the street frontage, strengthens the relationship between the sidewalk and the front door, and creates a pedestrian-oriented public realm. A distinguishing feature of collector streets is that no direct driveway access to the street is planned.

4.3. Walkability

RiverTown is served by a network of pedestrian, electric cart pathways and bicycle routes, both on- and off-street, which will link all neighborhoods to important destinations within the community and to the larger region beyond. RiverTown shall support alternative modes of transportation by providing safe and efficient electric cart pathways connecting residents between neighborhoods, shopping centers, schools, and parks. In addition, certain streets will include a paved multi-use trail (eight (8)-foot minimum width), sometimes within the right-of-way, sometimes just beyond it. All trail crossings at collector streets will either be grade-separated or will occur at controlled intersections. These on-street walks and trails are supplemented by an extensive system of eight (8)-foot and



five (5)-foot paved and unpaved greenway trails that will comply with the Greenway Management Plan. This comprehensive network of trail routes will make it possible for children from many RiverTown neighborhoods to walk or bike to school.

5. Development Patterns

5.1. Neighborhood Identity

In response to the natural attributes of various parts of the RiverTown property, the plan is conceived as a series of neighborhoods - each with its own distinctly different character, identity and community amenities – woven together by a shared relationship to the river. In order to achieve the intended differences in character from neighborhood to neighborhood, a wide variety of development patterns and flexibility in their application, is desirable.

In order to lend support, vitality and a more walkable, urban character, the TND areas may be programmed for a higher residential density than other RiverTown districts. Predominant residential building types may include small-lot, single-family detached homes, attached townhomes and live/work units, apartments and condominiums. Rear alleys will serve the majority of the TND lots, and many homes will front onto small neighborhood parks. Please see **Exhibit F-1, Traditional Neighborhood Design (TND) Standards** for details.

The **Riverfront Park** is RiverTown's 58-acre "front yard" and public civic space on the St. Johns River as depicted on the Master Development Plan. The Riverfront Park includes over one-half mile of frontage along the St. Johns River and is adjacent to the Hallows Cove conservation area, which protects another one-half mile of river frontage. The Riverfront Park is open to all residents of St. Johns County and provides an unprecedented opportunity for all residents to enjoy this natural resource. A second vital public amenity – RiverTown's "back yard" – is the 100-acre **Community Park**, with ball fields and sports facilities shared by all residents and with the surrounding community. Other civic components, located strategically throughout the community, include three schools, a possible fire station site, places of worship, a library site and numerous neighborhood parks.

The master plan depicts four areas allowing commercial development that are located for ease of access on the northern edge of RiverTown and along CR 244 (Longleaf Pine Parkway). The commercial areas have different comprehensive plan land use designations. In each area the allowable commercial uses shall be those uses allowable within the applicable comprehensive plan designation. The area with Mixed Use Comprehensive Plan designation to the east is planned as a Commercial Village, oriented to Longleaf Pine Parkway, and may accommodate professional offices and service-oriented businesses, as well as the potential for higher-density residential uses. Greenbriar Square, at the community's western entrance from Greenbriar Road, may contain commercial and convenience uses. In addition, Neighborhood Commercial may be allowed within the Residential B land use designations in accordance with the Comprehensive Plan, Land Development Code and this PUD Text. The general areas planned for Neighborhood Commercial development within the Residential B land use designation have been shown on **Exhibit "C", Sheet MDP-8**. These areas may alternatively be developed as residential development by approval of a small adjustment to the PUD.

RiverTown's neighborhoods will provide for a diverse assortment of residential settings. Those neighborhoods are described briefly as follows:

- **RiverTown Bungalows** is a tightly knit neighborhood of bungalow-style homes with front porches nestled under a live oak canopy. Back yard lanes and front yard streets orient to riverfront pocket parks. The **Community Dock** provides water access for all neighborhoods of RiverTown.

The plan respects the existing native landscape in the Bungalows. Accordingly, homes may be raised above the ground on piers, and driveways and streets may be constructed of pervious materials, if necessary to minimize impacts. Landscape enhancements will favor the use of native plants.

- **RiverTown Cove** is an estate home neighborhood adjacent to Hallows Cove. Cove neighborhood lots will be accessed from private shared driveways with the design form of narrow lanes fronting SR 13 in lieu of individual driveway connections to SR 13. Many of the lots will back up to a large preservation area around Hallows Cove.
- **RiverTown Gardens** is a family-oriented neighborhood with a wide variety of lot types and sizes, including both traditional neighborhood design (TND) and conventional lots.
- **RiverTown Lakes** is a waterfront neighborhood of homes and cottages sited along the shores of the RiverTown lakes. "Urban" lakes, with lots that are oriented to public lake edges. "Rural" lakes, where larger lots have individual private lake frontage, provide for more secluded lakefront living.
- **RiverTown Trails** is a family-oriented neighborhood intertwined with expansive conservation areas. A system of trails and boardwalks through ravines and woodlands offers the opportunity for nature walks and observation. The planned community **Swim/Tennis Center** provides a dynamic activity center for this neighborhood.

The main landscape emphasis on Trails lots will be on enhancement of the existing woodland environment. This theme will carry through to the treatment of neighborhood parks and common areas.

- **RiverTown Farms** is a rural setting for estates and may include community gardens, open pasture and a farmer's market as signature elements of this neighborhood on the edge of town. Because of their spaciousness, Farms lots permit a wider range of



house siting options and greater freedom of architectural expression. Gracious front yards, and landscape standards encouraging an agrarian character, will reinforce the rural identity of this District.

- **RiverTown Main Street** is the core of the RiverTown community connecting a series of neighborhoods of homes and cottages with the **Community Amenity Center** and linear open spaces. Main Street includes both traditional neighborhood design (TND) and conventional residential lots.

6. Compliance with Northwest Sector Overlay

6.1 Community Goals

- **Development Edges** – The PUD provides for development edges that are consistent with the Northwest Sector Overlay.
- **Recreational Trail System** – The PUD provides for a system of bike lanes and multi-use paths. A Pedestrian/ Bicycle Circulation System Plan depicting the trail system through greenway areas is included as Sheet MDP-11 of **Exhibit “C”**.
- **Scenic Edges** – A scenic edge is provided adjacent to the Northwest Sector Overlay Roadways of SR 13, Greenbriar Road and CR 244 (Longleaf Pine Parkway) except as otherwise allowed in Comprehensive Plan Policy A.2.1.4.
- **Compatibility between new and existing development:** The planned RiverTown community is consistent with development patterns in the Northwest Sector. The proposed residential density will vary throughout the project, with an overall average of approximately one unit per gross acre. Development densities adjacent to properties outside of the project will be compatible with the surrounding area. The property to the east of RiverTown has been developed as residential or is vacant. To the north are Bartram Trail High School and unimproved properties with Rural/Silviculture, Mixed Use and Residential B future land use designations. Residential development is adjacent to the northwest boundary. The western edge of the property is bordered by the St. Johns River and existing waterfront development.
- **Balance of Land Uses and Housing** – RiverTown is a master planned community that includes the following components: a Main Street District that may incorporate a range of development types at a pedestrian scale, a Community Commercial area adjacent to Greenbriar Road, a 58-acre Riverfront Park, a 100-acre Community Park, passive parks, a network of multi-use paths, active recreation centers, riverfront access points, civic areas, community centers, amenity centers, three school sites, civic uses, and office, neighborhood and community commercial as allowed under the Land Development Code, Comprehensive Plan and this PUD text, residential and light industrial development. Community support facilities will be available within the development and residents will be able to use the internal roadway and multi-use path systems to access those facilities.
- **Diverse Commercial Centers** – The RiverTown community includes mixed-use design with office and commercial areas of varying scales and intensities, together with light industrial uses. The commercial uses are planned within the Mixed Use and Community Commercial Districts as designated on the Future Land Use Map, and in the Neighborhood Commercial areas shown on **Exhibit “C”**, Sheet MDP-8 within the Residential B Future Land Use designation as provided for under the Comprehensive Plan, the Land Development Code and this PUD Text.
- **Neighborhood Design** – The overall design scheme includes residential districts of varying architectural and target market design, with a variety of lot sizes and housing opportunities. The wetlands systems help define the neighborhoods. The neighborhoods contain passive parks and civic spaces and are interconnected by a pedestrian and bike path system. Each residential district is designed to have community common area improvements that can also be enjoyed by residents of other districts.
- **Community Planning Approach** – Community meetings will be held in accordance with the Comprehensive Plan Northwest Sector Overlay requirements.
- **Pedestrian and Bicycle System** – The neighborhoods and districts will be linked with pedestrian/bicycle paths and trail systems. A Pedestrian/ Bicycle Circulation System plan is provided on **Exhibit “C”**, Sheet MDP-11.
- **Accessible Open Spaces** – The RiverTown Master Development Plan provides for a number of smaller parks and civic spaces in addition to larger recreation areas, community parks and amenity centers. These recreation and open spaces will be accessible to the community through bike lanes, sidewalks and local roadways.
- **Traffic Calming** – Roundabouts may be provided at various points within the neighborhoods and, if approved by the Florida Department of Transportation (the “FDOT”), at points of connection to SR 13. Traffic calming devices such as wildlife crossing signs and reduced speed limit designations will be implemented along project roads at designated wildlife crossing areas.

6.2 Neighborhood Sustainability Indicators

- **Development edges** are provided around the neighborhoods consistent with the RiverTown DRI Development Order and the Northwest Sector Overlay. Approximate acres in Phase 1 - 26 acres.
- **Scenic edges** are provided adjacent to roads shown on the Northwest Sector Overlay Map consistent with Comprehensive Plan standards and allowances. Approximate acres in Phase 1 - 84 acres.

- **Acres of land donated/conveyed to school sites:** The developer previously provided the land upon which Bartram Trail High School has been built. Additional land within the project will be donated to accommodate two elementary schools and a middle school. Approximately 55 acres of land will be donated/conveyed within the project.
- **Acres allocated to public parks, greens and squares** will be in compliance with the Northwest Sector Overlay and Comprehensive Plan allocations. Approximate acres in Phase 1 - 113 acres.
- **Number of activity-based recreation, civic and cultural facilities developed:** The plan provides for a 100-acre Community Park that will include ball fields and multi-purpose fields. Civic functions may be located in the Main Street District. The 58-acre Riverfront Park may also be the site for cultural events such as music or art festivals.
- **Acres of wetlands created, enhanced, preserved or mitigated:** Approximately 1,298 acres of wetlands presently exists on the DRI property, of which 125 acres of wetland area is proposed to be impacted during project development and 1,173 acres of wetlands will be preserved. In addition, approximately 66 acres of wetlands will be created or restored, and approximately 108 acres of wetlands will be enhanced. The final number of impacted and preserved wetland acres will be determined during the environmental permitting process. Within the PUD property, there are approximately 1,247 acres of wetlands.
- **Number and types of schools:** Bartram Trail High School is located at the northern boundary of the community. The Owner will dedicate two (2) elementary school sites and (1) one middle/K-8 school site within the project boundaries to the St. Johns County School Board. The locations of the school sites are depicted on the MDP.
- **Connection of roads, trails, bikeways and bike paths** to adjacent neighborhoods and communities: The Owner will build a pedestrian/bike system that connects the various neighborhoods and districts within and adjacent to the RiverTown community. Pedestrian and bike connections will be provided at the major external locations as shown on **Exhibit E-5** and on the MDP.
- **Ratio of Non-Residential Square Footage to Residential Units:** 111 square feet per unit.
- **Number of public health care facilities developed:** None planned at this time.
- **Miles of Bike Ways/Recreational Trails to Sidewalks:** In excess of 14 miles of bike lanes and pedestrian/bike paths will be provided, as shown on **Exhibit "C"**, Sheet MDP-11, *Pedestrian/Bike Circulation System*.
- **Diversification of Housing Types** within neighborhoods: The residential and mixed-use districts within RiverTown will provide a variety of housing options. Residential units may be located above commercial space in the Mixed Use District.
- **Acres of land reserved or permanently protected from development:** The RiverTown DRI provides for the preservation of approximately 1,173 acres of wetlands in addition to upland buffers and upland preservation areas. There will also be approximately 7.1 acres of essential habitat conservation.
- **Number of archeological and historical sites identified and protected:** Of the located potential archeological and historical sites, only one has been determined to be significant. The PUD will be consistent with the RiverTown DRI D.O. with regard to the site.

6.3 Community Center District

The area designated as Community Center District ("CCD") on the Northwest Sector Plan Map may be developed in accordance with its underlying Future Land Use Map designations or, if mixed, in accordance with Policy A.2.1.11(a) of the Comprehensive Plan (Community Support Uses) which requires at least 10 percent Open Space and at least two uses chosen from Commercial, Office or Industrial; the mix of uses will fall within 10 percent to 90 percent of the remaining land within the project. The Impervious Surface Ratio ("ISR") and Floor Area Ratio ("FAR") shall be as provided in Policy A.1.11.3 of the Comprehensive Plan. As required under Policy A.2.1.11(b) of the Comprehensive Plan, any non-residential development within the CCD District designated on the Northwest Sector Plan Map will emphasize human-scale, pedestrian-oriented design with buildings fronting the sidewalk and street, short blocks, wide sidewalks, and similar design techniques. Non-residential development design within the CCD District will provide for parking in compliance with Policy A.2.1.11(f) of the Comprehensive Plan.

B. Total Number of Acres within the Project

The RiverTown PUD is completely within the RiverTown DRI boundaries. The DRI area is 4,170 acres; the PUD area is approximately 4,010 acres, and the PRD Reserve Area is approximately 160 acres.

C. Total Number of Wetland Acres

Based on the flagging and surveying of wetlands, there are approximately 1,298 acres of wetlands within the boundaries of the RiverTown DRI (1,247 acres within the PUD). Consistent with the DRI Development Order, up to 125 acres of wetlands may be impacted within the area covered by the PUD and PRD Reserve Area. A total of 1,173 acres of on-site wetlands will be preserved in the DRI. Approximately 66 acres of wetlands will be created and 108 acres of wetlands will be enhanced. These numbers could change as a result of review by applicable environmental agencies.

D. Development Area and Land Use

Acreages allocated to each land use will be determined at the time an incremental Master Development Plan is submitted for the area. The development for the overall PUD is as shown in Table D-1.

Table D-1 Development Totals	
USE	ESTIMATED DEVELOPMENT
Residential / Single-Family*	3,700 du
Residential / Multi-Family	800 du
Retail / Commercial / Service	300,000 sf
Light Industrial	100,000 sf
Office	100,000 sf
Recreation / Open Space (minimum)**	1,318 acres
School Sites (Elementary School)	2 sites
School Sites (Middle/K-8 School)	1 site
UNDEVELOPED ACREAGE	
Wetlands Conserved	+/-1,173
Wetlands Created	±66
Essential Habitat Conservation	7.1
Total Minimum Undeveloped Acreage	
	1,246.1

*The Developer has converted land uses pursuant to General Condition 4 of the RiverTown DRI Development Order, so the project is currently approved for 4,950 residential units, of which 4,070 are single-family and 880 are multi-family. The number of single-family units includes 770 age-restricted units.

**The 1,318 acres of Recreation/Open Space includes the 100-acre Community Park located within the RiverTown DRI but outside of the boundaries of the PUD.

An allowable use matrix is provided below in Table D-2.

Table D-2
Allowable Land Use Matrix

USE	DISTRICT by General Development Type					
	RESIDENTIAL	MAIN STREET	FARMS	MIXED USE	COMMUNITY COMMERCIAL	SCHOOL SITES
S.F. Residential ¹	A	A	A	A	A	A (accessory)
M.F. Residential ¹	A	A	A	A		
Commercial	A*/**	A**	A**	A**	A****	A**/***
School Sites	A	A	A	A	A	A
Civic	A	A	A	A	A	A
Community Facilities	A	A	A	A	A	A
Recreation	A	A	A	A	A	A
Agricultural	A	A	A	A	A	A
Light Industrial			A****	A		

A = Allowed (Provided as allowed by Comprehensive Plan)

1. The Owner will designate the single-family or multi-family lot type on applicable construction plans.
2. All areas not located within a designated district boundary or within a conservation area are considered to be part of the residential district.

*Commercial uses may be allowed in residential areas in conjunction with concession stands at parks or similar compatible accessory uses.

**An agricultural farmer's market, a general store, convenience store with or without fuel sales (consistent with Comprehensive Plan), and other commercial services supportive of the development shall be allowed. Community park and recreational facilities located within residential districts may have accessory commercial activities necessary for the enjoyment of such facilities by residents. Rural Home Industries, as defined in the Land Development Code, are allowable, there will be no prohibition against public access or against items that are not wholly produced on the property. Other commercial uses as allowed by the Comprehensive Plan may be permitted as noted.

***School sites and/or amenity sites may host temporary fairs and/or other cultural events, which may be commercial in nature.

****Boat and RV storage only consistent with conditions and limitations detailed in LDC Subsections 2.03.42 and 6.06.04.A.10.

The Main Street District has future land use designations of Residential B and Residential C and may include the following single family and multi-family development. Residential uses (single-family or multi-family) may be allowed as a mixed use within a single structure: in this case, there is no requirement for designating which use is accessory as long as all of the uses within the structure are allowable in the district. The Community Commercial development may include the following uses: Neighborhood Business and Commercial; General Business and Commercial; Cultural/ Institutional; Office and Professional; Neighborhood Public Service; and accessory Residential uses, as defined in LDC Section 2.02.01.

Uses allowed by Special Use in the above use categories shall be allowable by right subject to compliance with applicable sections of Part 2.03.00 and Part 6.08.00 of the LDC, and as listed in **Table D-3 Special Use Matrix**.

Residential areas designated with future land uses of Residential B and Residential C may include: residential single-family and multi-family at appropriate density ratios; Outdoor/Passive; Neighborhood Public Service; Schools; Agricultural uses (when not incompatible with surrounding residential uses); and support services and facilities, as defined in LDC Section 2.02.00.

Residential B areas may also include Neighborhood Commercial uses as defined by the Comprehensive Plan. The areas developed as Neighborhood Commercial may include: Residential uses (single-family or multi-family) that may be designed as a mixed use with commercial or other non-residential uses within a single structure: in this case, there is no requirement for designating which use is accessory as long as all of the uses within the structure are allowable in the district. Other permitted uses within the Neighborhood Commercial areas include Neighborhood Business and Commercial; Cultural/ Institutional; Office and Professional; Neighborhood Public Service; and all other uses

allowed by LDC Section 2.02.01. Uses allowed by Special Use in the above use categories shall be allowable by right subject to compliance with applicable sections of Part 2.03.00 and Part 6.08.00 of the LDC, and as listed in **Table D-3 Special Use Matrix**.

Lands within the Residential C areas may include all of the permitted uses in the Residential B area. Uses allowed by Special Use shall be allowable by right subject to compliance with applicable sections of Part 2.03.00 and Part 6.08.00 of the LDC, and as listed in **Table D-3 Special Use Matrix**.

A commercial center planned for the Greenbriar Road intersection at the northwest property line (Greenbriar Square) has a future land use designation of Community Commercial. In accordance with the DRI Development Order, development within the Community Commercial site adjacent to Greenbriar Road will provide a minimum 50-foot development edge along all of the boundaries of the property that are adjacent to existing residential development. All commercial structures will be oriented away from Greenbriar Road. The development will have a cluster design and will not be developed in a linear pattern. Prior to submittal of an incremental MDP for this Community Commercial site, the Owner will hold a community meeting with residents of the subdivisions adjacent to this site to obtain their comments on the proposed plan. Permitted uses within the Community Commercial areas include Neighborhood Business and Commercial; General Business and Commercial; Cultural/Institutional; Office and Professional; Neighborhood Public Service; accessory Residential uses; and all other uses allowed by LDC Section 2.02.01 except as follows. The following uses are not allowed: grocery stores; gas pumps; or drive-through facilities associated with restaurants. Specialty food stores and take out windows for sit-down restaurants are allowed. Uses allowed by Special Use in the above use categories shall be allowable by right subject to compliance with applicable sections of LDC Part 2.03.00 and Part 6.08.00, and as listed in **Table D-3 Special Use Matrix**. The special uses allowed on the Community Commercial parcel are limited as shown on the column labeled "Greenbriar Square" in Table D-3.

The following are additional design criteria for the Greenbriar Square parcel. Buildings will be set back a minimum of 50 feet from external property lines. The 50-foot development edge adjacent to existing residential areas may be enhanced with additional landscaping. The Owner may elect to install a wall or fence within the 50-foot development edge adjacent to such residential areas. The fence or wall will be up to 6 feet high and may be constructed of wood, vinyl or masonry materials. Fencing is allowed within the development edge when constructed as part of enhanced landscaping. Other than the aforementioned wall or fence, the development edge shall remain undisturbed during construction activities (i.e. not clear cut), but may be enhanced with trimming and additional landscaping. If the Owner elects not to install such a wall or fence, the development edge area shall be landscaped to achieve a 75 percent opacity at the time of installation. The Owner shall baffle lighting along all property lines adjacent to existing residential areas consistent with LDC Section 5.03.06.H.6. All dumpsters shall be enclosed on three sides by a masonry wall made of materials compatible with the building consistent with LDC Section 6.06.04.B.8. All mechanical equipment, including rooftop equipment, shall be screened from view from public places and neighboring properties. Ground level equipment shall be screened through the use of features such as berms, fences, false facades or dense landscaping. Rooftop equipment shall be screened through the use of a parapet wall or false façade that is an integral part of the main structure. The screening of mechanical equipment shall be consistent with LDC Section 6.06.04.B.9

Lands designated as Mixed Use may include all land uses, as provided for in the County Comprehensive Plan and County Land Development Code. Uses allowed by Special Use shall be allowable by right subject to compliance with applicable sections of LDC Part 2.03.00 and 6.08.00.

The Riverfront Park has a future land use designation of Parks & Open Space. Permitted uses shall include active and passive parks and recreational facilities, together with permitted accessory uses and all ancillary structures. Temporary uses including but not limited to use of recreation facilities as temporary construction, sales or administrative offices shall be allowed as a matter of right. The Owner shall not be required to obtain a permit for such temporary uses from the County or register such uses with the County. Overnight camping will not be allowed within the Riverfront Park except as may be permitted by the Owner for temporary events.

Parks and Open Space uses allowed by Special Use shall be allowable by right, subject to compliance with applicable sections of LDC Part 2.03.00 and Part 6.08.00; and as listed in **Table D-3 Special Use Matrix**.

Residential areas adjacent to SR 13 shall not be required to install screening along SR 13 except as required by the scenic edge or William Bartram Scenic Highway buffer requirements. The requirement to install screening may be met by the use of landscaping in lieu of berms or fencing.

The Farms District includes all uses allowable in **Tables D-2 Allowable Land Use Matrix and D-3 Special Use Matrix** herein. A portion of the Farms District has a future land use designation of Mixed Use ("Md") on the 2015 FLUM and may have all uses in accordance with the Comprehensive Plan allowances for mixed-use development.

Where a "district" has several future land use designations, the allowable uses will adhere to the applicable future land use designation and the district allowances.

Table D-3 Special Land Use Matrix identifies which Special Uses may be located within this PUD. Special Uses so designated shall be allowed by right, subject to compliance with the requirements in LDC Parts 2.03.00 and 6.08.00 except as noted otherwise. This allowance shall supersede the public hearing requirements specified in the Land Development Code. The temporary uses shall comply with all other requirements of LDC Section 2.02.05 relative to frequency, duration and provision of facilities. The term "Other Areas" refers to all areas within the PUD not designated to a specific development type, such as open space and undeveloped uplands, but not including wetlands or required upland buffers.

**Table D-3
Special Use Matrix**

Special Use	Residential	Mixed Use	Neighborhood Commercial & Community Commercial	Greenbriar Square	Community Center/ Amenity Areas	School Sites	Parks	Other Areas
Alcoholic Beverages		A*	A*	A	A*		A*	
Child & Adult Care	A	A	A	A	A	A		
Boat and RV Storage			A					
Home Occupation	A	A	A					
Second Main Use Structure	A	A	A		A	A	A	A
Accessory Residence	A	A	A		A	A	A	
Churches	A	A	A	A	A	A		A
Off-site/ unpaved parking	A	A	A		A	A	A	A
Personal Property Mini-Warehouses		A	A					
Bed & Breakfast	A	A	A		A			
General Store	A (Farms)	A	A	A				
Private Schools	A	A	A	A	A	A		
Special Care Housing	A	A	A			A		
Antenna Towers	A	A	A		A	A	A#	A
Animal Boarding Facilities	A (Farms)	A	A		A		A**	A
Outdoor Dining and Sales & Display	A (Farms)	A	A	A	A	A	A	
Outdoor Sales and Service	A (Farms)	A	A	A	A	A	A	
Special Event Tents	A	A	A	A	A	A	A	A
Electric Substations and Reuse Pump Station	A	A	A	A	A	A	A	A
Private Clubs	A	A	A	A	A		A***	
Welcome/Information Center	A	A	A	A	A	A	A	A
Veterinary Offices and Animal hospitals	A (Farms)	A	A	A	A			

A = Allowed by right (if compatible with Comprehensive Plan)

1. Other Areas refers to upland areas that are not within a prescribed buffer or any of the other named use areas. The special use conditions contained in LDC Part 2.03 would apply unless specifically addressed in this PUD.

^ See Greenbriar Square for the special uses allowed on that land.

* The sale of alcoholic beverages will not be subject to the distance of separation requirements specified in LDC Section 2.03.02.

** Stables or similar use may be in parks.

*** Rowing clubs, recreational and social clubs or similar use may be in the Riverfront Park or Lakes District park. The clubs may be non-profit or for-profit.

No antenna towers will be allowed within 600 feet of the centerline of SR 13.

The golf course, parks, recreation areas, neighborhood and community commercial areas, civic areas, and community centers may have accessory concessionary sales, including the sale of alcohol as permitted by the State of Florida. Alcoholic beverages may be sold at the

Riverfront Park in conjunction with special events such as music festivals. Other temporary uses may also include rental facilities administrative offices, public and community service facilities, accessory maintenance facilities, and temporary accessory facilities pending permanent construction. Temporary uses including but not limited to construction trailers, sales trailers and offices, temporary signage, model homes and temporary access ways shall be allowed to be placed or constructed anywhere within the PUD. Such temporary facilities and uses may be moved throughout the site as phasing changes, in accordance with the Code, except where specified otherwise in this text. Temporary uses shall be removed within 30 days after the issuance of a certificate of occupancy for the final building in each phase of development. The Owner shall not be required to obtain a permit for such temporary uses from the County or to register such uses with the County. Temporary outdoor events, as defined by LDC Section 2.02.05, are allowable by right. However, any special event with a parking requirement of 200 or more spaces requires notification to the Sheriff's Department at least 21 days in advance so that security and traffic plans can be formulated. This provision does not apply to schools, churches or County sponsored functions that would follow their normal traffic control procedures for special events.

Uses proposed for each development area will be specified on the applicable Master Development Plan. Development within the Mixed Use Districts may designate space for flex use: that is, either residential or commercial subject to the limitations of the Comprehensive Plan and the Code. In this case, the space so designated will have dual designations assigned and will be calculated dually in the development allowances.

E. Total Residential Units and Density

Table E-1 provides maximum residential densities for lands with the certain future land use designations. The table below was prepared in response to the Code requirement to identify maximum cumulative residential density for each future land use category within a development. Table E-2 reflects the residential density authorized by the RiverTown DRI Development Order, 4,500 dwelling units, far less than the Future Land Use designations allow.

**Table E-1
Dwelling Units per FLUM Designation**

Future Land Use Designation	Acreage		Base Density	Density Bonus For TND	Density Bonus For Dedicated Public Lands	Density Bonus For Riverfront Park	Adjusted Density	Dwelling Units Allowable
	Uplands	Wetlands						
Residential B	2,545	1,168	2				2	5,323
Residential C	176	1	6	2			8	1,408
Riverfront Park	51	7	0			4	4	204
Community Park	83	28	0		2		2	166
School	20	0	0		2		2	40
Total Res C								1,786
Mixed Use (Md)	36	12	13	2			15	558
Dwelling Units Allowable								7,667

The Owner requests the density bonuses summarized in Table E-1 based on the following: (i) dedication of 58-acre Riverfront Park – 4 units per acre; (ii) dedication of 100-acre Community Park – 2 units per acre; (iii) dedication of land for middle/K-8 school site – 2 units per acre; and (iv) Traditional Neighborhood Design – 2 units per acre. The Owner requests the density bonus for the Residential C future land use area to ensure that it can meet the applicable maximum density in the TND areas and Main Street Districts, which may include a variety of multi-family housing. The Owner requests the density bonus for the Mixed Use area to ensure that clustering of multi-family homes is allowable.

*Allowable residential density will be calculated based on net acreage and as permitted in various provisions of the Comprehensive Plan. Compliance will be demonstrated at the time of incremental MDP submittal. Residential density will be calculated based on the entire land area within each Comprehensive Plan designation and not within each development area.

Table E-2 Project Population			
USE	UNITS	POPULATION (2.44 PERSONS/ DU)	SCHOOL AGE CHILDREN (0.72 CHILDREN/DU)
Single-family	3,700	9,028	2,664
Multi-family	800	1,952	576
Total	4,500	10,980	3,240

The overall population for the RiverTown project is calculated at 2.44 persons per dwelling unit or 10,980 people. The estimate of school age children is calculated as 0.72 students per dwelling unit, consistent with the findings of the St. Johns County School Board student projections for the Northwest Sector and the RiverTown DRI Development Order.

The total number of dwelling units shown in the above tables is for the overall PUD. Actual density within different areas of the development will differ according to Comprehensive Plan allowances. Residential densities within each development cluster will be in compliance with Comprehensive Plan Policy A.1.11.1 (h), as permitted by the provisions of the PUD. Residential development within the PUD may be credited with density bonuses in accordance with the Comprehensive Plan. Accessory residences will either be in compliance with the Land Development Code definition of 'Guest House' and therefore not included in the density calculation, or will be considered an allowable residence and therefore counted as single-family units and included in the density calculation. The minimum size for a lot with a second main use structure (i.e., a second dwelling unit residence) shall be determined by the minimum lot size specified on the MDP, regardless of the second main use structure.

F. Total Intensity of Non-Residential Development

The non-residential development authorized by the RiverTown DRI Development Order is as shown in **Table F-1**.

Table F-1 Non-Residential Development			
USE	DEVELOPMENT TOTALS	MAXIMUM AVERAGE DENSITY (S.F./ACRE)	MINIMUM DEVELOPMENT ACREAGE
Commercial / Retail	300,000 sf	10-12,000 sf/acre	25-30 acres
Office	100,000 sf	10-12,000 sf/acre	8.3-10 acres
Light Industrial	100,000 sf	N/A (see below)	N/A

The maximum non-residential density allowable shall be in compliance with the applicable Comprehensive Plan future land use designation for each parcel. On lands designated Residential B, the maximum non-residential density allowable is 10,000 square feet per acre. On lands designated Community Commercial, the maximum non-residential density allowable is 12,000 square feet per acre. No maximum non-residential density is specified for lands designated as Mixed Use except as may be limited by the maximum allowable FAR and ISR for that area. Non-residential development within each PUD 'district' as shown on **Table D-2** shall be in compliance with the allowances of the Comprehensive Plan and this PUD text and may be shown on incremental MDPs.

Recreational facilities are not considered commercial and are accessory to the PUD. Square footage dedicated to commercial/office use within the accessory recreational facilities, as may be allowed by the Comprehensive Plan and the PUD, will be listed in the total square footage for non-residential use. Square footage for these amenity facilities will be determined on the applicable MDP. The golf course may operate as a public course or as a private club.

In every case, single structures containing both residential and non-residential uses are allowable.

G. Development Criteria

Residential districts may include a mixture of housing types as specified in **Table D-2**. The housing mix within each development area will be determined at the time of construction plan submittal.

Shared driveways or private drives may be provided for up to 20 residences per driveway, and such residences will not be required to have a minimum frontage on a platted right-of-way. The use of private drives is planned for three special areas within Phase 1 – two locations in the Hallows Cove area and one in the Gardens District. The locations of these private drives are depicted on the MDP, **Exhibit “C”**. A cross-section depicting such private drives is provided in **Exhibit F-2**. Along the Hallows Cove area of SR 13, the use of private drives is necessary to reduce the number of driveway connections onto SR 13 and to minimize the environmental impacts, consistent with the RiverTown DRI Development Order. The Owner may need to construct additional private drives in future phases to minimize the number of driveway connections onto SR 13 and minor collector roads, subject to approval by St. Johns County. Flag lots are permitted, but there may be no more than three (3) flag lots in succession in any given location. Maximum ISR will comply with Comprehensive Plan allowances for the future land use district in which the use is located and shall be calculated based on the overall development area as shown on **Exhibit “C”**, the MDP Map.

Civic development may include governmental buildings such as a post office, a fire station, a police station, houses of worship, a museum, schools, pavilions, plazas, community amenities, a YMCA, or any other similar use.

Development details for the areas not shown on the overall Master Development Plan shall be shown in incremental MDPs. Development criteria shall be specified on incremental MDPs and shall be in compliance with allowances of the RiverTown DRI Development Order, Comprehensive Plan, Code and the PUD text.

The Sector Overlay promotes creative design forms such as TND. However, many requirements in the Code do not permit acceptable TND design criteria. Accordingly, waivers for conflicting requirements must be granted in order to allow for construction of TND neighborhoods. The Owner and County staff have attempted to identify all sections of the Code from which waivers are required to construct to the standards identified in the TND Graphic Standards attached to this PUD text. In the event that there are Code sections that are substantially similar to or have collateral effects on the Code provisions not specifically depicted or enumerated in the Graphic Standards or provisions in the text, the TND design criteria shall apply.

Single-Family Lot Type I	
Setbacks:	
Front	5 feet
Alley	3 feet
Side	5 feet (except accessory uses and structures)*
Rear	5 feet
Minimum clearance of 5 feet between the furthest projections of the structures on adjacent lots.	
Minimum Lot Width	32 feet
Minimum Lot Area	3,200 square feet
Maximum Height of Structures	60 feet
Maximum Lot Coverage by Buildings	75 percent
Maximum Impervious Surface Ratio	75 percent**
<small>* Where alternate vehicular access is provided to the 'rear' of the property, the side setback may be reduced to 3 feet. In all residential districts, guest quarters, offices or other living spaces may be constructed above the garage. Also, topography, off-grade construction, architectural detailing on the top floor of a residence and other design details may cause a residence to exceed 35 feet in height. (See Graphic Standards Exhibit F-6).</small>	
<small>** Limited to 70 percent in Res B and Res C areas.</small>	

Setbacks are measured from the furthest projection of each structure. Such projections may encroach into setbacks up to a maximum of two and one-half (2.5) feet. Traditional neighborhood development patterns may include buildings with a mixture of residential and commercial/office uses, a variety of housing types, and alley access. These variations may be located within parcels designated for single-family, multi-family, Main Street District or mixed use.

Single-family housing developed as a mixed use within a building shall not be required to follow the setback set forth above. Such development will be in compliance with the setbacks for the land use on the ground floor of the building.

In the case of corner and corner through lots, at the time of the building permit application, one frontage shall be designated as a front yard and shall have the required minimum front yard setback. Other frontage(s) of the lot shall be considered a side yard unless designated as an alley front yard as above. When access is gained from an alley the front yard setback shall be as defined for the alley.

Accessory uses and structures are permitted and may be located within two feet of any lot boundary. In no event will the distance separation between structures be less than five (5) feet, as measured from the furthest projections of the applicable structures. Parking may be provided by means of driveways, garages and on-street parking. On-street parking shall not interfere with customary uses and regulations of rights-of-way. On-street parking areas may have a lower speed limit, as approved by St. Johns County. Streets with on-street parking shall be designed with sufficient right-of-way to assure safe movement of through traffic.

Accessory structures shall be allowed per LDC Section 2.02.04 and as further described in the PUD text, with a minimum setback of five (5) feet from any top of bank of any lake (if applicable). Accessory structures allowed within the Farms District shall be per LDC Sections 2.02.04B & E. Rural activities such as boarding horses shall be allowed in the Farms District. Accessory structures and private garages may exceed the height of the main residence, but shall not exceed 60 feet.

Air conditioning and heating units, pool mechanical equipment, utility meters and other mechanical or utility service features may be located in any yard without a minimum setback to the lot line. However, a minimum separation of six (6) feet must be maintained between the mechanical equipment on one lot and the mechanical equipment on the adjacent lot. This separation will allow for lawn mowers, bobcats and other equipment to access rear yards. No air conditioning or electrical equipment, masonry walls, pools, pool decks, or pool enclosures may be located within drainage or underground utility easements.

TND Graphic Standards, including on-street parking and alley design, are included as **Exhibits F-1, F-2, F-3, F-5 and F-6** to provide additional development criteria. If on-street parking is proposed, plan or cross-sections shall be submitted with the relevant Master Development Plan that is in accordance with the conceptual cross-sections included in the above exhibits.

Alleys or other forms of vehicular access to properties shall be allowed. Such alleys may not constitute the sole vehicular access to homes, rather every house that abuts an alley must also abut a local road that is at least twenty (20) feet wide. Alleys may provide the main point of access to homes. Garages may be located anywhere within a lot, including adjacent to the alley. Residential alleys may be located within a right-of-way, tract or easement with a minimum width of 16 feet and a minimum pavement width of 12 feet.

TND Graphic Standards **Exhibit F-6** demonstrates the need for a 60-foot height limitation on residential structures. The product design may include a raised first floor elevation with a crawl space. There may also be architectural features such as a widow's walk at the top of the structure.

Single-Family Lot Type II	
Setbacks:	
Front	10 feet
Alley	5 feet
Side	5 feet (except accessory uses and structures)*
Rear	10 feet (yards adjacent to paved or unpaved alleys shall be defined as a side yard with a 5-foot setback)
Minimum clearance of 5 feet between the furthest projections of the structures on adjacent lots.	
Minimum Lot Width	50 feet
Minimum Lot Area	5,000 square feet
Maximum Height of Structures	60 feet
Maximum Lot Coverage by Buildings	75 percent
Maximum Impervious Surface Ratio	75 percent**
<small>* In all residential districts, guest quarters, offices or other living spaces may be constructed above the garage. Also, topography, off-grade construction, architectural detailing on the top floor of a residence and other design details may cause a residence to exceed 35 feet in height. (See Graphic Standards Exhibit F-6)</small>	
<small>** Limited to 70 percent in Res B and Res C areas.</small>	

Setbacks are measured from the furthest projection of each main structure. Such projections may encroach into setbacks up to a maximum of two and one-half (2.5) feet. Traditional neighborhood development patterns may include buildings with a mixture of residential and commercial/office uses, a variety of housing types, and alley access. These variations may be located within parcels designated for single-family, multi-family Main Street District, or mixed use.

Single-family housing developed as a mixed use within a building shall not be required to follow the setbacks set forth above. Such development will be in compliance with the setbacks for the land use on the ground floor of the building.

In the case of corner and corner through lots, at the time of the building permit application, one frontage shall be designated as a front yard and shall have the required minimum front yard setback. Other frontage(s) of the lot shall be considered a side yard unless designated as an alley front yard as above. When access is gained from an alley, the front yard setback shall be as defined for the alley.

Accessory uses and structures are permitted and may be located within two feet of any lot boundary. In no event will the distance separation between structures be less than five (5) feet, as measured from the furthest projections of the applicable structures. Parking may be provided

by means of driveways, garages and on-street parking. On-street parking shall not interfere with customary uses and regulations of rights-of-way. On-street parking areas may have a lower speed limit, as approved by St. Johns County. Streets with on-street parking shall be designed with sufficient right-of-way to assure safe movement of through traffic.

Accessory structures shall be allowed per LDC Section 2.02.04 as further described in the PUD text, with a minimum setback of five feet from any top of bank of any lake (if applicable). Accessory structures allowed within the Farms District shall be per LDC Sections 2.02.04 B & E. Rural activities such as boarding horses shall be allowed in the Farms District. Accessory structures and private garages may exceed the height of the main residence, but shall not exceed 60 feet.

Air conditioning and heating units, pool mechanical equipment, utility meters and other mechanical or utility service features may be located in any yard without a minimum setback to the lot line. However, a minimum separation of six (6) feet must be maintained between the mechanical equipment on one lot and the mechanical equipment on the adjacent lot. This separation will allow for lawn mowers, bobcats and other equipment to access rear yards. No air conditioning or electrical equipment, masonry walls, pools, pool decks or pool enclosures may be located within drainage or underground utility easements.

Single-Family Lot Type III	
Setbacks:	
Front	20 feet
Garage Front	18 feet*
Side	5 feet**
Rear	10 feet*****
Minimum clearance of 5 feet between the furthest projections of the structures on adjacent lots.	
Minimum Lot Width	65 feet
Minimum Lot Area	6,000 square feet
Maximum Height of Structures	45 feet***
Maximum Lot Coverage by Buildings	55 percent
Maximum Impervious Surface Ratio)	75 percent****
* The Garage Front setback shall apply to only the garage portion of the structure.	
** If the lot width is 75 feet or greater, the side setback will be a minimum of 7.5 feet, as measured from the furthest projection. Such projections may encroach into setbacks up to a maximum of two and one half (2.5) feet.	
*** Agricultural structures allowable within the Farms District shall be in compliance with LDC Section 2.02.04E. In all residential districts, guest quarters, offices or other living spaces may be constructed above the garage. Also, topography; off-grade construction, architectural detailing on the top floor of a residence may cause a residence to exceed 35 feet in height.	
**** Limited to 70 percent in Res B and Res C areas.	
***** Yards adjacent to paved or unpaved alleys shall be defined as a side yard with a 5-foot setback	

Density shall be as permitted by the Comprehensive Plan, including density bonus allowances where applicable.

For cul-de-sac lots, the minimum lot width shall be met at the front yard setback or a more restrictive building restriction line. The minimum lot width will be demonstrated on construction plans.

Setbacks are measured from the furthest projections of each main structure. Such projections may encroach into setbacks up to a maximum of two and one-half (2.5) feet. The residential setback from major collectors and arterials is 50 feet and may be located within a scenic or a development edge, as applicable. Garages may be detached from the main residences.

Parking shall be supplied based on a minimum of two (2) spaces per dwelling unit exclusive of any on-street parking. In the case of corner, through and corner through lots, at the time of the building permit application one frontage shall be designated as a front yard and shall have the required minimum front yard setback. Other frontage(s) of the lot shall be considered a side yard.

Accessory structures shall be allowed as per LDC Section 2.02.04 and as further described in the PUD text and may be located in a required side or rear yard with a minimum setback of five feet from any property line or top of bank of any lake (if applicable). In no event will the distance separation between structures be less than five (5) feet, as measured from the furthest projections of the applicable structures. Accessory structures allowed within the Farms District shall be as per LDC Sections 2.02.04B & E. Accessory structures and private garages may exceed the height of the main residence but shall not exceed 60 feet.

Air conditioning and heating units, pool mechanical equipment, utility meters and other mechanical or utility service features may be located in any yard without a minimum setback to the lot line. However, a minimum separation of six feet must be maintained between the mechanical equipment on one lot and the mechanical equipment on the adjacent lot. This separation will allow for lawn mowers, bobcats and other equipment to access rear yards. No air conditioning or electrical equipment, masonry walls, pools, pool decks or pool enclosures may be located within drainage or underground utility easements.

Multi-Family

There will be three types of multi-family development in RiverTown, as described below.

For **Multi-family Type A**, development shall have the following setbacks:

Building setbacks from the parent parcel property line:

Front	20 feet
Alley Front	5 feet
Side	10 feet
Rear	10 feet

Minimum Parcel Width	75 feet
Minimum Parcel Size	7,500 square feet
Maximum Height	60 feet
Maximum Coverage by Buildings	75 percent
Maximum Impervious Surface Ratio	75 percent*

For **Multi-family Type B**, development shall have the following setbacks:

Building setbacks from the parent parcel property line:

Front	0 feet
Alley Front	5 feet
Side	0 feet
Rear	0 feet

Minimum Parcel Width	75 feet
Minimum Parcel Size	7,500 square feet
Maximum Height	60 feet
Maximum Coverage by Buildings	75 percent
Maximum Impervious Surface Ratio	75 percent*

For **Multi-Family Type C (Townhomes/Two-Family Dwellings)**, development shall have the following setbacks:

Building setbacks from the parent parcel property line:

	<u>TND Design</u>	<u>Conventional Design</u>
Front	0 feet	20 feet to garage, 15 feet to front facade
Alley Front	5 feet	N/A
Side	0 feet	0 feet
Rear	0 feet	10 feet

Minimum Parcel Width	18 feet
Minimum Parcel Size	1,800 square feet for market-rate housing units/1,400 square feet for affordable housing units per RiverTown DRI Development Order Special Condition 24
Maximum Height	45 feet
Maximum Coverage by Buildings	75 percent
Maximum Impervious Surface Ratio	75 percent*

* Limited to 70 percent in Res B and Res C areas.

Multi-family development may consist of apartments, condominiums, town homes, villas or other forms of attached housing. For attached units, the setbacks shall apply to the building and not the individual unit or platted lot.

Setbacks are measured in accordance with LDC Section 6.01.04.C, from the boundary of the original parcel prior to subdividing to the building or cluster of buildings and not to the individual dwelling unit.

Coverage by buildings is based on the entire multi-family parcel or area within the master drainage plan area, and not on individual lots. The minimum lot width and area shall apply to the overall property and not units or building within the property. Townhomes by definition have a zero side yard setback between interior units.

Maximum ISR and FAR will comply with Comprehensive Plan allowances for the future land use district in which the use is located and shall be calculated based on the overall development area as shown on the MDP.

Driveway connections from individual townhome units are not subject to the residential access management requirements as specified in LDC Section 6.04.05 and Table 6.03. The minimum spacing from the street corner shall be as specified in Table 6.03. There shall be no minimum spacing between driveways or from driveway to the property line. The minimum angle of connection shall be 80 degrees. All multifamily housing that is determined to be "Covered Dwelling Units", shall meet the requirements of the Fair Housing Act for accessible routes including sidewalks, as well as accessible parking and other areas as required under the Fair Housing Act.

Setbacks are measured to the furthest projection of the structure. Such projections may encroach into setbacks up to a maximum of two and one-half (2.5) feet.

Allowable density shall use the base density established for each area by the Comprehensive Plan. Areas designed as Multi-family Type B or Type C (Townhomes/Villas) shall be allowed density per the Comprehensive Plan with an additional density of two-units per acre for TND design. Density bonuses shall also be allowed for "Dedication of Upland Adjacent to State Owned Navigable Waters for Public Benefit with Public Access and Parking" (Riverfront Park) and for Dedication of Public Lands/(Community Park and school site). ISR shall be calculated based on the area shown on the MDP and not on individual lot areas.

Accessory structures shall be allowed per LDC Section 2.02.04 and as further described in the PUD text, and may be located in any yard with a minimum setback of two-feet from any property line or top of bank of any lake (if applicable). Accessory structures allowed within the Farms District shall be per LDC Sections 2.02.04.B & E. Accessory structures and private garages may exceed the height of the main residence, but may not exceed 60 feet.

Alleys or other forms of vehicular access to the properties shall be allowed. Such alleys may not constitute the sole vehicular access to homes, rather every house that abuts an alley must also abut a local road that is at least twenty (20) feet wide. Alleys may provide the main point of access to homes. Garages may be located anywhere within the lot, including adjacent to the alley. Alleys may be located within a right-of-way, tract, or easement with a minimum width of 16 feet and a minimum pavement width of 12 feet. Parking provided will be calculated at a minimum of two parking spaces per dwelling unit and may be provided on common property for all multi-family housing types within the multi-family parcels or within individual lots for town home development. Parking may be accomplished through the use of on street parking as outlined in [Exhibits F-2 & F-3](#). Alleys, parking areas and other common elements within multi-family parcels shall be maintained by either a community development district ("CDD"), a homeowners' association ("HOA") or a property owners association ("POA").

On-street parking will have no landscape buffer requirement. Shared and off-site common parking facilities are allowed as a method of meeting parking requirements for both residential and non-residential uses.

Community & Recreation Facilities

Building setbacks from the parent parcel property line for community and stand-alone recreation facilities and buildings other than those in the Traditional Neighborhood Design areas shall be as follows:

Setbacks:

Front	10 feet
Alley	5 feet
Side	10 feet
Rear	10 feet
Maximum Building Height	60 feet

Maximum ISR and FAR will comply with Comprehensive Plan allowances for the future land use district in which the use is located and shall be calculated based on the overall development area as shown on the MDP.

Setbacks are measured to the furthest projection of the building.

Alleys or another form of vehicular access to properties shall be allowed. Alleys shall be located within a right-of-way, tract or easement with a minimum width of 16 feet and a minimum pavement width of 12 feet. Such alleys may not constitute the sole vehicular access to community and recreation buildings, rather every building that abuts an alley must also abut a local road that is at least twenty (20) feet wide.

Parking, where required, will be calculated at one space required per 500 square feet of building area. Parking may be provided on site, on street or may be shared with adjacent parcels. Parking shall be in accordance with Graphics Standards included in this PUD. Additional parking may be provided at community facilities. This parking may be shared with other adjacent sites. There will be no parking requirement for any facility considered accessory to the residential development. Parking areas are not subject to minimum setback requirements, and on-street parking will have no landscape buffer requirement.

Commercial & Cultural/Institutional & Civic	
Building setbacks from the overall commercial parcel line in areas other than the Traditional Neighborhood Design areas shall be as follows:	
Setbacks:	
Front	5 feet*
Alley	5 feet
Side	5 feet*
Rear	5 feet*
Minimum Lot Width	None
Minimum Lot Area	None
Maximum Height of Structures	80 feet (Limited to 40 feet at Greenbriar Square)
<small>* Twenty-foot setbacks shall govern for buildings, parking and/or storage areas adjacent to residential uses other than Single-Family Lot Types I and II and Multi-family Type B uses. Parking areas have no minimum setback from adjacent rights-of-way or from other commercial uses.</small>	

Setbacks are measured to the furthest projection of the building.

Maximum ISR and FAR will comply with Comprehensive Plan allowances for the future land use designation in which the use is located and shall be calculated based on the overall development area as shown on the MDP.

For the purposes of determining setbacks, alleyways are not considered public rights-of-way. For the purposes of determining landscape buffers in commercial areas, property lines (or lease lines, etc.) within the overall commercial parcel shall not indicate the requirement for a landscape buffer. All parking and vehicular use areas adjacent to external commercial parcel boundaries shall supply landscape buffers as specified in the Land Development Code or as shown in the Graphics Standards. In TND areas, the landscape strip between parking spaces and adjacent roadways may be provided in or outside of the right-of-way.

The parking calculation for all non-residential development shall be one space per 500 gross square feet of enclosed building area. Shared parking is allowed and will be based on ULI standards and methodology. Appropriate cross-access easements will be provided in accordance with LDC Section 6.05.02.B. Parking may be provided in off-site lots shared by several uses and may be provided by on-street parking. On-street parking will have no landscape buffer requirements.

Alleys or another form of vehicular access to properties shall be allowed. Alleys may be located within a right-of-way, tract or easement with a minimum width of 16 feet. Such alleys may not constitute the sole vehicular access to commercial and cultural/institutional & civic buildings, rather every building that abuts an alley must also abut a local road that is at least twenty (20) feet wide.

Mixed Use Districts

Building setbacks from the overall development parcel line shall be as follows:

Setbacks:

Front 0 feet
 Alley 0 feet
 Side 0 feet
 Rear 0 feet

Minimum Lot Width None
 Minimum Lot Area None

Maximum Height of Structures 80 feet
 Maximum Coverage by Buildings 75 percent
 Maximum Impervious Surface Ratio 75 percent*

* Maximum ISR and FAR will comply with Comprehensive Plan allowances for the future land use designation in which the use is located and shall be calculated based on the overall area shown on the MDP.

The entire Mixed Use District shall be considered a single premise for the purposes of provision of on-site parking. Non-residential parking requirements will be based on one parking space per 500 gross square feet of enclosed building area. Parking requirements may be met with any combination of on-street and off-street parking, central parking lots or parking structures, and shared parking. On-street parking will not require a landscape buffer.

Setbacks shall be measured to the furthest projection of each building. Building canopies, awnings, colonnades and similar structures may overhang sidewalks and other common property, and signage may be allowed on the awning, colonnade or canopy. Balconies and other structural / architectural elements on second stories or above may extend over the property line as conceptually depicted in the Graphic Standards. These overhanging structures shall maintain a vertical clearance of ten (10) feet above any pedestrian use area and 18 feet above any vehicular use area.

Privately owned streets may have arched structures spanning them laterally as long as the vertical clearance is a minimum of 18 feet above any vehicular use area, and a minimum of 10 feet above any pedestrian use area. These structures will have no setback requirements as long as no sight safety distances are compromised. Cafes and other outdoor vendors may extend sales and service areas onto common property as long as fire lanes and other safety considerations are not violated.

Alleys or another form of vehicular access to the properties shall be allowed. Such alleys may not constitute the sole vehicular access to homes, rather every house that abuts an alley must also abut a local road that is at least 20 feet wide. Alleys will be located within a right-of-way, tract or easement with a minimum width of 16 feet and a minimum pavement width of 12 feet.

Buildings, parking, and/or storage areas adjacent to residential uses other than TND uses shall have a 20-foot setback. Otherwise, parking areas and buildings shall have no minimum setback from adjacent rights-of-way or from other commercial or TND uses. For the purposes of determining setbacks, alleyways are not considered public rights-of-way.

For the purposes of determining landscape buffers in commercial areas, property lines (or lease lines, etc.) within the overall commercial parcel shall not indicate the requirement for a landscape buffer. All parking and vehicular use areas adjacent to external commercial parcel boundaries shall supply landscape buffers as specified in the Code or as shown in the Graphics Standards.

In the case of mixed-use buildings, the minimum setbacks shall be as described above regardless of the use within the building or the percentage of use mixture.

Industrial

Building setbacks from the overall parcel boundary shall be as follows:

Setbacks:

Front 20 feet*
 Side 10 feet*
 Rear 15 feet*

Minimum Lot Width	None
Minimum Lot Area	None
Maximum Height of Structures	80 feet
Maximum Coverage by Buildings	70 percent
Maximum Floor Area Ratio	70 percent
Maximum Impervious Surface Ratio	75 percent

* A minimum twenty-foot setback shall govern for buildings, parking and/or storage areas along property lines adjacent to residential uses. Appropriate screening and buffering shall be provided between industrial and residential uses. No setback is required from rights-of-way.

Parking shall be supplied in compliance with the Code for the developed use. ISR shall be calculated based on the area shown on the MDP.

Clearing and Grading

As provided for in the RiverTown DRI Development Order, bona fide agricultural and silvicultural practices may continue in areas of the property where construction has not commenced (except in the upland buffer, wetland areas or required scenic edges). Trees in upland buffer areas may be used for the purposes of maintaining 80 tree inches per acre following silvicultural operations. Construction will be considered to have been commenced upon securing a development/clearing permit pursuant to engineering plan approval through St. Johns County Growth Management Department. The silvicultural operations may not compromise any conditions of the RiverTown DRI Development Order or the PUD conservation or buffering obligations.

The Owner shall submit Neighborhood Site Plans with all infrastructure construction plan reviews. Information on such plans (drainage patterns, elevations, etc.) shall be in compliance with all requirements of the Land Development Code. The Neighborhood Site Plan ("NSP") is to be approved in accordance with a complete construction plan submittal for the area covered by the Site Plan. Early clearing and filling shall be allowed consistent with LDC Section 4.01.05.F. A waiver is requested to LDC Section 4.01.05.F.1.b(1) to allow for land clearing and tree removal on Single-Family Type I lots that require less than six (6) inches of grade change. In such case a tally of tree inches of all protected trees to be removed from the lots will be submitted with the landscape plans illustrating the maximum tree inches to be reasonably earned by replacement planted trees. Tree mitigation for such tree removal on the lot areas shall be offset by the inches required to be planted on those lots per the NSP. Any additional inches not accounted for by the NSP shall be mitigated for by either a payment of twenty-five dollars (\$25.00) per lost tree inch into the St. Johns County Tree Bank Fund or replacement plantings that equal the number of tree inches lost, and not offset on the NSP, will be made within the project boundaries, outside of the lot areas. These replacement trees will not count in the infrastructure calculations.

The Owner, or any successor in interest to the Owner, shall mitigate for any protected trees to be removed by clearing activity from areas outside of platted lots as required by the Code. As allowed by the Code, the Owner, or its successors in interest, may pay into the St. Johns County Tree Bank Fund a sum of \$25.00 per lost tree inch in mitigation for the removal of protected trees. For each phase of construction of development and infrastructure areas, the total tree mitigation requirement shall be computed based on construction plan drawings. After all reasonable efforts have been made to plant trees to satisfy the tree mitigation requirement, the Owner may plant trees anywhere within the RiverTown property or may pay into the Tree Bank Fund. If planting trees outside of the construction plan set is the desirable option, a separate plan showing where these trees will be planted must be submitted to the County for approval. On Single-Family Type I lots, the minimum tree inch requirement shall be 40 inches per acre due to the constrained lot size and will be shown on the NSP. Where the minimum tree inches required cannot be planted on the lot after reasonable efforts by the applicant, the balance of inches may be waived by the County.

Land excavation may result in the creation of recreational lakes. No stormwater runoff shall be permitted to enter into any recreational lakes. Boats, canoes, kayaks and observation platforms, boardwalks, and fishing piers may be permitted on the lakes subject to applicable permitting requirements.

Excavation activities shall be shown on construction plans and shall be allowed within the development areas, including the Other Residential portion (as defined by approval of construction plans) within the project for the construction of stormwater management systems, recreational lakes, and ponds, lots and other similar uses and structures in conjunction with the development of the project, subject to applicable permitting requirements. Dirt from such excavations may be retained on site or sold and transported from the site subject to the permitting requirements of LDC Subsections 2.03.10 and 6.04.09. The lots within the project may be developed and platted in a series of "units" (e.g., "Farms District – Unit One"). Fill dirt needed for development of lots within a given "unit" may be obtained from future stormwater ponds and/or recreational lakes located within the Other Residential portion of RiverTown. Also, excess fill from any unit under development may be stockpiled in future units for future use. If needed, fill dirt may be brought onto the project from off site. Early land clearing and the excavation, deposit, stockpiling,



and leveling of fill material removed from construction of the master drainage system and road rights-of-way shall be allowed subject to permitting requirements of St. Johns County and the SJRWMD appropriate for the stage of development. Prior to any early clearing activity, the Owner, or its successors or assigns, shall provide the County a tree inventory or tree survey of protected trees (as defined in the Code) within the limits of the clearing. The Owner, or its successors or assigns, shall mitigate for any protected trees to be removed by such early clearing activities as required under the Code.

Signs

A Unified Signage Plan (“USP”) has been approved for the project under Ordinance 2007-40 and included as **Exhibit “D”**. All waivers related to signage that are approved under the PUD and the USP remain in effect. References to the “Main Street Town Center” and “Town Center” contained in the USP shall include Mixed Use Districts, TND, commercial and civic areas. To reduce over-signage and improve aesthetics within the project, pavement markings may be provided within the right-of-way pavement of alleys for traffic control and directional purposes instead of vertical signage. Neighborhood districts may be identified on street signs in accordance with Section 6A of the USP, or by free standing signage or monument signs that are consistent with the USP. Sign locations shall not be illustrated on the MDP Map, **Exhibit “C”** but shall be identified on the USP Location Map as well as Incremental MDPs. A waiver request is included in Section T.

Fencing

The Owner, at its option, may erect fences up to eight (8) feet high along all or parts of the perimeter of the property. This fence may be considered part of the perimeter screening in accordance with the Code. Fences with a combination of canopy trees and other landscape plants that result in a natural rural appearance may be allowed within the development edge or interior to the scenic edge as enhanced landscaping. Individual lot owners may construct fences up to eight feet in height along any property line as long as no vehicular right-of-way intersection sight distances are compromised. Non-residential fencing shall be in compliance with fencing allowances for commercial districts given in the Code.

H. Infrastructure

1. Drainage

Graphic Standards Road Right-of-way Sections and Standards Exhibit F-2 depict the design concept for various road configurations throughout the project. Certain sections of roadways may utilize swale sections, may have curbing only on the “uphill” side of the road cross-section and may modify other road cross-section geometry. For example, in the case where homes are located across the street from a golf course or park, the residential side of the street may have a curb and the park/golf side of the street may have a swale. In all cases, engineering calculations supplied at the time of engineering construction plan review will demonstrate that the alternate road cross-section will meet stormwater demands. Modifications to the cross sections shall be in conformance with LDC Section 5.03.05. The type of curbing shown in the Graphic Standards (Miami, Standard, Header, Valley, FDOT “F”, etc.) does not necessarily reflect the actual curb type that will be used in the final construction plans. The graphic indicates whether the roadway will be curbed or uncurbed. Any curb type approved by St. Johns County and/or FDOT is acceptable.

The master stormwater system shall be designed in accordance with the requirements of St. Johns County and the St. Johns River Water Management District (“SJRWMD”). Drainage and retention facilities may also be constructed below grade. Stormwater ponds with a surface area greater than one acre will be designed for irrigation in compliance with Policy D.5.3.1 of the Comprehensive Plan. In accordance with Special Condition 18(b) of the DRI Development Order, Reuse water, including stormwater, is the primary source of irrigation with shallow irrigation wells serving only as a backup source for irrigation. After completion of development the master drainage system will be owned and maintained by a HOA, POA or CDD.

Drainage facilities may be master planned so multiple areas are served by the same retention facilities regardless of the developed use of the areas. Drainage facilities may be planned such that they are located in a separate parcel or location regardless of the intervening use or the use of the parcel in which they are located. In every case, drainage calculations will show that the shared or ‘separated’ facilities are sufficient to meet stormwater demands in compliance with Code and other jurisdictional requirements.

2. Roads

The road locations shown on the MDP Map **Exhibit “C”**, are conceptual and subject to change on the construction plans and in accordance with LDC Section 5.03.05.

Access to the project shall be from Greenbriar Road, CR 244 (Longleaf Pine Parkway) and SR 13. The Owner plans to construct an internal roadway connection to Greenbriar Road where the RiverTown property abuts Greenbriar at the northwest portion of the property. The Longleaf Pine Parkway (CR 244) has been constructed as a four-lane divided urban section roadway from CR 210 to Greenbriar Road.

There are currently 19 access points shown on Map H. Consistent with Condition 23(a) of the RiverTown DRI Development Order, the number of access points on SR 13 will be reduced during the PUD and incremental MDP approval process through the use of private drives or other methods. The access points will be monitored via tracking tables with incremental MDP submittals.

The internal road systems shall be designed in accordance with the RiverTown DRI Development Order. Road cross-sections are provided in **Exhibit F-2 Road ROW Sections and Standards**. Cross-sections are conceptual and specific elements may be adjusted according to design concepts for each project except that stated minimum dimensions will not be reduced nor will stated maximum dimensions be increased unless modified in conformance with LDC Section 5.03.05. The type of curbing shown in the Graphic Standards (Miami, Standard, Header,



Valley, FDOT "F", etc.) does not necessarily reflect the actual curb type that will be used in the final construction plans. The graphic indicates whether the roadway will be curbed or uncurbed. Any curb type approved by St. Johns County and/or FDOT is acceptable. The cross-section for CR 244 (Longleaf Pine Parkway) shall apply to on-site and off-site segments of that roadway. Acceptable curb types shall include: Miami, Standard and Header.

There will be no individual driveway connections on internal roads classified as minor collectors or within the limits of roundabouts.

Local roads may be constructed with two lifts of asphalt. Permanent certificates of occupancy for structures abutting such roads may be issued prior to the last lift of asphalt being installed as long as a performance bond is provided for the finishing roadwork. The second lift must be completed within two years after the first certificate of occupancy is obtained. Prior to application of the second lift of asphalt, affected homeowners shall be notified via electronic communication or U.S. mail. This provision does not apply to collector or arterial roads or to any roads that will be conveyed to St. Johns County.

Portions of the interior roadway system may remain private, may be conveyed to a CDD or may be proposed for dedication to St. Johns County. The Owner / CDD / HOA / POA will enter into a hold-harmless agreement with the County for maintenance of roads and any landscape or hardscaped improvements located within public rights-of-way. There may be private roads and gated subdivisions in selected portions of the project. Gating will not affect the interconnectivity of the trail system.

Privately owned streets may have arched structures spanning them laterally as long as the vertical clearance is a minimum of 15.5 feet above any vehicular use area and a minimum of 8' feet above any pedestrian use area. These structures may be constructed within the right of way, and will have no setback requirements as long as no sight safety distances are compromised.

Roundabouts, as supported by the Comprehensive Plan, will be permitted throughout the PUD. Alley vehicular access is considered acceptable as part of TND design.

Parking facilities, including those facilities providing required parking, may be shared regardless of the use that they serve. The size of centralized parking areas for which no interior buffers are required shall be limited to 400 spaces unless otherwise approved by County staff. Where buildings abut central parking areas, the sidewalks shall include landscaping. Where no buildings abut central parking areas, enhanced landscaping shall be provided at the perimeter of the parking area.

In accordance with the RiverTown DRI Development Order, the residents of Popo Point have been granted an access easement over the existing access road from SR 13. A new access road to be provided to the existing residents will be with an access of equal or better condition than that of the existing access road. Access for the existing residents will be maintained at all times during the construction of the new road. The Owner will either relocate the existing access to a newly constructed road or maintain the existing access in its current location. If the Owner proposes to relocate the existing access to a newly constructed road or proposes to temporarily relocate the existing access during development of the Popo Point area, the Owner will give the residents of Popo Point 30 days' notice of such relocation by certified mail, return receipt requested. Also, the Owner will hold a meeting with the residents of Popo Point prior to the submittal of any new incremental MDP for the Popo Point area to obtain their comments about the proposed plan.

The Owner has agreed to dedicate to St. Johns County 17 feet of right of way along much of the south side of Greenbriar Road within the Greenbriar Square parcel in order for the County to construct a sidewalk to serve the schools along Greenbriar Road. The County also needs this same 17 feet of right of way in order to construct additional lanes of Greenbriar Road in the future.

Graphic Standards Exhibits F-1, F-2, and F-3 give conceptual design criteria for parking, alley access, utilities, landscaping, pedestrian crossings and road design in various development areas. The Graphic Standards may be adjusted in accordance with LDC Section 5.03.05.

Golf carts and low speed vehicles (in particular, neighborhood electric or gas-powered vehicles designed for low speed, local trips) will be permitted, but not required, on all Local Roads within RiverTown. They will also be permitted on or upon separate electric cart pathways located on one side or both sides of any Collector and/or Local Road within RiverTown. Electric cart pathways shall be used by golf carts and low speed vehicles in accordance with regulations concerning their use within County right-of-way. Golf carts and low speed vehicles ("LSVs") may be operated upon pathways designated for their use within County rights-of-way with their design reviewed and permitted by the County Engineer in accordance with the best practices within the industry, and local, state and federal design standards and guidelines. Cart path minimum clear width and pavement width shall be subject to final determination by the County Engineer. Signage shall be placed at cart path entrances (such as where such cart paths cross public roads) informing users that only electric golf carts and low speed vehicles may use such pathways. Electric cart pathways are required on Collector roadways but not required on Local Roads.

- Upon review and permitting by the County Engineer, golf carts may be operated on designated County roadways, both existing and future roads within RiverTown having a posted speed limit of twenty-five (25) miles per hour or less. Golf cart crossings of other roads within RiverTown shall be reviewed and permitted by the County Engineer. Golf cart operators shall use such vehicles in accordance with Ordinance No. 2010-48 and applicable Florida Statutes.
- Electrically powered LSVs meeting the requirements of Section 320.01(42), Florida Statutes, may be operated, consistent with Section 316.2122, Florida Statutes and on roads within RiverTown having a posted speed of thirty-five (35) miles per hour or less. LSV crossings of other roads within RiverTown shall be reviewed and permitted by the County Engineer.

Uniform signage, as reviewed and permitted by the County Engineer, shall be posted at the major entrances to RiverTown and at designated locations within the PUD to inform motorists that golf carts and LSVs may be present and using the roadways. Such signage shall comply with the Manual on Uniform Traffic Control Devices ("MUTCD") standards, as issued by the Federal Highway Administration and County Ordinance No. 2010-48.



Where due to right-of-way constraints, wetland preservation requirements or other engineering issues, a cart path is placed immediately adjacent to a pathway designated for pedestrian and/or bicycle uses, appropriate delineation shall be placed so as to direct golf cart and LSV operators to stay in the designated cart path, and for pedestrians and bicycles to stay on the designated pedestrian/bicycle path area. Such delineation shall comply with MUTCD standards with approval by the County Engineer.

The posted speed limit on the cart paths shall not exceed 15 miles per hour. Violations of applicable laws on the cart paths shall be enforceable by the Sheriff or Code Compliance Officers in accordance with Ordinance No. 2010-48 and applicable sections of the Florida Statutes.

Between sunset and sunrise, electrically powered golf carts may be operated on the roads meeting the criteria above and on cart paths within County rights-of-way in RiverTown, including crossings allowed above if such vehicles are equipped with headlights, brake lights, turn signals, and a windshield. Between sunset and sunrise, electrically powered LSVs meeting the criteria of Section 316.2122 and 320.01(42), Florida Statutes may also use cart paths within County rights-of-way in RiverTown.

3. Non-Vehicular Access

A system of bike lanes, electric cart pathways and pedestrian/bike paths consistent with conditions set forth in the RiverTown DRI Development Order is shown on **Exhibit E-5, Pedestrian/Bicycle Circulation System** and on the MDP. This non-vehicular network provides interconnectivity between development areas and amenities, thereby reducing the need for vehicular travel. Unless an alternate path is provided, bike lanes will be constructed on all arterial and major collector roadways. Bike racks shall be provided at all schools, recreation facilities, community facilities, shopping centers and multi-family sites to facilitate the bicycle mode of travel. The project will meet the requirements of the Florida Accessibility Code for Building Construction ("FACBD"), the Americans Disability Act Accessibility Guidelines ("ADAAG") established by Florida law and 28 CFR Part 36, and the Fair Housing Act, if applicable.

A six (6)-foot (minimum width) sidewalk shall be provided adjacent to school parcels and park sites. A five (5)-foot (minimum width) sidewalk and a bike path or multi-use path shall be provided on both sides of all arterials and major collectors constructed by the applicant, including portions of CR 244 outside the project limits. In lieu of five-foot sidewalks on both sides of SR 13, the applicant proposes to construct a ten (10)-foot-wide multi-use path on the east side of SR 13. This multi-use path will meander through the Community Park and other portions of RiverTown, as shown conceptually on the RiverTown Greenway Management Plan. A five-foot (minimum) sidewalk shall be provided on both sides of all minor collectors constructed by the applicant. A four (4)-foot-wide (minimum) sidewalk or pathway shall be provided on at least one side of all local roads within project boundaries serving more than 20 residences.

Construction of all sidewalks in front of individually platted lots shall be performed concurrently with the construction of the residence for that lot.

All sidewalks, electric cart pathways and multi-use paths may meander throughout the right-of-way and may cross into adjacent parcels, provided an acceptable easement is provided. Required sidewalks in rural settings and natural areas may be informal, and constructed of permeable material. Pedestrian trails and sidewalks may meander through the development edge and scenic edge.

A four (4)-foot (minimum width) sidewalk allowing safe pedestrian access to buildings from the parking areas shall be provided in all commercial, multi-family and civic areas.

Additional non-vehicular circulation design concepts are shown in **Exhibit F** for various development types. The standards given may be adjusted in accordance with LDC Section 5.03.05.

4. Interconnectivity

The main internal roads within RiverTown provide interconnectivity between the development areas and reduce the need to use the regional roadway system. CR 244 (Longleaf Pine Parkway) and the main internal roadway system provide connectivity to adjacent development. The MDP also provides for possible future connections to adjacent vacant land when it is developed, consistent with the RiverTown DRI Development Order.

Existing development and the extensive wetland systems surrounding certain RiverTown development districts prohibit other connections to adjacent land without significant wetland impacts.

5. Parks/Recreation/Civic/Community Centers

The Owner will construct, or cause the CDD to construct within the Community Park, a minimum of four baseball fields, four multi-purpose fields, associated parking, entry roads, adequate conduit for future lighting of the fields, a bathroom/ concession facility and picnic areas. Development of the Community Park will be in accordance with the RiverTown DRI Development Order. The Community Park may be constructed on the RiverTown PRD Reserve Area, which lies outside of the boundaries of this PUD. Since this park is within the boundaries of the RiverTown DRI and is required by the RiverTown DRI Development Order, it will count toward the recreational requirements of the RiverTown PUD set forth in the Land Development Code.

The Riverfront Park will offer recreation to residents of the community and the County. Boat launch facilities for non-motorized water craft will be available, as well as day docks that will allow temporary mooring for motorized and non-motorized watercraft. There will be no boat fueling in connection with the Riverfront Park. The facility provided will supply temporary or short-term tie-ups to allow boating participants to enjoy the



Riverfront Park facilities. Dry-docking for non-motorized boats such as canoes, kayaks and rowboats may be made available. Overnight camping will not be allowed within the Riverfront Park except as may be permitted by the Owner for temporary events.

Smaller passive parks, community centers and civic spaces may be located within the neighborhoods. These parks may be located in the center of neighborhoods, may have a perimeter road of reduced speed limit, or may be located in cul-de-sac islands when the speed limit of the surrounding road meets the criteria shown in the Graphic Standards. Safe access to all parks shall be demonstrated at the time of construction plan review. Appropriate means will be taken to assure safe access and may include crosswalks or signage.

The community and civic facilities to be provided will meet the Sector Overlay requirements for community support. Section 5.03.03 of the LDC requires five acres of recreation per 1,000 persons (pro rata), or 54.9 acres for the projected population of 10,980 at build-out of RiverTown. The number of recreational areas provided within the RiverTown property exceeds this requirement. The requirement for 33 acres, or at least 60 percent of the cumulative total to be developed as community parks (ball fields, multi-use fields, etc.), will also be exceeded with the proposed development of the 100-acre Community Park.

All parks, recreation, civic areas and community centers may have accessory concessionary sales and/or rental facilities, as well as administrative offices, public and community service facilities, accessory maintenance, and other ancillary facilities. Outdoor cultural, art, educational, recreational or music events are allowable by right, as are temporary structures accessory to such events.

Passive recreation and open space as provided in the upland preserve and wetland preservation areas total approximately 1,318 acres.

The Owner/CDD/HOA/POA may enter into an interlocal or other type of agreement with the County for the operation and maintenance of on-site parks.

6. Utilities

The project will be served by central water, sewer and re-use water, all of which will be provided by JEA. Re-use water, including stormwater, will be the primary source of landscape irrigation (unless potable irrigation or another alternative to re-use water is required to be used for certain areas such as landscape areas surrounding swimming pools, playgrounds, picnic areas, and other public use areas by the Department of Health, JEA or other agencies with rules and regulations that govern water, sewer and reclaimed services. In those areas where potable irrigation or another alternative to re-use water is required by such agencies, high volume irrigation will be limited to fifty percent or less of the total area irrigated with non-reuse water in accordance with LDC Section 6.06.02.E.3.a, which shall be demonstrated on irrigation plan submittals.)

Utility service, including water mains, sewer force mains and re-use lines, will be extended to serve this project. The exact locations of the lift station sites are not known at this time and will be shown on the construction plans.

As permitted by the RiverTown DRI Development Order, certain remote, low-volume sewage uses such as restrooms associated with recreational uses may use septic systems.

There are currently above-ground utilities within the right-of-way of SR 13. Such above-ground utilities may remain in place, may be temporarily or permanently relocated as necessary to accommodate infrastructure and other construction, and may be modified by the utility provider without being required to be constructed below ground. All new utility services within the PUD boundaries, except as noted along SR 13, shall be located below ground, as required by the Land Development Code.

A site may be developed for a JEA re-use water pumping station. This use, and all uses accessory to this use, are permitted in the PUD and may be developed without MDP review. No additional screening from adjacent land uses interior to the PUD will be required for the facility development.

Re-use water lines will be installed within the golf course portion of the development at the time of initial construction in accordance with the RiverTown DRI Development Order.

The generalized location of utility lines, easements and other improvements are shown in Graphic Standards. The standards are conceptual and are subject to change based on utility provider requirements, engineering best practices and St. Johns County requirements. Changes to the Graphic Standards may be approved in accordance with LDC Section 5.03.05. Location of utility easements and infrastructure will be shown on construction plans and are not required to be shown on MDPs. Utility infrastructure cabinets, tanks, housings and other facilities shall not be considered structures and shall have no setback from property lines except that it shall be demonstrated at construction plan review that location of such facilities shall not violate vehicular sight line requirements.

7. Fire Protection

Fire protection will be installed in accordance with LDC Part 6.03.00. In accordance with the RiverTown DRI Development Order, a two-acre site shall be reserved within RiverTown and shall be conveyed to St. Johns County within 180 days from receipt of a request for the same. The RiverTown project will be developed in conformance with the most current adopted edition of the Florida Fire Prevention Code.

8. Solid Waste

St. Johns County vendors shall provide solid waste collection for residential uses. Private contractors may be used for non-residential establishments and facilities. Alley and rear yard pick-up will be permitted.

9. Schools

The Owner previously provided the site for the development of Bartram Trail High School. The Owner will dedicate three (3) additional school sites (two elementary and one middle/K-8), at locations depicted on the MDP. The school parcels are anticipated to be located near community recreation facilities to allow for shared use. The Owner and the St. Johns County School Board have entered into that certain RiverTown School Impact Fee Payment and School Siting Agreement and Termination of Memorandum of Understanding dated July 12, 2022 and recorded in Official Records Book 5599, Page 851, Public Records of St. Johns County, Florida, as may be amended, to address project school mitigation.

School facilities shall be developed according to Civic development standards of the Comprehensive Plan and Code.

Schools may be constructed with all accessory uses deemed necessary by the St. Johns County School Board, including recreational facilities, accessory outdoor uses, agricultural endeavors, radio communications facilities, temporary and permanent classrooms and other building facilities. The total square footage of buildings within the school sites is not limited but will comply with maximum ISR and FAR percentages set forth in the Comprehensive Plan.

Development of school sites shall be in compliance with the Memorandum of Understanding between the Owner and the St. Johns County School Board, including amendments thereto.

I. Water and Sewer

Water and sewer services will be provided by JEA. The estimated potable demand at build-out is as shown in Table I-1.

Table I-1 Water Demand			
LAND USE	USAGE FACTOR	QUANTITY	DEMAND (MGD)
Residential – SF	350 gpd/unit	3,700 units	1.295
Residential - MF	300 gpd/unit	800 units	0.240
Commercial	150 gpd/1,000 sf	300,000 sf	0.045
Office	150 gpd/1,000 sf	100,000 sf	0.015
Light Industrial	100 gpd/1,000 sf	100,000 sf	0.010
Golf Course	25,000 gpd	18 holes	0.025
Parks Buildings	200 gpd/1,000 sf	5,000 sf	0.001
Schools- Elementary	20 gpd/student	1,400 students	0.028
Schools- Middle	25 gpd/student	1,000 students	0.025
Total Demand			1.684

The estimated wastewater generation at build-out is as follows:

Table I-2 Wastewater Generation			
LAND USE	FACTOR	QUANTITY	GENERATION (MGD)
Residential- SF	280 gpd/unit	3,700 units	1.036
Residential - MF	230 gpd/ unit	800 units	0.184
Commercial	150 gpd/ 1,000 sf	300,000 sf	0.045
Office	150 gpd/1,000 sf	100,000 sf	0.015
Light Industrial	100 gpd/ 1,000 sf	100,000 sf	0.010
Golf Course	25,000 gpd	18 holes	0.025
Parks Buildings	200 gpd/ 1,000 sf	5,000 sf	0.001



Schools- Elementary	20 gpd/ student	1,400 students	0.028
Schools- Middle	25 gpd/ student	1,000 students	0.025
Total Generation			1.369

Elementary school-aged children are assumed to comprise 45.08 percent of the total school aged children, and middle school children are assumed to comprise 24.49 percent

J. Soils

A soils map is included as Exhibit E-1 to this PUD. The soil types and community development potential are identified in a table located behind the soils map.

K. Upland Forest and Wetlands

A copy of the FLUCFCS map as Exhibit E-3. The Code requires conservation of five (5) percent of upland natural vegetation on site, which may be included in the upland buffers. This requirement has been met.

L. Significant Natural Communities Habitat

The significant natural communities habitat areas will be incorporated into the greenway system of the PUD in order to protect them from future development.

Bald Eagle Nest

A bald eagle’s nest was discovered on an adjacent property in the Popo Point area subsequent to the approval of the DRI Development Order. The Owner will comply with the conditions of the Revised Alternate Bald Eagle Management Plan-Bald Eagle Nest SJ-024 dated March 6, 2018 (NZVAR 2018-02), which was approved by the St. Johns County Commission in accordance with the standards and guidelines of LDC Section 4.01.10.

Gopher Tortoise

The Owner has obtained a Gopher Tortoise Incidental Take Permit from the Florida Fish & Wildlife Conservation Commission (“FWC”) pursuant to the RiverTown DRI Development Order, for mitigation of 62.89 acres.

Protected Plants

The Owner will comply with the conditions of the RiverTown DRI Development Order relative to management of the area devoted to encouragement of the protected plants (i.e. Bartram’s Ixia) within the PUD boundaries.

Significant Natural Communities Habitat

The Owner will preserve a minimum of ten (10) percent of the Significant Natural Communities Habitat on-site in accordance with LDC Section 4.01.07. If the Owner does not choose on-site gopher tortoise preservation of at least 7.1 acres as part of its mitigation plan under the conditions of the RiverTown DRI Development Order, the Owner will preserve 7.1 contiguous acres along the eastern side of Kendall Creek within the sandhill community in accordance with LDC Section 4.01.07.

M. Known or Observed Historic Resources

Potential historical and archeological sites within the project were examined during the RiverTown DRI review process. The PUD shall comply with Special Condition 28 of the RiverTown DRI Development Order with regard to archeological sites. The State of Florida has approved phase one and two archeological assessments for sites within the RiverTown property and has authorized a phase three study for one site. A copy of the approval letter is included as Exhibit G.

N. Buffering and Landscaping

1. Perimeter Buffer

In accordance with LDC Section 5.03.03.A.4, a ten (10)-foot buffer shall be provided around the project property lines of the PUD. Such buffer is shown on the MDP. The buffer may be included within other required edges or buffers or within the lots. Where perimeter buffers are adjacent to common areas, the POA/HOA or CDD shall be responsible for maintenance. Where perimeter buffers are located on the lots, applicable homeowners shall be responsible for maintenance. The Owner may construct a fence up to eight (8) feet high on all or some of the perimeter, at its option. Fencing may be located on the perimeter of the property. The Owner may construct a wall, decorative fencing or project signage within the perimeter buffer, at its option. Fences with a combination of canopy trees and other landscape plants that result in a natural rural appearance may be allowed within the development edge or interior to the scenic edge as enhanced landscaping.



2. Adjacent Land Use and Buffering

Buffering and screening between adjacent properties and the PUD land shall be provided in accordance with LDC Section 6.06.04, except where extensive wetlands or the construction of stormwater ponds (designed as a site amenity) or an intervening road serves to satisfy the requirement for adjacent buffering and screening. All uses interior to the PUD shall be considered compatible, and no buffering or screening will be required, except appropriate buffering and screening shall be provided between industrial and residential uses. In accordance with the screening provisions, a wooden or vinyl-clad fence or masonry wall may be provided in lieu of an opaque vegetated buffer. The Owner may construct a fence up to eight (8) feet high on all or some of the perimeter, at its option. Fencing may be located on the perimeter as long as it is located within the area designated as development edge or interior to the scenic edge unless determined to be allowable by the County Administrator.

In order to allow an open viewshed and to prevent visual segmentation, residential development adjacent to arterial and major collectors will provide buffering from those roads but will not be required to erect masonry walls or fences along the right-of-way as screening.

All common areas, excluding recreation and amenity areas but including ponds, entrance ways and open space, shall be left in a natural vegetative state or grassed and landscaped. Within project common areas, commercial areas and multi-family residential complexes 50 percent of planted vegetation, by aerial extent, will consist of native, drought-tolerant or xeriscape vegetation. Landscaped areas include planted vegetation and mulch. However, they do not include hardscaped areas.

3. Upland Buffers

Upland buffers will be provided consistent with LDC Section 4.01.06, except as follows:

- A 50-foot upland buffer will be established along Hallowes Cove.
- A 50-foot upland buffer will be established along the St. Johns River and the portions of the tributaries, streams or other water bodies connected to the St. Johns River. Such portions of these tributaries, streams, or other water bodies will be established by the mean high water line of the applicable tributary, stream or other body.
- For non-impacted, isolated wetlands that are not located in areas used for restoration and enhancement, an average 25-foot buffer (ten (10)-foot minimum) will be established.

Bank stabilization such as headwalls or post-and-beam structures may be constructed at the land terminus of the community dock at the Riverfront Park in the area of the minimal clearing of the upland and wetland vegetation as specified in the Code. Armoring will be limited to 25 feet either side of the community dock.

For all other areas (i.e., not contiguous with the St. Johns River), an average 25-foot upland buffer shall be provided adjacent to contiguous wetlands, consistent with LDC Section 4.01.06.B. The averaged upland buffer shall not be less than ten (10) feet in any area, except in areas such as road and utility crossings. Such buffers shall achieve an overall greater upland buffer than when applying the non-averaged upland buffer. Buffer areas may be adjusted on construction plans, provided the average upland buffer requirement is not reduced. Where upland buffers and other buffers overlap, the upland buffer may not be cleared and planted.

Per LDC Section 4.01.02.G, minimum clearing of upland and wetland vegetation necessary to construct a dock or other improvement shall be permitted to provide access to navigable waters in accordance with a validly issued and unexpired permit from the FDEP, SJRWMD or other agency having jurisdiction. In addition, the Owner shall be permitted to conduct minimal clearing of upland vegetation within the 50-foot buffer along the St. Johns River to provide for access to docks or viewing areas. Such access ways shall generally run perpendicular to the river.

All native vegetation shall be preserved within all upland buffers; provided, however, that in buffers along the St. Johns River, including in all neighborhoods, amenity center sites, parks and other riverfront parcels, along the river, limited trimming to create vistas shall be allowed consistent with ANSI Standard 300. This trimming method shall leave ground vegetation and canopy vegetation but provide a "slot" for limb removal so "scenic views" may be provided. The "slot" shall have a minimum clearance of four (4) feet above natural ground and a maximum height of 50 percent of tree height.

Building setbacks from upland buffers shall be provided in accordance with applicable provisions of LDC Section 4.01.06.B.

4. Development Edge

A development edge of 35 feet shall be located along the PUD boundary adjacent to other properties in accordance with Northwest Sector Overlay Policy A.2.1.3. A minimum 50-foot development edge will be provided along the commercial area located adjacent to Greenbriar Road wherever that development is adjacent to existing residential development.

Development edges shall be identified on **Exhibit "C"**, the MDP, or will be identified on appropriate incremental MDPs. Development edges may be left in a natural state or landscaped; provided, however, the development edge along the common boundary with Whitelock Farms and Greenbriar Estates, which are located east of Longleaf Pine Parkway (the "**Eastern Boundary Development Edge**"), will be left in a natural state notwithstanding the language in the paragraph below, with enhanced landscaping as necessary. Additionally, the Eastern Boundary Development Edge shall be a minimum of 50 feet wide, and the Owner shall erect an opaque, six (6)-foot fence along portions of the RiverTown side of the Eastern Boundary Development Edge that are developed with buildings and are within uplands (no fence will be erected within wetlands or undeveloped lands).

Development edges may include hiking and biking trails, sidewalks, community garden areas and passive parks, and stormwater ponds or pond slopes (if designed as an amenity). Dispersion ponds, utility or access easements, and drainage outfalls may be located within development edges, provided adequate landscape screening is constructed. Signs, decorative walls or fences and architectural features (clock, bell tower, waterfalls, flanking walls, landscaped areas, shelters, etc.) may be located within development edges if they are incorporated as entry features. Architectural features associated with signage may have a maximum height of 40 feet, except for those located along the William Bartram Scenic and Historic Highway (SR 13) which shall allow architectural features a maximum height of ten (10) feet, with a maximum height of six (6) feet within 0 to 49 feet of the SR 13 right-of-way, with a maximum height of eight (8) feet within 50 to 149 feet of the SR 13 right-of-way, and with a maximum height of ten (10) feet within 150 feet or more of the SR 13 right-of-way. 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 or development edge as enhanced landscaping.

5. Scenic Edge

Scenic edges shall be provided adjacent to the following Northwest Sector Overlay arterial and major collector roads depicted on the Northwest Sector Overlay map: SR 13, CR 244 (Longleaf Pine Parkway); and that portion of Greenbriar Road contiguous to the PUD boundary. The scenic edge may be a minimum of 30 feet, but shall provide for an average of 75 feet except as otherwise allowed by Comprehensive Plan Policy A.2.1.4. The MDP gives a graphic delineation of the general location and width of the scenic edge. General location and width of the scenic edge shall be shown on MDPs. Specific locations and widths of the scenic edges shall be shown on construction plans.

For the Greenbriar Square parcel along Greenbriar Road, the Owner has agreed to dedicate to the County 17 feet of right of way for the portion of frontage so that the County may construct a sidewalk and the ultimate widening of Greenbriar Road within such right of way. The Owner shall provide a scenic edge adjacent to the dedicated right of way along Greenbriar Road that will be a minimum of 30 feet.

An average scenic edge of 75 feet shall be maintained along both sides of SR 13. The scenic edge at the main entrance to the project and the entrance to the Riverfront Park in the general location shown on the MDP shall be reduced to a 30-foot minimum. The location of those areas is shown on Sheet 5 of the MDP. Landscaping in the scenic edge at the main entrance to the project and the entrance to the Riverfront Park may be a designed and maintained landscape. Nuisance and exotic vegetation may be removed, and maintenance of the area to control the invasion of nuisance and exotic vegetation is permitted. The Northwest Sector Overlay allowance for a reduction in scenic edge where lots are less than 500 feet deep would apply to the lots along SR 13 in the vicinity of Hallowes Cove. This area is also shown on the MDP.

Per Comprehensive Plan Policy A.2.1.4 (a), breaks in the scenic edge may be allowed in otherwise continuous edges to allow for access and associated entrance features and to provide view corridors to community centers, civic areas, parks, scenic areas and other publicly accessible areas. Trails and multi-use paths may meander in and out of the scenic edge. Comprehensive Plan Policy A.2.1.4(a) states: "Scenic edges are also an integral part of the development edges and recreational trail system that provide trails, sidewalks and cart paths".

Scenic edges may be left in a natural state or landscaped. Stormwater ponds or pond slopes (if designed as an amenity), dispersion ponds, utility or access easements and drainage outfalls may be located within the scenic edges, provided adequate landscape screening is constructed. Signs, decorative walls or fences and architectural features (clock, bell towers, waterfalls, flanking walls, landscaped areas, shelters, etc.) may be located within scenic edges if they are incorporated as an entry or project hardscape features. Architectural features associated with signage may have a maximum height of 40 feet, except for those located along the William Bartram Scenic and Historic Highway (SR 13) which shall allow architectural features a maximum height of ten (10) feet, with a maximum height of six (6) feet within 0 to 49 feet of the SR 13 right-of-way, with a maximum height of eight (8) feet within 50 to 149 feet of the SR 13 right-of-way, and with a maximum height of ten (10) feet within 150 feet or more of the SR 13 right-of-way. Breaks in the scenic edge may be allowed in otherwise continuous edges to allow for access and associated entrance features and to provide views corresponding to village commercial, community centers, parks, civic and scenic areas and other publicly accessible areas. Fences with a combination of canopy trees and other landscape plants that result in a natural rural appearance may be allowed within the development edge or interior to the scenic edge as enhanced landscaping.

6. Wildlife Crossings

The general locations of the wildlife crossings are shown on the MDP. The Owner shall install wildlife crossings at the time of construction of the project roads in the locations identified on the MDP and as specified on Exhibit 3 of the RiverTown DRI Development Order. As stated in Special Condition 15(e) of the RiverTown DRI Development Order, each wildlife crossing within the project will consist of either (i) a prefabricated and arched concrete structure, a corrugated pipe or a structure of similar design, with a horizontal opening width no less than one-tenth of the width of the road and right-of-way being traversed or ten (10) feet, whichever is larger, and a minimum vertical clearance of four (4) feet ("Type A"); or (ii) a prefabricated and arched concrete structure, a corrugated pipe or a structure of similar design, with an opening of a minimum of 20 square feet and a minimum vertical clearance of four (4) feet ("Type B"); or (iii) an at-grade crossing designed by posting speed limit signs not to exceed 35 miles per hour and placing signs identifying the area as a wildlife crossing ("Type C"). Type A and B crossings shall be located landward of the jurisdictional wetland line or shall include a contiguous dry portion of at least 25 percent of the total width of the crossing that is above the ten (10)-year mean base flow of the drainage system or, where the ten (10)-year mean base flow has not been established, the jurisdictional line.

Wildlife crossing signs and reduced speed limit designations will be posted on project roads in the vicinity of the wildlife crossings. Additional details of the proposed wildlife crossings shall be subject to approval of St. Johns County, the SJRWMD and the U.S. Army Corps of Engineers ("ACOE"), and will be detailed in the permits to be issued by the agencies authorizing the road crossings and wetland impacts.



7. Greenway System

The RiverTown greenway system (the "RiverTown Greenway") will be comprised of preserved wetlands and associated upland buffers, any required protected species habitat, the trail system, and other parks and open spaces within the RiverTown project.

The RiverTown Greenway is conceptually depicted on **Exhibit E-4, Greenways**. The Greenway will be either: (i) placed under conservation easements as part of the SJRWMD Environmental Resource Permit ("ERP Permit"); (ii) conveyed to a POA/HOA; (iii) retained by the Owner, its successors or assigns; or (iv) conveyed to a CDD.

The Greenway will be subject to a greenway management plan. The greenway management plan is hereby deemed to be consistent with this PUD Text, as may be modified from time to time, and any inconsistencies between the greenway management plan and this PUD Text shall be controlled by the PUD Text. Allowable uses within the Greenway will include conservation, recreation, drainage features, limited silvicultural activities designed to achieve conservation objectives (including prescribed burns), road crossings, utilities and limited parking for users of the Greenway.

The precise boundaries of the Greenway will be adjusted as necessary based upon the final jurisdictional wetland delineation. The Greenway will connect all major amenities, schools, recreational areas, the St. Johns River, the Riverfront Park and the various districts within the RiverTown PUD using various types of paths and connections, including mulched, paved or graveled paths.

8. Ravines

The ravines within the project boundaries will be protected in compliance with RiverTown DRI Development Order Special Condition 16(b), as may be amended. **Exhibit E-4, Greenways & Ravines System Map** shows the general locations of areas determined to be ravines. Estimated ravine locations will be shown on applicable incremental MDPs, with more detailed locations shown on applicable engineering construction plans. All uses within and adjacent to the ravines will be as allowed in the RiverTown DRI Development Order Special Condition 16(b). All proposed activities within a ravine will be submitted to the County for review and approval. In those areas where the ravines do not lie within wetland areas or upland buffer areas (i.e. the ravine line falls on the upland side of the wetland line and upland buffer line), elevated boardwalks and viewing platforms with minimal clearing necessary to install the boardwalk or platform may be proposed. Allowable uses within the ravine protection one will include unpaved nature trails, boardwalks, viewing platforms, and the removal, trimming, pruning, or alteration of any unprotected tree or other vegetation to install an allowable use or as otherwise permitted under LDC Section 4.01.05. Impacts to wetlands, upland buffers, ravines and ravine protection zones are allowed for the construction of roadways, drainage structures and utility infrastructure provided such impacts are approved by the County and the necessary permits are obtained from the appropriate wetland regulatory agencies having wetland impact/permitting regulatory authority. The top of slope of the ravine and ravine protection zone will be depicted on all applicable construction plans.

9. Landscaping Standards

For each phase of construction, the total tree mitigation requirement shall be computed based on construction plan drawings. Trees required for mitigation may be planted anywhere within the RiverTown project boundaries, excluding individual residential lots. Likewise, trees preserved may be counted for mitigation toward the requirements of any area within the MDP, as set forth in the Clearing and Grading section above. If such planting is not feasible, the Owner may pay into the St. Johns County Tree Bank Fund at the rate of twenty-five dollars (\$25.00) per deficient tree inch, as allowed by the Code. Trees indicated on construction plans but not installed at the time of County final inspection may be bonded for As-Built Approval. Then, the bond amount may be reduced through planting. The total bond amount for tree mitigation will be reduced as planting requirements are satisfied.

Graphic Standards Exhibit F contains various landscape standards for parking, road rights-of-way, TND, Main Street and Mixed Use Districts and other areas within the PUD. Tree planting island requirements in parking lots may be combined and congregated for better plant health and landscape impact. Individual islands will have a maximum spacing of 100 feet, and tree plantings may be done in groups rather than in a linear fashion. Trees within perimeter landscape areas immediately adjacent to parking spaces that are close enough to provide tree canopy to the parking spaces may be counted toward the parking island spacing requirement.

For the purposes of determining landscape buffers in commercial areas, property lines (or lease lines, etc.) within the overall commercial parcel shall not indicate the requirement for a landscape buffer. All parking and vehicular use areas adjacent to external commercial or Mixed Use parcel boundaries shall supply landscape buffers as specified in the Code or as shown in the Graphics Standards.

Parking lots may provide tree planting areas in the form of 'diamonds' in lieu of parking lot islands. The "diamond" tree islands will be four-feet by four-feet in size to allow for the survival and growth of trees and other vegetation planted therein. The trees within the diamond tree islands must be protected from damage from vehicles by appropriate barriers such as walls, bollards or wheel stops. A tree planting detail is provided in the Graphic Standards. Existing trees will be preserved within parking areas wherever practicable. When new trees are required, the Owner will plant canopy-type trees. The Owner will also be providing extensive landscaping or other screening outside of parking areas, some of which may be included in sidewalk planters. The general location of 'diamonds' will be shown on an applicable MDP. Final location will be determined at the time of construction and engineering plan submittal.

In the case of road rights-of-way, lakes and retention ponds (of greater than three (3)-acre surface area) and golf course development, a tree inventory will be permitted in lieu of a tree survey. The tree inventory will include a GPS location, with site plan and overlay of trees identified and shown. A professional landscape architect, arborist or other professional deemed acceptable by St. Johns County Administrator or his representative shall prepare the tree inventory.



Trees required for tree credit mitigation will be allowed within road rights-of-way. For trees planted along public roads, a right-of-way permit and hold harmless agreement shall be entered into with the County. For Single-Family Lot Types I and II and Multi-Family Types B and C, street trees may be used for tree inches for the project as a whole or for the property immediately adjacent to the location of the planting.

10. William Bartram Highway Landscaping Standards

The scenic highway buffer along both sides of SR 13 shall be 30 feet, consistent with LDC Section 6.06.02.G.2.b. However, on both sides of SR 13 at the main entrance to the project and the opposite entrance to the Riverfront Park, the scenic highway buffer may be a designed and maintained landscape. The location of this special buffer is the same location as the 30-foot scenic edge at the entrances as shown on the MDP. The scenic buffer in this area will be 30 feet in width, may be disturbed and enhanced with supplemental plantings as an alternative to leaving uncontrolled plant growth. This area of a special scenic buffer is limited to 350 feet on the east side of SR 13 and 250 feet on the west side of SR 13 for a total of approximately 600 linear feet out of the approximately 20,000 linear feet of SR 13 frontage for RiverTown. The extent of such enhanced landscaping shall be as shown on the applicable MDP. Minimum tree plantings in this area shall comply with LDC Section 6.06.02.G.2.b with respect to the number and type of required trees; provided that such trees may be planted in clusters and the clusters may be spaced more than 100 feet apart. Except for the area at the main entrance to the project and the opposite entrance to the Riverfront Park, the existing vegetation shall be left in place where the existing vegetation meets or exceeds the scenic buffer requirements. The remaining areas along SR 13 that have been previously disturbed will be replanted as shown on the Conceptual Buffer Replanting Sample included in the PUD Graphics Standards Attachments at [Exhibit F-4](#), Page 30-B in compliance with LDC Section 6.06.02.G.2.b. New landscape plantings within the Scenic Edge will avoid the use of exotic material as specified by the Florida Exotic Pest Plant Council Invasive Plant List. Trails and multi-use paths may meander in and out of the scenic highway buffer.

O. PUDs in Special Districts

This PUD is not located in a Special District as defined by Article III of the Code.

P. Temporary Uses

Temporary uses including but not limited to construction trailers, sales trailers and/or office units, temporary signage, model homes and temporary access ways shall be allowed to be placed or constructed anywhere within the PUD. Such temporary facilities and uses may be moved throughout the site as phasing changes, in accordance with the Code, except where specified otherwise in this text. Temporary uses shall be removed within 30 days after the issuance of a certificate of occupancy for the final building in each phase of development. If construction activity ceases for a period of one year within a phase of development, as defined by the construction plans for that phase, the temporary use must be terminated until construction is recommenced. The Owner shall not be required to obtain a permit for such temporary uses from the County or to register such uses with the County. Temporary outdoor events are allowable by right and will comply with the requirements of LDC Section 2.02.05.

Temporary uses may not be located in the preservation areas, uplands buffers, ravine protection zone, significant natural communities habitat preservation area, Greenway system or as permitted by the Bald Eagle Management Plan.

Access to the Community Park may be relocated as construction phasing changes. The 'temporary' access may be in place for longer than five years, but may change location without modification to the PUD as long as the proposed access is shown on an applicable MDP and a Small Adjustment request is filed to remove the former access from the MDP on which it was shown. The temporary access may be located within an access easement.

Soil removed from the stormwater ponds or wetland creation areas may be used on site. Soil that is excavated or imported may be stockpiled anywhere within the boundaries of the PUD (except in the upland buffer, preserved wetland areas, or required scenic or development edges or transported off-site. Temporary roads to excavation and stockpile areas are allowable as long as the connection to any paved road is provided with a paved apron to protect the road edge. Certain areas may be exempted by LDC Section 6.04.09. Air curtain incinerators or burn sites may also be located within the PUD and are not required to be shown on MDPs.

As provided for in the RiverTown DRI Development Order, bona fide agricultural and silvicultural practices may be conducted in areas of the property where construction has not commenced (except in the upland buffer, preserved wetland areas, or required scenic edges). These operations may not compromise any conditions of the RiverTown DRI Development Order or the PUD conservation or buffering obligations. Trees in buffer areas may mitigate the requirement for silvicultural operations to leave 25 tree inches per acre.

Temporary signage is allowed per the Land Development Code and the applicable sections of the PUD text.

Model homes may be built on no more than ten (10) percent of the total number of lots within each residential development area receiving approval.

Sales offices may be allowed within model homes subsequent to acceptance of as-built drawings for the infrastructure serving the area. Model homes shall provide parking to accommodate the model home and sales office, if applicable. Parking may be provided in the driveway of the model home or within a temporary parking area that may be located within a tract or platted lot. The parking area shall be stabilized with materials such as mulch, coquina, crushed stone, gravel, concrete or asphalt, in a manner acceptable to the County Administrator. Model home banks may be established such that all model homes allowed within a district may be located in a single defined area.

Temporary uses allowed by LDC Section 2.02.05 and any temporary outdoor event shall be considered allowable by right within all non-residential districts and within community facilities or recreation sites in residential districts. If the County should adopt an ordinance dealing



with special event regulations, this PUD would not override such ordinance unless specifically addressed in the PUD and approved by the Board of County Commissioners. Temporary uses allowed by the Land Development Code within residential zoning districts shall be permitted by right in the residential districts within the PUD. Temporary uses allowed by LDC Section 2.02.05.B shall be permitted by right within all districts in the PUD. This allowance shall supersede the public hearing requirements specified in the Land Development Code. The temporary uses shall comply with all other requirements of LDC Section 2.02.05 relative to frequency, duration and provision of facilities.

Seasonal, temporary and intermittent uses such as fairs, expositions, festivals, and flea and farmer's markets may utilize unpaved parking areas as a matter of right. Such areas may be grassed, graveled or otherwise covered with permeable material. For special events where the projected parking need exceeds 200 spaces, the Sheriff's Department shall be notified 21 days in advance so that security and traffic plans can be formulated. This provision does not apply to schools, churches or County sponsored events that would follow their normal traffic control procedures for special events.

A temporary golf clubhouse facility may be erected or placed prior to the permanent facility. All uses permitted in the permanent facility shall be allowable in the temporary facility.

Soil may be temporarily stockpiled within the development areas of RiverTown except in the upland buffer and conserved wetland areas. Soil removed from stormwater ponds, recreational lakes or any wetland creation areas within the PUD may be used onsite or transported and sold or used offsite. Grading and excavation will be limited to those areas delineated in the construction plans and will be performed in accordance with the LDC.

Q. Accessory Uses

Accessory uses shall be as allowed by the Code unless specified otherwise in the PUD text.

Agricultural uses, including boarding stables and any other agricultural uses that may be considered a Special Use by the Land Development Code, are allowed by right within the areas designated as Farms District as an accessory to the district development, to the residences or to the community. These uses must be consistent with the Comprehensive Plan. Commercial stables must comply with requirements in LDC Section 6.08.35.

The golf course, parks, recreation and civic areas, community commercial areas and community centers may have accessory concessionary sales, including the sale of alcoholic beverages as permitted by the State of Florida, and rental facilities, administrative offices, public and community service facilities and accessory maintenance facilities.

The golf course may have accessory restroom facilities associated with the clubhouse and on the golf course, as well as a pro shop, cart barns, gazebos and other outdoor structures, maintenance and storage sheds, greenhouse, caddy shack(s), pump stations, equipment carpools, cart paths and other typical accessory structures and uses. A temporary golf clubhouse facility may be erected prior to the permanent facility. All uses allowable in the permanent facility shall be permitted in the temporary facility.

Accessory structures shall be allowed per LDC Section 2.02.04 and as further described in the PUD text and may be located with a minimum setback of five feet from the top of bank of any lake (if applicable). Otherwise, the structures may meet the yard requirements if the minimum yard is less than five feet. Accessory structures allowed within the Farms District shall be per LDC Section 2.02.04.B & E. Accessory structures and private garages may exceed the height of the main residence and may be used as Home Offices or for other home-based business. Accessory structures used as Home Offices may receive the public as long as adequate parking is provided based on calculation of one parking space per 500 square feet of area used for the office.

Air conditioning and heating units, pool mechanical equipment, utility meters and other mechanical or utility service features may be located in any yard without a minimum setback to the lot line. No air conditioning or electrical equipment, masonry walls, pools, pool decks or pool enclosures may be located within drainage or underground utility easements.

Temporary outdoor events, as defined by LDC Section 2.02.05, are permitted by right.

Indoor and outdoor areas for the storage of recreational vehicles, boats and similar equipment shall be allowed throughout the PUD. Such storage areas shall be accessory to the residents of the community and will not be available for public rental unless that use is permitted by right in the district in which it is located. Outdoor storage of non-motorized watercraft at any concession that is an accessory to a park or recreational facility shall be allowable.

Non-habitable structures for civic, recreational and passive/ open space development such as gazebos, arbors, viewing platforms, docks, boardwalks, and utility infrastructure construction will be shown on specific engineering development permit plans and will be in compliance with all PUD and Land Development Code requirements. Such accessory structures and infrastructure construction is not required to be shown on MDPs. Such structures will not be located within any wetland or required buffer.

Consistent with Special Condition 15(h) of the DRI Development Order, a maximum of 35 docks will be permitted within the RiverTown DRI along the St. Johns River. The maximum 35 docks will include the following:

1. One (1) will be a community dock for use by RiverTown residents and their guests, located in the Riverfront Park. The community dock will be designed for a maximum of five (5) boats and will be available for use by the residents of RiverTown;
2. One (1) will be a community dock located at the Riverfront Amenity Center and Park. The community dock will be designed for a maximum of 12 boats and will be available for use by the residents of RiverTown;

3. Ten (10) will be private shared docks, located within residential neighborhoods along the St. Johns River within the Property, as depicted on the MDP. A maximum of six (6) motorized boats will be permitted on each private shared dock; and
4. Twenty-three (23) will be private residential docks, located within the riverfront residential neighborhoods in and near Popo Point, as depicted on the MDP. No docks will be located in Hallows Cove. There are 52 riverfront lots located within the Cove and Bungalows Districts. The Owner would like to increase the number of private residence docks from 18 to 22 in the Cove District to allow all riverfront homes to have docks.

Boat repair facilities or services, fuel sales and pump out facilities will be prohibited west of SR 13 within the RiverTown DRI. Overnight docking will be prohibited at the Riverfront Park community dock, unless otherwise authorized by the County through separate individual event approval.

Powerboat launching facilities and powerboat ramps will be prohibited west of SR 13 within the RiverTown DRI.

No docks will be located within Hallows Cove in the Coves District except within the area of Popo Point that is shaded on Exhibit 3, (Figure 26-1). Dry storage for non-motorized boats will be allowed in the Riverfront Park.

The Riverfront Park may have all accessory uses typical of public gathering areas including a band shell, picnic and gazebo structures, parking facilities, accessory concessionary structures, and tents and other accessory and/or temporary structures typical of outdoor cultural or festival events.

R. Phasing Schedule

The project phasing has been amended to reflect several statutory extensions granted to the RiverTown DRI and PUD. The project commenced within two (2) years of the effective date of the PUD rezoning approval. The PUD will be implemented in two phases as indicated in Table R-1. A progress report shall be provided every five years, in compliance with Code requirements.

Table R-1 Project Phasing ⁽¹⁾					
USE	UNITS	PHASE 1 2005- JANUARY 1, 2030	PHASE 2 JANUARY 2, 2030-JULY 28, 2036		TOTAL
Residential					
Single-family (2)	Lots	2,200	1,500		3,700
Multi-family	Units	400	400		800
Total Residential		2,600	1,900		4,500
Commercial	Square Feet	50,000	250,000		300,000
Office	Square Feet	50,000	50,000		100,000
Light Industrial	Square Feet	50,000	50,000		100,000
Golf course	Holes	18	-		18
Community & Neighborhood Parks	Acres	126	60		186
Riverfront Park	Acres	58	-		58



Elementary School Sites (2)	Acres	15	-	30
Middle/K-8 School Site	Acres	25	-	25

- (1) Unused development rights from a particular phase carry over into the subsequent phase until build-out.
- (2) Includes 770 age-restricted single-family units.

Commencement is defined as approval of receipt of a clearing permit of any part of each phase. Completion shall be defined as approval of as-built drawings for horizontal infrastructure for that phase or sub-phase of development. Approval of units for purposes of this subsection should be defined as approval of construction plans for horizontal infrastructure to serve such residential units. The Owner may submit construction plans for future phases before the previous phase is constructed. Any development rights not completed during one phase may be transferred to a later phase.

Acceleration of phases is provided for in General Condition 3 of the RiverTown DRI Development Order as follows: "Phase I will last six (6) years and Phase II will last five (5) years unless extended pursuant to Section 380.06(19), Florida Statutes (2003), or unless the Owner elects to accelerate the beginning date of Phase II, provided that all mitigation requirements for Phase II have been met. The end date of Phase II will not be affected by an acceleration of the beginning date. Unused development rights from Phase I will carry over into Phase II until build-out". The Owner will be permitted to accelerate the PUD phases in the same manner and subject to the same conditions required for acceleration of the RiverTown DRI Development Order phases.

Civic buildings may include governmental buildings such as a post office, a fire station, a police station, houses of worship, a museum, schools, pavilions, a YMCA, community amenities and any other structure designed to serve the public interest.

S. Project Impact and Benefits

There is adequate public service capacity to serve this project, including water sewer and roads. RiverTown has been designed as a master planned community with amenities, a Riverfront Park, neighborhood parks, community amenity centers, a Community Park with fields for league sports play, school sites, an interconnected system of roadways, and pedestrian/bike trails. A fire station site will be reserved at a location to be agreed upon by the Owner and St. Johns County. The design meets the requirements of the Comprehensive Plan Northwest Sector Overlay for St. Johns County. A mix of housing types will be provided.

Justification for this project is as follows:

1. The RiverTown community provides a significant public benefit in the provision of a Riverfront Park, a Community Park, three school sites, fire and/or police station sites, and millions of dollars in improvements to the regional roadway network.
2. The project includes lands with Mixed Use, Community Commercial, Residential B, Residential C and Parks & Open Space future land use designations. The proposed development is consistent with those designations.
3. The regional impacts from this project have been duly considered in the Development of Regional Impact process, and the proposed development is consistent with, and helps to implement, the conditions in the RiverTown DRI Development Order.
4. The project is consistent with and will not adversely affect the orderly development of St. Johns County as embodied by the St. Johns County Comprehensive Plan and Code.
5. The proposed development is compatible with the zoning and Comprehensive Plan future land use designations of surrounding properties as well as the overall development trend in the area.
6. The development of a master planned community with extensive infrastructure and community support results in neighborhoods that are attractive to a range of homebuyers of varying economic means.
7. The project will not adversely affect the health, safety or welfare of the residents or workers in the area, will not be detrimental to the natural environment or to the development of adjacent properties, and will accomplish the objectives, standards and criteria set forth in the Code.
8. The infrastructure, recreational and community support amenities to serve this project are in place or will be constructed. Such amenities will benefit both RiverTown and surrounding communities.

T. Waivers, Variances, or Deviations

1. Traditional Neighborhood Design (TND)

The Northwest Sector Overlay of the St. Johns County Comprehensive Plan supports and promotes creative design concepts such as TND. Because the provisions of the Northwest Sector Overlay have not yet been incorporated into the Code, there are many criteria within the Code that prohibit creative design concepts such as TND. Until such time as the Code is updated to incorporate TND design criteria, it is necessary for projects that wish to implement traditional neighborhood design to request extensive waivers to provisions of the Code. The waivers



enumerated below are necessary in order for the Owner to successfully implement TND within the RiverTown community. RiverTown has been designed as an old river town. Applying the patterns of TND that appear in historic small town America, the plan incorporates a vibrant mix of uses. There are higher density neighborhoods with neighborhood density decreasing with distance from the community's core. Neighborhood design is guided by the fundamental principles of town building, dictating intimate relationships between the building and the street. This framework creates a walkable community with a vibrant public realm while accommodating the individual's need for private space.

As stated in Section 2.3, the return to more compact TND patterns is part of a national trend toward more sustainable forms of development that minimize environmental impacts, preserve open space and increase infrastructure efficiency. Pedestrian- scaled streets, smaller lot sizes and house placements closer to the street all reduce the quantity of paved surfaces and high-maintenance individual landscapes found in typical suburban neighborhoods.

Land uses blend in several ways to enrich the character of each neighborhood. One form varies residential types and densities within a block so that single-family homes exist on the same street with townhomes or condominiums. Another configuration combines different land uses within the block, such as residences sharing the same street with places of worship, civic or other non- residential uses. The most detailed and interesting mixture occurs when different land uses are placed vertically within the same building. Emblematic of this approach are the traditional "main street" store fronts where retail shops inhabit the ground floor while residential flats or small offices reside in the building above. The application of these patterns creates a rich neighborhood fabric that evolves in response to continually changing community needs.

The implementation of TND design within RiverTown requires various waivers from the provisions of the Land Development Code, as enumerated below. It is intended that this PUD text and related graphical standards contained in **Exhibit F** will govern development of RiverTown in lieu of conflicting provisions of the Code. It is also intended that the graphical standards in **Exhibit F** be approved as road cross-sections to be utilized in RiverTown. Because the Code is very detailed, it is possible that during review of the RiverTown PUD the Owner and County have not specifically identified in the waivers section below every technical standard set forth in the Code for which a conflicting provision is addressed in either the PUD text or related graphical standards. Therefore, it is contemplated that where construction plans submitted for sections of RiverTown contain textual or graphic information that is (i) identical or materially similar to Land Development Code provisions addressed in Section t below and (ii) specifically addressed in either the textual or graphic information within this PUD document, but in either case is not specifically enumerated in that waivers section, County staff shall have the authority to approve such plans, except that where, in the reasonable determination of County staff, there is an unforeseen or unintended consequence of the PUD text which conflicts with the LDC in a materially detrimental manner, further review and approval will be required to avoid the conflict. The following waivers listed in this Section t.1 are applicable to TND and other areas within the project, unless specified otherwise therein. No new waivers are being proposed related to the 2022 Major Modification Application MAJMOD 2022-09.

- a. **LDC Sections 2.02.04.A.1 and 6.05.02.A.** Waiver to the requirement that all accessory uses be located on the same lot as the principal use. Waiver is justified to allow docks as accessory uses to residences in the various neighborhoods (i.e., to permit docks to be located across the street or on commonly owned property). Waiver is also requested to allow accessory uses such as retention ponds and parking areas to be centrally located and jointly used. This waiver is justified because the PUD as a whole is considered a single premise with consistent land use and zoning, and sharing of infrastructure is a more efficient land planning technique. A critical element of the TND, commercial and Mixed Use District design is that central parking and stormwater would be provided for uses in this district.
- b. **LDC Sections 2.02.04.B.2 and 4.** This waiver is requested to allow guest houses to exceed the height of the main structure. Included in the RiverTown design is the concept of guest quarters above detached garages. It is possible that the garage structure will exceed the height of the main house. Since TND design may include a mix of uses, having a garage with a greater height than the main residence does not cause visual problems. The accessory use must meet the height limitation for the applicable residential area.
- c. **LDC Sections 2.02.04.B.5 and 2.02.04.C.3.** Waiver is requested to allow air conditioners and other mechanical equipment to be located anywhere on the lot except in drainage or utility easements and so long as they are not closer than three (3) feet to any property line. In order to accomplish the creative design of TND areas, it is necessary to have flexibility with respect to the location of accessory uses and mechanical equipment. However, a minimum separation of six feet must be maintained between the mechanical equipment on one lot and the mechanical equipment on the adjacent lot.
- d. **LDC Section 2.03.07.H.** Waiver is requested to allow antique shops, bakeries, barber and beauty shops, studios, medical and professional offices to be allowed as home occupations in the TND areas. This waiver is limited to the TND areas. Signs up to 6 square feet will be allowed in TND areas. These uses are consistent with the design theme of an old-style town and help to promote a mix of uses in close proximity and within walking distance to other uses in the TND areas. Home occupations shall be an accessory use to the principal residential use.
- e. **LDC Sections 2.04.08 and 2.03.28.** This waiver involves allowing more than one main use structure on a residential lot. This waiver is requested to allow a second residence (other than a guest house) on a residential lot regardless of minimum lot size as long as the density does not exceed the allowable density for the applicable development district and provided the property is sufficient in size to allow each structure to meet the impervious surface limits set forth in the Comprehensive Plan. The number of main use structures shall be tracked and documented on the construction plans.
- f. **LDC Section 4.01.05.E.1 (Note 7) and 6.06.02.B.** This waiver is requested to allow the minimum tree inch requirement on Single-Family Type I lots to be 40 inches per acre instead of 80 inches per acre, which is necessary due to the constrained lot size. Where the minimum tree inches required cannot be planted on the lot after reasonable efforts by the applicant, the balance of inches may be waived by the County.

- g. **LDC Section 4.01.05.F.1.b(1).** This waiver is requested to allow for land clearing and tree removal to occur on single family lots that require less than six (6) inches of grade change. This waiver is necessary to allow for development of smaller yards and to allow for access to individual home sites during the home building process due to constrained lot size.
- h. **LDC Section 5.03.02.G.2.i.** This waiver is requested to not show the general location of signage on the MDP. A separate USP has been adopted by the Board of County Commissioners. Instead, the Owner is modifying the USP to include a Location Map that can better illustrate the general locations of the various signs.
- i. **LDC Sections 5.03.03.A.5 and 6.06.02.G.2.b.** The scenic edge along SR 13 within RiverTown is an average of 75 feet. At the main entrance to the project and the opposite entrance to the Riverfront Park the scenic edge is reduced to 30 feet, consistent with Northwest Sector Overlay policies, and as shown on the MDP. Consistent with Sector Overlay Policies A.1.2.3(b) and A.2.1.4(a), breaks in the scenic and development edges are allowed to provide view corridors to parks. This provision is also consistent with the Comprehensive Plan amendment for RiverTown. At the main entrance to the project and the opposite entrance to the Riverfront Park, the edge is 30-feet on the west side of SR 13 for 250 feet and on the east side of SR 13 for 350 feet for a total of approximately 600 linear feet out of the approximately 20,000 linear feet of SR 13 frontage for RiverTown. This is necessary to allow for the interaction between the project entrance and the park. Along the south side of SR 13 at Hallows Cove, the lot depths are limited and the scenic edge is 30 feet, as allowed by the Northwest Sector Overlay. LDC Section 6.06.02.G.2.b provides for a 30-foot scenic highway buffer within the development area boundaries, which section would apply to road frontage within RiverTown. A waiver is requested to LDC Section 5.03.03.A.5 to clarify that the buffer cited therein is not applicable to the RiverTown property and shall be consistent with LDC Section 6.06.02.G.2.b. A waiver is requested to LDC Section 6.06.02.G.2.b to allow for a planted landscape area at the main entrance to the project and the opposite entrance to the Riverfront Park. This waiver is requested to have flexibility in landscape design within a total of approximately 600 linear feet along both sides of SR 13 in the location shown on the MDP. Minimum tree plantings in this area shall comply with LDC Section 6.06.02.G.2b with respect to the number and type of required trees; provided that such trees may be planted in clusters and the clusters may be spaced more than 100 feet apart. In lieu of a sidewalk on both sides of SR 13, the Owner may construct a multi-use path that meanders in and out of the scenic edge and scenic highway buffer. Except for the area at the main entrance to the project and the opposite entrance to the Riverfront Park, where the existing vegetation meets or exceeds the scenic highway buffer requirements, the existing vegetation shall remain in place and may be enhanced by the Owner.
- j. **LDC Section 5.03.03.B.1.b, c and d.** A waiver is requested in residential areas to allow reduction in front and side yard setbacks and setbacks for Accessory Structures. Section g lists the various minimum front and side yard setbacks and setbacks from Accessory structures necessary to implement TND principles. The Owner will measure all setbacks from the furthest projection of each structure; provided, however, such projections shall be permitted to encroach into setbacks up to a maximum of two and one-half (2.5) feet.
- k. **LDC Section 5.03.03.B.2.** This waiver is to allow buildings and parking areas to be located along property lines adjacent to right-of-way and residential uses. The design for TND includes bringing buildings right up to the road in some locations. TND design principles advocate placement of commercial buildings fronting the sidewalk, to create a traditional pedestrian-oriented "main street" environment, with "mid-block" shared-use parking generally placed behind buildings. When commercial parcel boundaries bisect these shared parking fields, parking setbacks from such property lines are counterproductive. ADA compliance shall be demonstrated at the time of construction plan submittal.
- l. **LDC Section 6.01.03.C.3 and E.3-Front Yard.** A waiver is requested in residential areas to define the yard adjacent to an alley as a side yard for regulatory purposes and to allow setbacks listed for this yard. The waiver is requested whether or not the alley serves as the primary access to the residence. In TND design, homes are placed closer to the streets and access is provided at the rear of the property. Further, only one frontage on a corner or corner through lot will be considered a front yard and the other frontage is considered side yard.
- m. **LDC Section 6.01.03.H.** A waiver is requested to allow canopies and balconies to overhang the yard setback. The presence of canopies, balconies and other "overhanging facilities" is inherent in TND design. Limitations will be placed to assure sufficient vertical clearance. A minimum clearance of ten (10) feet must be maintained above all pedestrian use areas, and a minimum of 18 feet must be maintained above any vehicle use area. If canopies or other projections intrude on a setback, there will be maintenance easements provided where projections extend over the property line. There shall be a minimum of ten (10) feet vertical clearance over underground utility or drainage easements. The Owner or tenant of each building or storefront to which a canopy, balcony or other "overhanging facility" is attached shall be responsible for maintaining the same. If there are multiple overhangs in a multi-tenant or multi-family building, the building owner or designated HOA/POA shall be responsible for such maintenance.
- n. **LDC Sections 6.02.01.B and 6.04.07.B.2.** A waiver is requested to the limitation that a maximum of two lots may be served by an access easement. The cross-sections in Exhibit F-2 include a private drive that is intended to serve up to 20 residential units. The proposed private drives would be located within an access easement instead of a private roadway. A private drive would be used in only limited locations within the RiverTown development in order to reduce the number of traffic connections onto SR 13 and to minimize environmental impacts. The number of private drives proposed on the MDP attached to this PUD text is three, as described in Section 6.3(g) of the PUD.
- o. **LDC Section 6.02.02.B.** This waiver is requested to allow pocket parks, plazas and other recreational open space to be designated as parks. The innovative neighborhood design proposed for the project will include a number of creative passive park concepts. This is also consistent with the Sector Overlay objective of providing passive pocket parks within walking distance of most residences. Safe access to all parks shall be demonstrated at the time of construction plan review. Appropriate means will be taken to assure safe access and may include crosswalks or signage.

- p. **LDC Sections 6.04.04.B and F.** This waiver is requested to allow trees, other landscaping and irrigation improvements to be installed in the rights-of-way. Planting of trees and other landscaping within the rights-of-way is required to allow the implementation of street tree program and to enhance the overall aesthetics of the project. One of the goals of traditional neighborhood design is to promote walkable neighborhoods, and providing street trees to give shade to pedestrians is consistent with that goal. FDOT clearance criteria will apply to the distance between trees and travel lanes. The Owner may also construct decorative fencing or signage within any right-of-way that is not dedicated to St. Johns County.
- q. **LDC Section 6.04.05 Access Management and Table 6.03.** This waiver is requested in TND areas to allow for smaller blocks and less distance between road connections; closer spacing of commercial driveways consistent with TND design; and classification and design of alleyway intersections with local streets as "residential driveways" with respect to access management. This variance is justified by the TND design approach and the limited traffic volume and size of vehicles the alleyways will serve. This request does not include permission to deviate from meeting the provisions of Section 18, Chapter 633, Florida Statutes, or the latest fire department access and water supply codes, when alleyways are designated for fire truck access. This waiver also does not request any alteration to line of sight provisions of the Code for alleyways. This waiver is also requested to allow minimum corner radius for TND street intersections "curb radius" to be 12 feet instead of the 25 feet listed. The request is justified in keeping with the TND approach and will assist in making the roadways as pedestrian friendly as possible. This request does not allow any waiver from meeting line of sight or Fire Access Code requirements. This waiver is requested to allow median cuts at reduced separation distances and to allow commercial access drives off deceleration lanes in TND areas only. The compactness of TND design requires a reduction in these standards. The applicable cross-sections shall be identified at construction plan submittal.
- r. **LDC Section 6.04.07.A.2.** This waiver is requested to allow temporary access for construction traffic to be provided to each phase of the RiverTown development. Due to the presence of contiguous wetlands throughout the Property, it is impossible to provide more than two (2) entrances into each individual residential portion of the Property for construction traffic. One of the two entrances is Orange Branch Trail, which is an existing road and can be used for construction of the eastern portion of the project adjacent to County Road 244. For construction access to the remainder of RiverTown, the Owner shall be permitted to use the other project entrance road that connects to Greenbriar Road (RiverTown Main Street) provided that no homes are constructed on lots fronting on such entry road until construction of the western phases of such lots has been completed. Construction entrances shall also be permitted off of Keystone Corners and all existing trail road entrances.
- Additionally, the Owner shall be permitted to use local roads to provide access for horizontal construction traffic to future phases within residential development areas for as long as the Owner does not plat lots fronting on such local roads. Construction phasing and construction accessibility routes shall be determined in cooperation with the County prior to the release of approved construction plans.
- s. **LDC Sections 6.04.07.C.1, 2 and 4 and Section 6.04.07.L.** As described above, tighter road cross-sections are required to implement TND design. Included as **Exhibit F-2** to the PUD (Graphic Standards) are proposed roadway cross-sections for RiverTown. This waiver will request to allow swale sections in certain rural settings such as the Farms District and in special use areas, regardless of roadway type or minimum lot size. In the case of residences across the street from a park or golf course, the residential side of the street may have a curb and the park/golf course side of the road may have a swale. Drainage calculations will be provided with the construction plans to demonstrate stormwater is handled adequately. Corner clips shall not be required at intersections within the TND areas. This is required in order to enhance the walkability of the community consistent with TND design standards. This waiver is justified by the use of an easement to achieve the utility installations at intersections rather than right-of-way. This waiver does not request any alteration of the need to demonstrate adequate line of sight at intersections for drivers and pedestrians.
- t. **LDC Section 6.04.07.D.** A waiver is requested to allow narrower lane widths within TND and other areas, as shown on the cross-sections in **Exhibit F**. This reduction in lane width is justified based on the compact TND design.
- u. **LDC Section 6.04.07.E.3.** Waiver is to allow minimum cul-de-sac pavement radii to be 33 feet. This waiver is justified due to the TND approach and the requirement that cul-de-sac design will have to meet AASHTO Geometric Design criteria. The design will also be required to demonstrate Fire Access Code criteria are met or are not applicable.
- v. **LDC Sections 6.04.07.H and 6.02.06.A.** This waiver is requested to allow sidewalks to meander within and outside of the right-of-way; to allow construction of a multi-use path on one side of the roadway in lieu of smaller sidewalks on both sides; and to allow sidewalks to be constructed of pervious or impervious materials in special use areas. These waivers are requested because of the creative design of the pedestrian/bike system within the RiverTown community. All areas of this 4,200-acre community will be connected to the Main Street District via an extensive bike, trail and sidewalk system.
- w. **LDC Sections 6.05.02.A and 5.03.06.H.8.** Waiver is requested to allow on-street parking consistent with the cross-sections provided in **Exhibit F-2**. A component of TND design is to allow for on-street parking. On-street parking is also supported by Comprehensive Plan Policy 2.1.10(c)(4).
- x. **Sections 6.05.02.B, D and H.** Waiver is requested to allow the joint use and shared use of all parking facilities, regardless of the distance to the use served. The commercial, Mixed Use and TND areas may be designed to create central parking areas to support the uses in these areas. Separating uses by parking areas detracts from the synergy that accrues to co-locating uses. It is expected that patrons will visit more than one use and so are better served by centralized parking. The sharing of parking reduces the total number of parking spaces required. The size of centralized parking areas with no exterior buffer shall be limited to 400 spaces unless approved by County staff. Where buildings abut central parking areas, the sidewalks shall include landscaping. Where no buildings abut central parking areas, enhanced landscaping shall be provided at the perimeter of the lot. Waiver to Table 6.18 to allow parking stall depths of 18 feet and aisle widths to be 24 feet consistent with national standards. Waiver to allow minimum parking space width to be eight (8) feet and include the concrete gutter portion of the concrete curb and gutter in the measurement of the width. Small car parking spaces



shall be limited to 30 percent of the total parking requirement, consistent with the Land Development Code. This waiver is justified by the use of the TND design approach for the development with traffic calming street design and low speeds.

- y. **LDC Sections 6.05.02.H.1 and 2.** Waiver is requested to allow temporary, seasonal or intermittent uses to utilize unpaved parking in vehicle use areas by right without a temporary use permit or other special use allowance. The intent is to allow unpaved parking in support of special events such as a music festival in the County Park.
- z. **LDC Sections 6.06.02.G and 5.03.03.A.5.** The design for RiverTown intentionally locates the Riverfront Park across SR 13 from the Main Street District. Consistent with Sector Overlay Policies A.2.1.3(b) and A.2.1.4(a), breaks in the scenic and development edges are allowed to provide view corridors to parks. This provision is also consistent with the Comprehensive Plan amendment for RiverTown.
- aa. **LDC Sections 6.06.03.C, D, E and F.** This waiver is necessary to allow for commercial areas, mixed use areas and where TND development interfaces with non-residential uses within the project. The waiver would allow elimination of landscape buffer areas along property lines interior to the commercial development parcels. This waiver is justified because the interior property lines do not require use buffers and are often screened from view by surrounding buildings. TND design principles advocate "mid-block" parking, shared where possible between adjacent buildings. In this context, requiring buffers between separate parking areas for each building pad defeats the goal of shared parking and serves no purpose. A waiver is also requested to the buffering and screening requirements between land uses internal to the PUD. Light industrial uses shall be screened and buffered from residential uses. Buffering and screening standards will be adhered to between uses adjacent to the external PUD boundary. By design, the internal land uses are compatible and do not require separation buffers. It is a critical component of the TND design to bring a mix of uses together.
- bb. **LDC Section 6.06.03.G.2.** A waiver is requested to permit diamond-shaped landscape islands as part of the parking lot design. "Diamond" tree islands, as proposed in the Graphic Standards, serve the same stated purpose of providing "visual and climatic relief from broad expanses of pavement", with the same number of trees and without eliminating parking spaces, resulting in more efficient and therefore smaller parking lots. The "diamond" tree islands will be four-feet by four-feet in size to allow for the survival and growth of trees and other vegetation planted therein. A tree planting detail is provided in the Graphic Standards. Existing trees will be preserved within parking areas wherever practicable. The Owner will also be providing extensive landscaping or other screening outside of parking areas, some of which may be incorporated in sidewalk planters.
- cc. **LDC Sections 6.06.04.A and B.** This waiver is necessary to allow for development in the commercial areas, mixed use areas, and where TND development interfaces with non-residential uses. The waiver would allow elimination of landscape buffer areas along property lines interior to the commercial development parcels. This waiver is justified because the interior "property lines" do not require use buffers and are often screened from view by surrounding buildings. TND design principles advocate "mid-block" parking, shared where possible between adjacent buildings. In this context, requiring buffers between separate parking areas for each building pad defeats the goal of shared parking and serves no purpose. A waiver is also requested to the buffering and screening requirements between land uses internal to the PUD. Appropriate screening and buffering will be provided between light industrial and residential uses. Buffering and screening standards will be adhered to for uses adjacent to the external PUD boundary. By design, the internal land uses are compatible and do not require separation buffers. It is a critical component of the TND design to bring a mix of uses together.

2. County Riverfront Park and water related amenities

The Owner will be dedicating a 58-acre Riverfront Park with approximately one-half mile of frontage along the St. Johns River. The Riverfront Park will be a public park open to all residents of St. Johns County and will allow people who do not own land on the St. Johns River to enjoy the waterway. Since access to the St. Johns River has been severely restricted to the public due to private ownership along most of the river frontage, this is a unique opportunity for St. Johns County residents to enjoy this public place. Immediately north of and adjacent to the County Park is the Hallowes Cove preservation area, which preserves another one-half mile of river frontage. The Riverfront Park is separated from the St. Johns River by a 50-foot upland buffer adjacent to wetlands along the river. In order to be able to see and enjoy the river, it will be necessary to allow for certain limited activities such as access to a dock and fishing pier, trails and boardwalks.

- a. **LDC Section 4.01.06.A.2.** A waiver is requested to provide for guidelines for limited trimming of the upland buffer along the St. Johns River adjacent to all lands along the river. In these areas, limited trimming to create vistas shall be allowed consistent with ANSI Standard 300. The trimming method shall leave ground vegetation and canopy vegetation in place but provide a "slot" for limb removal so "scenic views" may be provided. The "slot" shall have a minimum clearance of four (4) feet above natural ground and a maximum height of 50 percent of tree height. All upland buffers along the St. Johns River will be owned and maintained by a homeowners association or community development district to ensure compliance with the slot trimming requirements. None of the upland buffers will be included in developed lots. Also, the Developer has received approval from the St. Johns River Water Management District for the proposed upland buffer slot trimming and has incorporated specific language concerning the same into a conservation easement recorded over those areas. These measures will ensure compliance with the requested modification.
- b. **LDC Sections 6.02.05.C.6 and 6.06.04.B.6 and 5.03.03.B.1.** This waiver is to the screening requirements for residential areas adjacent to collectors and arterials. Residential areas adjacent to SR 13 shall not be required to install screening along SR 13 except as required by scenic edge or William Bartram Scenic Highway buffer requirements. The requirement to install screening may be provided through use of a landscaped area in lieu of a wall, berm or fence.

3. Other waivers necessary for implementation of RiverTown DRI Development Order

The RiverTown DRI Development Order contains certain provisions related to development of the project. The following waivers are requested to effectuate conditions in the Development Order and for construction of a high-quality project.



- a. **LDC Section 4.01.06.B.1. Building Setback.** A waiver is requested to allow minimum ten (10)-foot building setback from the upland buffers on "dot" lots. The dot lots required for Phase 1 are shown on the Phase 1 MDP and are limited to just 22 lots. For future phases, the Owner is requesting that the locations of any "dot" lots be allowed to be shown on incremental MDPs to be approved by staff. This waiver will allow the Owner to reduce wetland impacts that would otherwise be required.
- b. **LDC Section 5.03.02.G.1.r – Phasing.** The applicant requests a waiver to allow Phase 2 residential development to be accelerated upon completion of Phase I residential development. No purpose is served by stopping residential development to wait for the Phase 2 commencement date. In accordance with DRI Development Order, the pipelined transportation improvements and the parks to support the entire development will be completed in Phase 1.
- c. **LDC Section 5.03.02.G.2.a.** This waiver is to allow for specialized, small-scale structures such as ticket booths, gazebos, and the like to be shown on construction plans or other development permits. This waiver is justified because there are no impacts associated with the erection of these special structures. The RiverTown plan provides for a special amenity area in each residential district, and the detailed designs for those areas are still in process. These structures will not be located within wetland areas or any required buffers.
- d. **LDC. Section 5.03.06.H.7.** This waiver is requested to allow existing utilities to remain above ground or to be relocated above ground if necessary. This waiver is limited to the overhead utility lines along SR 13, Bartram Scenic Highway. The installation of underground utilities would require significant impacts to the tree canopy along the Bartram Scenic Highway. The scenic highway buffer will be left in a natural state except at the entrances to the Riverfront Park and at neighborhood entrances where the tree canopy may be disturbed during road construction. At that location, the Owner shall cause the utilities to be relocated underground. The existing overhead utilities are consistent with the rural character fostered by the Sector Overlay and scenic highway buffers.
- e. **LDC Section. 7.03.01.E.1 and 7.03.01.C.** A waiver is requested to allow wayfarer signs such as directional signage, to allow for more than 3 signs, and to allow signage up to 8 feet high with a sign area (ADA) up to 32 square feet. This waiver is justified by the increase in public safety provided by clearly visible and readable directional signage along interior roadways. This waiver would allow for a maximum of 20 temporary real estate marketing signs (not including individual lot signs) within the PUD at any one time, and permit such signs to be a maximum of 32 square feet of ADA regardless of the district in which they are located. This waiver is justified because the RiverTown project has a development program of 4,500 residential units and 500,000 square feet of non-residential space on a total of 4,170 acres.
- f. **LDC Section 7.03.01.D.** This waiver is requested to allow flags and banners to be used as decorative streetscape elements without restriction and to classify these as decorative elements, and not signage, with the allowance for logos and other decorative elements. This waiver is requested to allow seasonal banners, festival decorations and the like to be placed throughout RiverTown. Any commercial advertising associated with these flags will be limited to special event sponsorship. This waiver would allow banners to be strung overhead over streets, a practice which has historically been done in many small towns throughout Florida. Any banners hung overhead would maintain a minimum clearance of at least ten (10) feet over pedestrian use areas and 18 feet over vehicle use areas. No overhead banners would be allowed on County rights-of-way.

U. Binding all Successors and Assigns entitled to the same

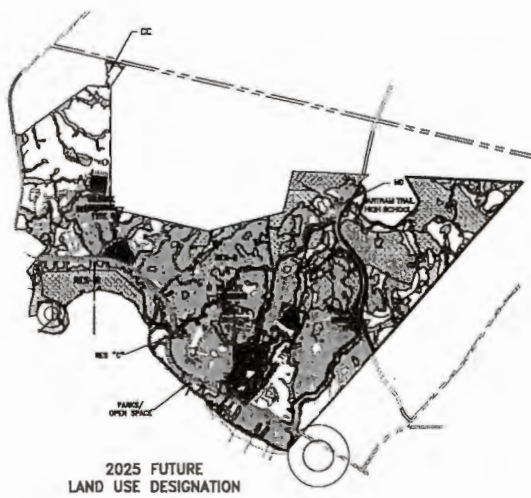
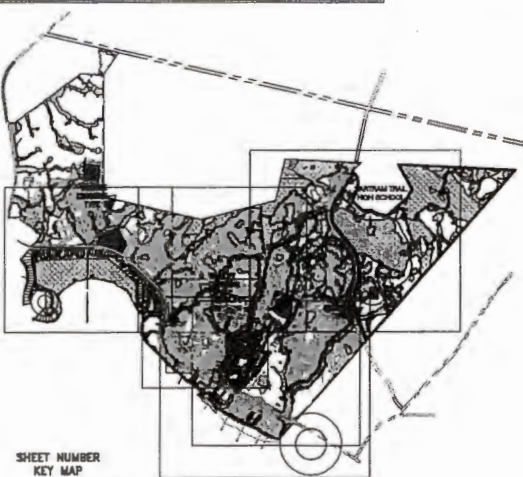
The Owner and its successors and assigns shall proceed with the proposed development in accordance with the PUD ordinance as adopted by the St. Johns County Board of County Commissioners. The Owner, on behalf of itself and its successors and assigns, also agrees to comply with all conditions and safeguards established by the St. Johns County Board of County Commissioners regarding said PUD. The project is within the following land use designations. A map of land use areas is provided with the map exhibits.

V. If designated as more than one future land use designation

The project is within the following land use designations. A map of land use areas is provided with the map exhibits. The acreage breakdown is as follows:

Table V-1 2015 Future Land Use Map Designation (PUD)			
LAND USE	UPLAND ACRES	WETLAND ACRES	TOTAL ACRES
Residential B	2,545	1,168	3,712
Residential C	176	1	177
Community Commercial	15	0	15
Mixed Use	36	12	48
Parks & Open Space	51	7	58
Total	2,823	1,188	4,010

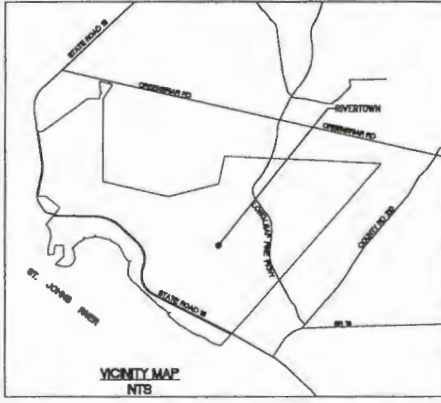
THE PROPERTY DEPICTED IN THE MDP IS SUBJECT TO THE RiverTown DEVELOPMENT OF REGIONAL IMPACT DEVELOPMENT ORDER, AS AMENDED.



SHEET NUMBER KEY MAP

2025 FUTURE LAND USE DESIGNATION

LAND USE	PROJECT DEVELOPMENT TOTALS	LAND USE	PROJECT DEVELOPMENT TOTALS
RESIDENTIAL	4,000 SQUARE FEET	OFFICE	10,000 SQUARE FEET
COMMERCIAL	2,000 SQUARE FEET	INDUSTRIAL	5,000 SQUARE FEET
...



GENERAL LEGEND (ALL SHEETS)

- DEPicted GENERAL LOCATION OF WETLANDS (CONSERVATION)
- APPROXIMATE WETLAND LINE
- 35' AVERAGE, 10' MINIMUM UPLAND BUFFER *
- 35' BUILDING SETBACK ADJACENT TO CONTIGUOUS UPLAND BUFFER
- PROPOSED WETLAND IMPACT
- REVERTOWN PUD BOUNDARY LINE
- DISTRICT BOUNDARY LINE
- NEIGHBORHOOD BOUNDARY LINE
- PHASE 1 BOUNDARY LINE
- PHASE 2 BOUNDARY LINE
- FLOOD ZONE -- FLOOD PLAN INFORMATION AS SHOWN IN THE REVISED PRE-DEVELOPMENT CONDITION
- SCENIC EDGE: 30' MIN. 75' AVERAGE
- 35' DEVELOPMENT EDGE (10' PUD PERIMETER BUFFER WITHIN BOUNDARY DEVELOPMENT EDGE)
- NEIGHBORHOOD DEVELOPMENT EDGE - 35'
- PARKS
- LAKE EDGE LINE
- * UPLAND BUFFER ADJACENT TO HALLOWES CREEK AND THE ST. JOHNS RIVER, WITH ITS TRIBUTARIES AND STREAMS, UP TO THE MEAN HIGH WATER LINE, SHALL BE 50' IN ACCORDANCE WITH THE LDC AND THE REVERTOWN OR DEVELOPMENT ORDER, AS SHOWN ON MAP.

SHEET INDEX

- SHEET 1 COVER SHEET
- SHEET 2 LEGAL DESCRIPTION
- SHEET 3 PUD PLAN
- SHEET 4 CORE NEIGHBORHOOD
- SHEET 5 GARDEN NEIGHBORHOOD
- SHEET 6 GARDEN NEIGHBORHOOD
- SHEET 7 BANGALOWS NEIGHBORHOOD
- SHEET 8 FARMS DISTRICT
- SHEET 9 LAKES NEIGHBORHOOD
- SHEET 10 RAFFIN PLAN
- SHEET 11 BICYCLE & PEDESTRIAN TRAILS
- SHEET 12 SODWALK PLAN
- SHEET 13 NEIGHBORHOOD DESIGNATION PLAN
- SHEET 14 UNIFIED SIGN LOCATION MAP

NOTES

- THE LOCUS IN CONFORMANCE WILL BE REVIEWED ON THE CONSTRUCTION PLANS BY THE ENGINEER TO THE MASTER DEVELOPMENT PLAN IN ACCORDANCE WITH THE REVERTOWN OR DEVELOPMENT ORDER.
- IMPROVED CONSTRUCTION AND BUILDING SHALL BE LOCATED ANYWHERE WITHIN THE UPLAND BUFFER AND THE LOCUS MAY CHANGE AS DEVELOPMENT PROGRESSES, BUT WILL NOT BE LOCATED WITHIN THE UPLAND BUFFER.
- UTURE LAND USE DESIGNATIONS, PER A, PER C, USED LINE, DISTRICT BOUNDARY, AND PHASE 1 UPLAND BUFFER.
- STREET NAME LOCATION AND QUALITY STANDARDS WILL BE SHOWN ON CONSTRUCTION PLANS.
- ENVIRONMENTAL BUFFER, UPLAND BUFFER AND BUILDING SETBACKS TO UPLAND BUFFER LINES FOR ALL DEVELOPMENT AREAS OUTSIDE OF THE PHASE 1 UPLAND BUFFER LINES AS SHOWN ON CONSTRUCTION PLANS.
- DEVELOPMENT DETAILS (INCLUDING SIGNAGE AND BRANDED) FOR ALL DEVELOPMENT AREAS OUTSIDE OF THE PHASE 1 UPLAND BUFFER LINES AS SHOWN ON CONSTRUCTION PLANS SHALL BE SHOWN ON CONSTRUCTION PLANS AS DEVELOPMENT PROGRESSES.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.
- UNIMPAVED ACCESS SHALL BE PROVIDED TO ALL DEVELOPMENT AREAS AS SHOWN ON CONSTRUCTION PLANS.

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

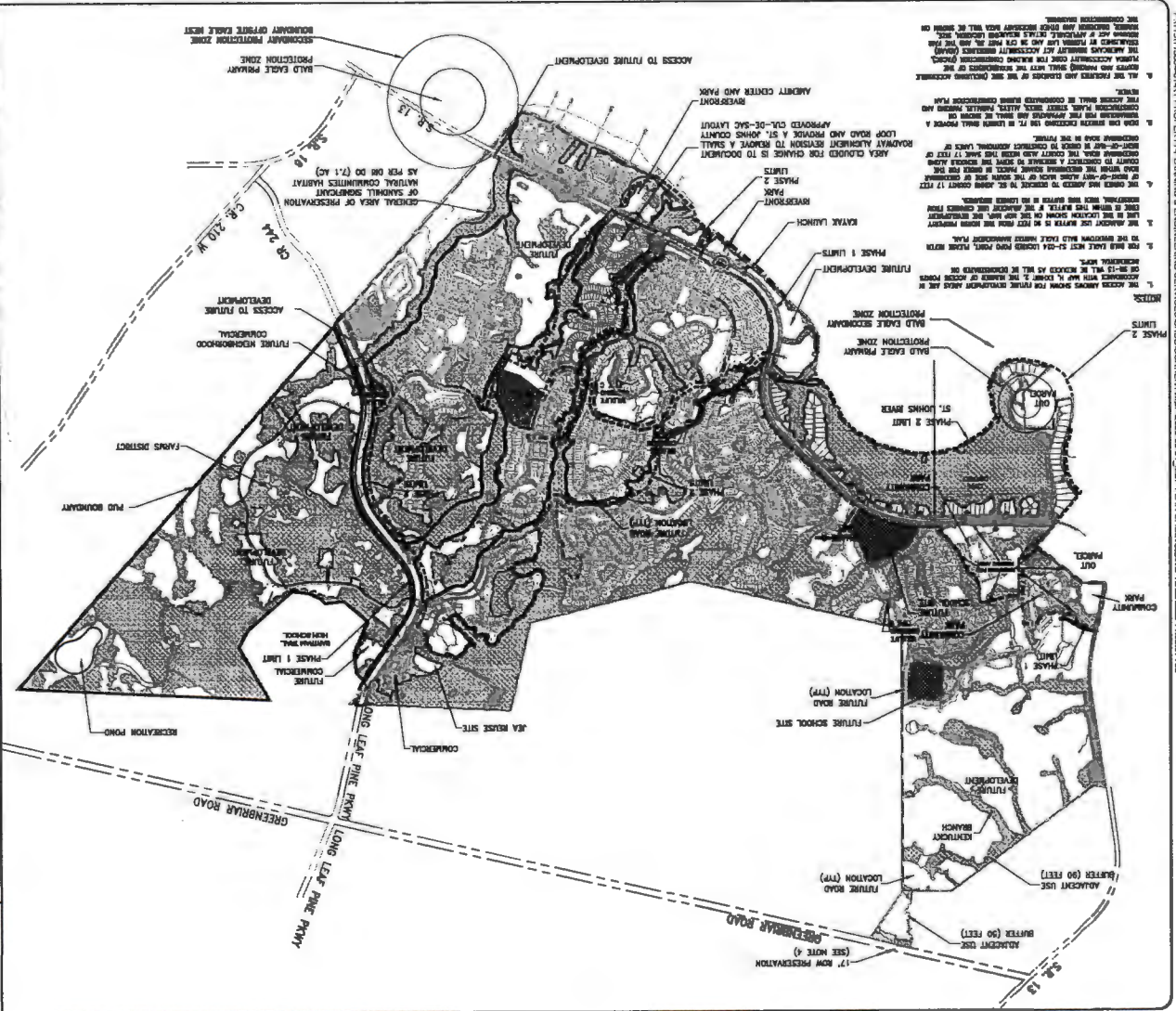
APPROVED: _____
 DATE: _____
 ORDINANCE NO.: _____
 FILE NUMBER: _____

P:\11\13094-01-RT PROPERTY-PLANNING & ENGINEERING SERVICES\CD\CURRENT\MDP\0222-06-31_MDP_PLAN_SHEETS.DWG 10/09/2022 5:32:13 PM

Sht No. 1 of 14
MDP-1
 RIVER TOWN
 MASTER DEVELOPMENT PLAN
 COVER SHEET
 PROSSER
 DESIGNED BY: RPS
 DRAWN BY: WLV
 CHECKED BY: RPS
 SCALE: 1" = 3,000'
 DATE: MARCH 15, 2018
 REVISIONS
 NO. DATE DESCRIPTION
 1 3/15/18 S/C SUBMITTAL
 2 3/16/18 S/C SUBMITTAL
 3 8/10/22 S/C SUBMITTAL
 4 10/25/22 PUD/DBI MODIFICATION
 PROJ. NO.: 113094-00

<p>REVISIONS</p> <p>NO. DATE DESCRIPTION</p> <p>1 3/19/18 SJC SUBMITTAL</p> <p>2 1/23/19 SJC SUBMITTAL</p> <p>3 9/01/22 SJC SUBMITTAL</p> <p>3 10/25/22 PUD/DRI MODIFICATION</p>	<p>DESIGNED BY: WPS</p> <p>DRAWN BY: WLW</p> <p>CHECKED BY: RPS</p> <p>SCALE: NTS</p> <p>DATE: MARCH 19, 2018</p> <p>PROJ. NO.: 113094.08</p>	<p>PROSSER</p> <p>13000 Jones Park Drive South, Suite 300 Jewettville, Texas 75840-2000 Office: 936.736.2888 Fax: 936.736.9111 Florida Certificate of Authorization Number: 00000000</p>	<p>RIVERTOWN</p> <p>MASTER DEVELOPMENT PLAN</p> <p>EDHBT "C"</p> <p>LEGAL DESCRIPTION</p>	<p>Shi No. 2 of 14</p> <p>MDP-2</p> <p>DWG. NO.</p>
<p>REVISIONS</p> <p>NO. DATE DESCRIPTION</p> <p>1 3/19/18 SJC SUBMITTAL</p> <p>2 1/23/19 SJC SUBMITTAL</p> <p>3 9/01/22 SJC SUBMITTAL</p> <p>3 10/25/22 PUD/DRI MODIFICATION</p>	<p>DESIGNED BY: WPS</p> <p>DRAWN BY: WLW</p> <p>CHECKED BY: RPS</p> <p>SCALE: NTS</p> <p>DATE: MARCH 19, 2018</p> <p>PROJ. NO.: 113094.08</p>	<p>PROSSER</p> <p>13000 Jones Park Drive South, Suite 300 Jewettville, Texas 75840-2000 Office: 936.736.2888 Fax: 936.736.9111 Florida Certificate of Authorization Number: 00000000</p>	<p>RIVERTOWN</p> <p>MASTER DEVELOPMENT PLAN</p> <p>EDHBT "C"</p> <p>LEGAL DESCRIPTION</p>	<p>Shi No. 2 of 14</p> <p>MDP-2</p> <p>DWG. NO.</p>
<p>REVISIONS</p> <p>NO. DATE DESCRIPTION</p> <p>1 3/19/18 SJC SUBMITTAL</p> <p>2 1/23/19 SJC SUBMITTAL</p> <p>3 9/01/22 SJC SUBMITTAL</p> <p>3 10/25/22 PUD/DRI MODIFICATION</p>	<p>DESIGNED BY: WPS</p> <p>DRAWN BY: WLW</p> <p>CHECKED BY: RPS</p> <p>SCALE: NTS</p> <p>DATE: MARCH 19, 2018</p> <p>PROJ. NO.: 113094.08</p>	<p>PROSSER</p> <p>13000 Jones Park Drive South, Suite 300 Jewettville, Texas 75840-2000 Office: 936.736.2888 Fax: 936.736.9111 Florida Certificate of Authorization Number: 00000000</p>	<p>RIVERTOWN</p> <p>MASTER DEVELOPMENT PLAN</p> <p>EDHBT "C"</p> <p>LEGAL DESCRIPTION</p>	<p>Shi No. 2 of 14</p> <p>MDP-2</p> <p>DWG. NO.</p>
<p>REVISIONS</p> <p>NO. DATE DESCRIPTION</p> <p>1 3/19/18 SJC SUBMITTAL</p> <p>2 1/23/19 SJC SUBMITTAL</p> <p>3 9/01/22 SJC SUBMITTAL</p> <p>3 10/25/22 PUD/DRI MODIFICATION</p>	<p>DESIGNED BY: WPS</p> <p>DRAWN BY: WLW</p> <p>CHECKED BY: RPS</p> <p>SCALE: NTS</p> <p>DATE: MARCH 19, 2018</p> <p>PROJ. NO.: 113094.08</p>	<p>PROSSER</p> <p>13000 Jones Park Drive South, Suite 300 Jewettville, Texas 75840-2000 Office: 936.736.2888 Fax: 936.736.9111 Florida Certificate of Authorization Number: 00000000</p>	<p>RIVERTOWN</p> <p>MASTER DEVELOPMENT PLAN</p> <p>EDHBT "C"</p> <p>LEGAL DESCRIPTION</p>	<p>Shi No. 2 of 14</p> <p>MDP-2</p> <p>DWG. NO.</p>
<p>REVISIONS</p> <p>NO. DATE DESCRIPTION</p> <p>1 3/19/18 SJC SUBMITTAL</p> <p>2 1/23/19 SJC SUBMITTAL</p> <p>3 9/01/22 SJC SUBMITTAL</p> <p>3 10/25/22 PUD/DRI MODIFICATION</p>	<p>DESIGNED BY: WPS</p> <p>DRAWN BY: WLW</p> <p>CHECKED BY: RPS</p> <p>SCALE: NTS</p> <p>DATE: MARCH 19, 2018</p> <p>PROJ. NO.: 113094.08</p>	<p>PROSSER</p> <p>13000 Jones Park Drive South, Suite 300 Jewettville, Texas 75840-2000 Office: 936.736.2888 Fax: 936.736.9111 Florida Certificate of Authorization Number: 00000000</p>	<p>RIVERTOWN</p> <p>MASTER DEVELOPMENT PLAN</p> <p>EDHBT "C"</p> <p>LEGAL DESCRIPTION</p>	<p>Shi No. 2 of 14</p> <p>MDP-2</p> <p>DWG. NO.</p>

<p>REVISIONS</p> <p>NO. DATE DESCRIPTION</p> <p>1 3/19/18 SJC SUBMITTAL</p> <p>2 1/23/19 SJC SUBMITTAL</p> <p>3 9/01/22 SJC SUBMITTAL</p> <p>3 10/25/22 PUD/DRI MODIFICATION</p>	<p>DESIGNED BY: WPS</p> <p>DRAWN BY: WLW</p> <p>CHECKED BY: RPS</p> <p>SCALE: NTS</p> <p>DATE: MARCH 19, 2018</p> <p>PROJ. NO.: 113094.08</p>	<p>PROSSER</p> <p>13000 Jones Park Drive South, Suite 300 Jewettville, Texas 75840-2000 Office: 936.736.2888 Fax: 936.736.9111 Florida Certificate of Authorization Number: 00000000</p>	<p>RIVERTOWN</p> <p>MASTER DEVELOPMENT PLAN</p> <p>EDHBT "C"</p> <p>LEGAL DESCRIPTION</p>	<p>Shi No. 2 of 14</p> <p>MDP-2</p> <p>DWG. NO.</p>
--	---	--	---	---



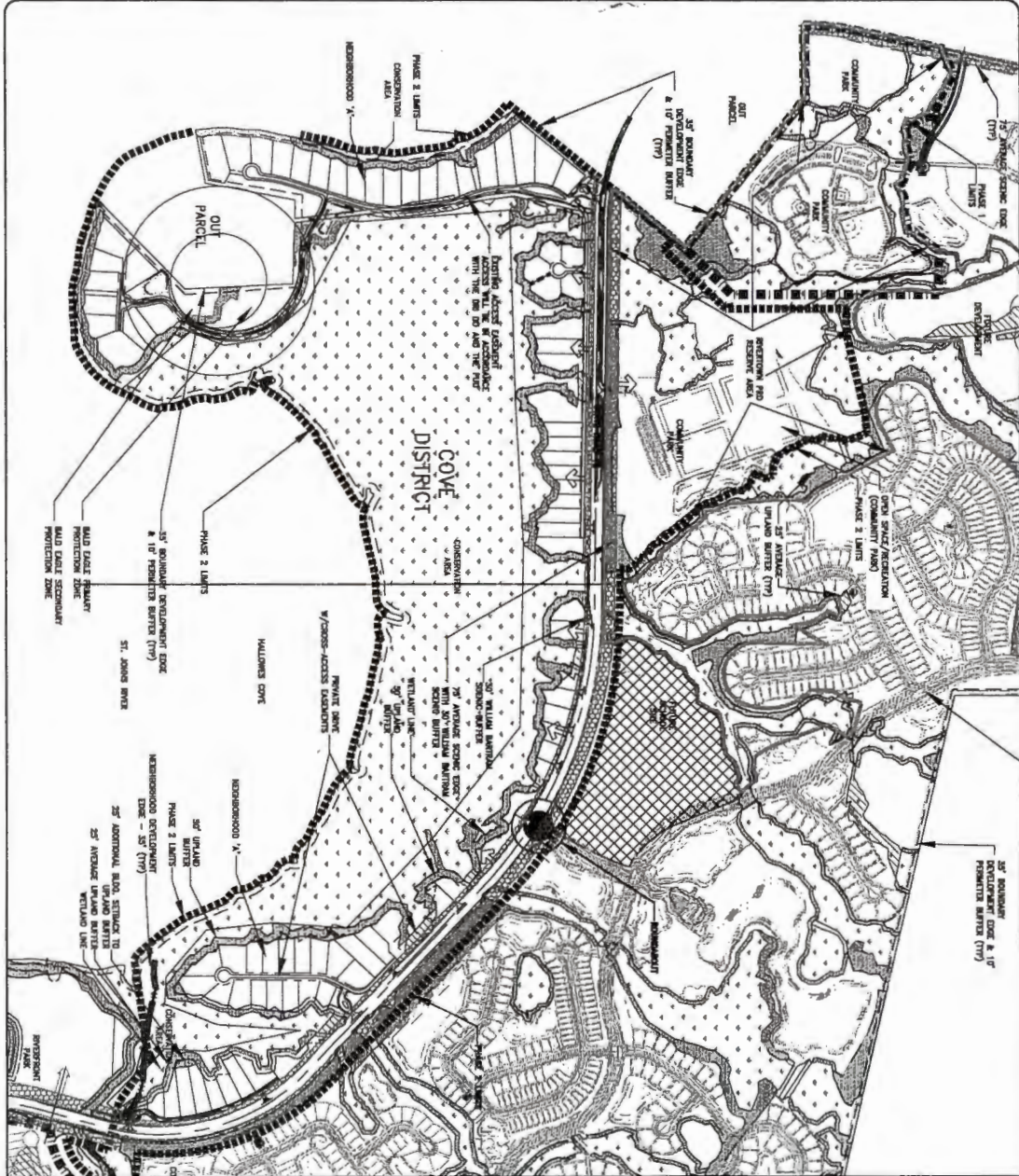
1. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
2. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
3. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
4. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
5. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
6. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
7. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
8. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
9. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
10. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
11. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
12. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
13. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
14. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
15. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
16. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
17. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
18. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
19. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.
20. THE PROPOSED AND EXISTING USES OF THE SITE (INCLUDING ACCESSIBLE AREAS) ARE SHOWN ON THE COMMERCIAL ZONING MAP.

REVISIONS	
NO.	DATE
1	3/19/18
2	7/23/18
3	10/26/22

DESIGNED BY: RPS	DRAWN BY: W/W
CHECKED BY: RPS	SCALE: 1" = 100'
DATE: MARCH 15, 2018	DATE: MARCH 15, 2018
PROJ. NO.: 113094.000	PROJ. NO.: 113094.000

PROSSER	RIVERTOWN
PLANNING & ENGINEERING SERVICES	MASTER DEVELOPMENT PLAN
113094.000	PHASE 1

SHI No. 3 of 14	MDDP-3
DWG. NO.	



REVISIONS		DESIGNED BY: RPS
NO.	DATE	DESCRIPTION
1	3/19/18	SJC SUBMITTAL
2	1/23/19	SJC SUBMITTAL
3	9/01/22	SJC SUBMITTAL
3	10/25/22	PUD/DRI MODIFICATION

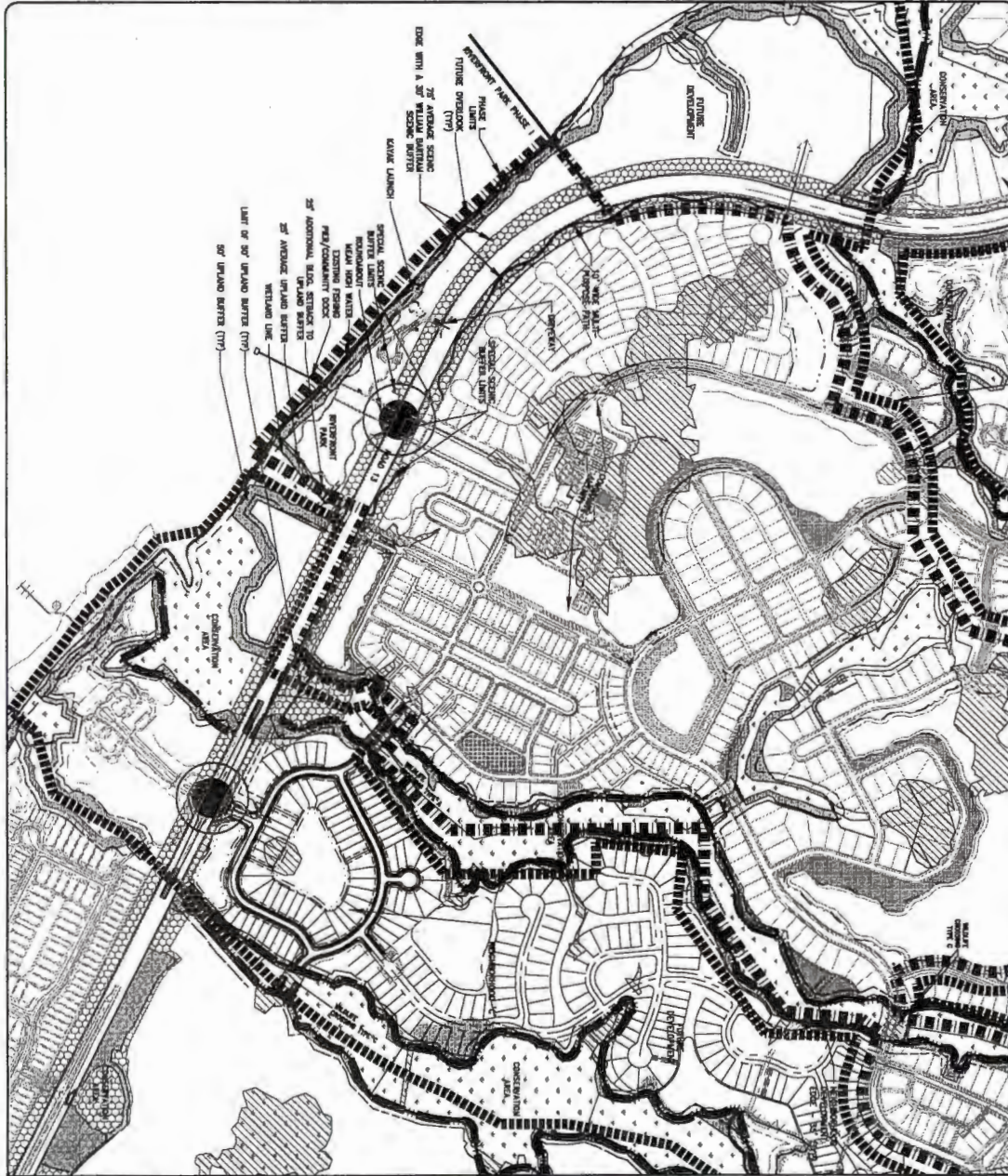
DRAWN BY: WLW	CHECKED BY: RPS
SCALE: 1" = 400'	DATE: MARCH 19, 2018
PROJ. NO.: 113094.08	

PROSSER
 10000 South Main Street, Suite 200
 Jacksonville, Florida 32216-0200
 Phone: 904.726.2800
 Fax: 904.726.2113
 Florida Certificate of Professional Engineer
 Number: 16562

RIVERTOWN
 MASTER DEVELOPMENT PLAN
 "EIGHT" C
 COVE NEIGHBORHOOD

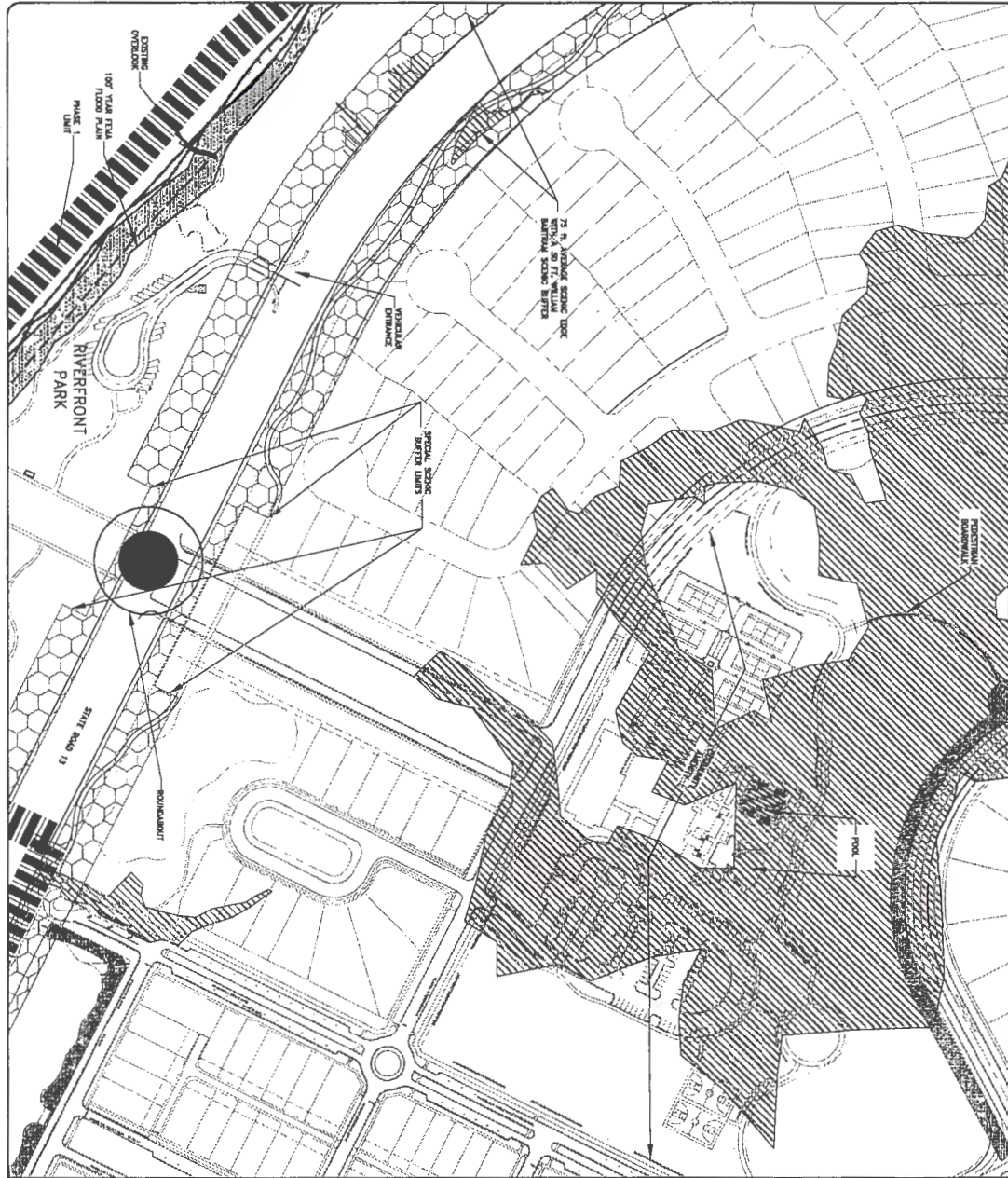
RYAN P. ETUMELL, P.E.
 P.E. 50025
 DATE: _____

Sht No. **4** of 14
MDP-4
 DWG. NO.



REVISIONS		DESIGNED BY: RPS	 14801 Dulles Park Drive South, Suite 200 Ashburn, VA 20148 Phone: 703.706.2222 Fax: 703.706.2222 Florida Certificate of Professional Engineer Number: 12418490	 MASTER DEVELOPMENT PLAN EXHIBIT "C" GARDEN & MAIN STREET NEIGHBORHOOD	Sht No. 5 of 14 MDP-5 DWG. NO.
NO.	DATE	DESCRIPTION			
1	3/19/18	SJC SUBMITTAL			
2	1/23/19	SJC SUBMITTAL			
3	9/01/22	SJC SUBMITTAL			
3	10/28/22	PUD/DRI MODIFICATION			

RYAN P. STEWELL, P.E.
10/28/2022
DATE:



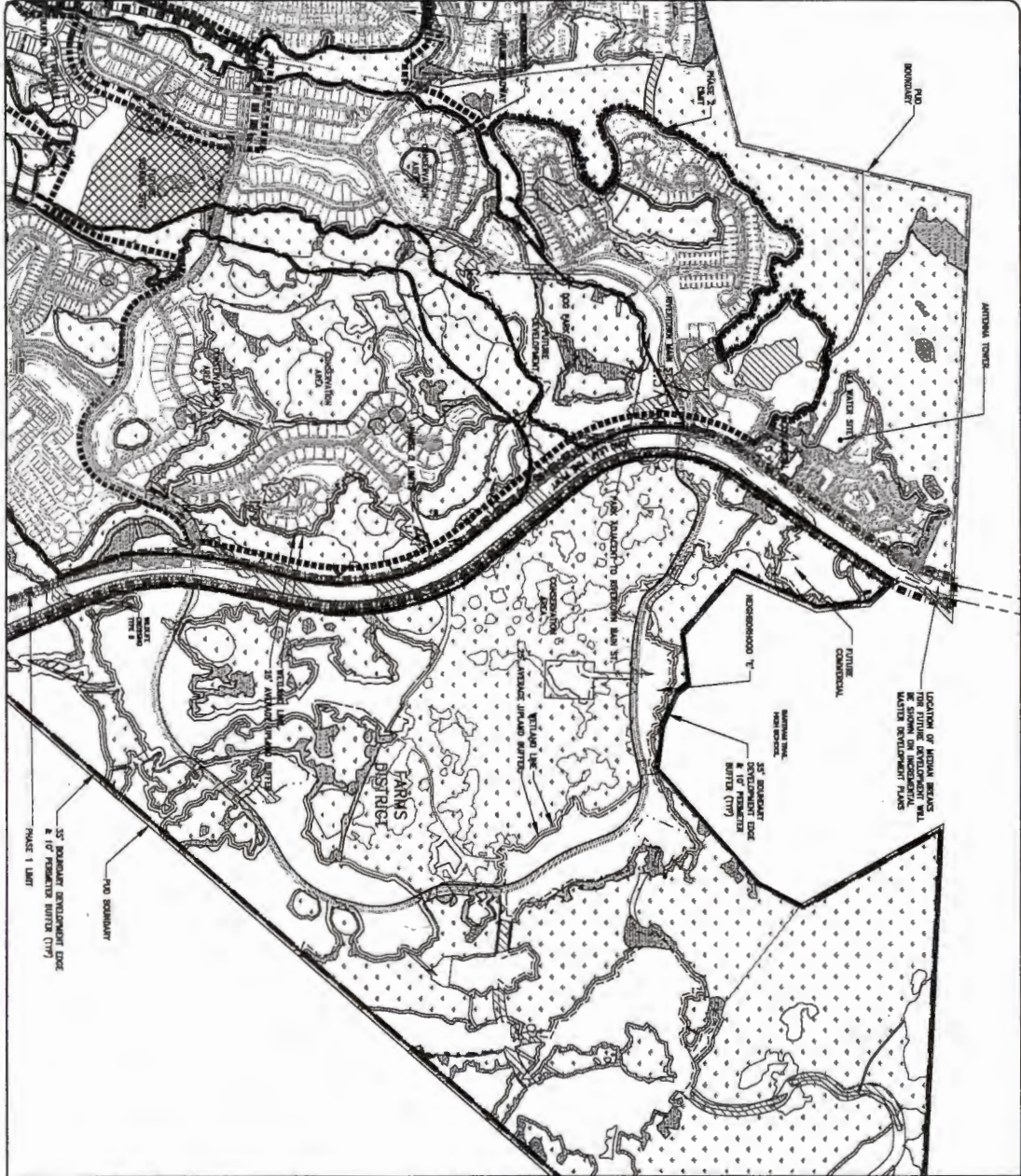
REVISIONS		DESIGNED BY: RPS	 <small>13801 Babcock Park Drive South, Suite 200 Jacksonville, Florida 32224-0239 Tel: 904.726.2888 Fax: 904.726.2889 Florida Certificate of Professional Engineer Number: 36226-0002</small>	 MASTER DEVELOPMENT PLAN EXHIBIT "C" GARDEN NEIGHBORHOOD	Sht No. <u>8</u> of <u>14</u> MDP-6 DWG. NO.
NO.	DATE	DESCRIPTION			
1	3/19/18	SJC SUBMITTAL			
2	1/23/18	SJC SUBMITTAL			
3	9/01/22	SJC SUBMITTAL			
3	10/25/22	PUB/DRI MODIFICATION			

RYAN P. STUWELL, P.E.
 No. 90026
 DATE: _____



REVISIONS		DESIGNED BY: RPS	 13851 Saddle Brook Drive South, Suite 200 Jacksonville, Florida 32224-9229 Phone: 904.729.2000 Fax: 904.729.2001 Florida Certificate of Accreditation Number: 0016660	 MASTER DEVELOPMENT PLAN EXHIBIT "C" BUNGALOWS NEIGHBORHOOD	Sht No. 7 of 14 MDP-7 DWG. NO.
NO.	DATE	DESCRIPTION			
1	3/19/18	SJC SUBMITTAL			
2	1/23/19	SJC SUBMITTAL			
3	9/01/22	SJC SUBMITTAL			
3	10/25/22	PUD/DRI MODIFICATION			

RYAN P. STUMMEL, P.E.
 REGISTERED PROFESSIONAL ENGINEER
 DATE: _____



REVISIONS		DESIGNED BY: RPS
NO.	DATE	DESCRIPTION
1	3/19/18	SJC SUBMITTAL
2	1/23/19	SJC SUBMITTAL
3	9/01/22	SJC SUBMITTAL
5	10/25/22	PUD/DRI MODIFICATION

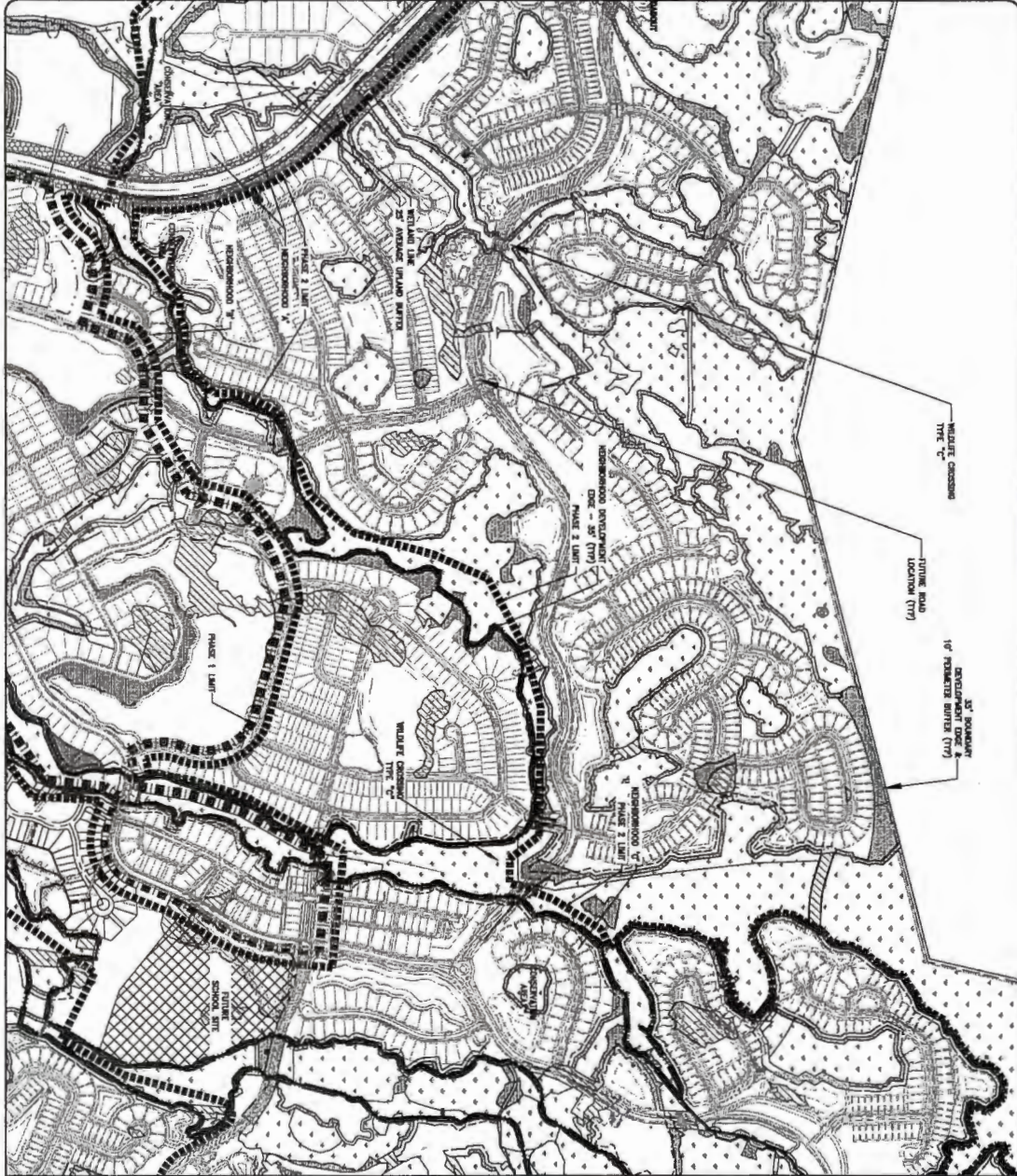
DRAWN BY: WLW	CHECKED BY: RPS
SCALE: 1" = 600'	DATE: MARCH 19, 2018
PROJ. NO.: 113094.08	

PROSSER
 13401 Midway Park Drive South, Suite 202
 Jacksonville, Florida 32226-0229
 (904) 981-7300
 Fax: (904) 981-7303
 Florida Certificate of Professional Registration
 Number: 35533

RIVERTOWN
 MASTER DEVELOPMENT PLAN
 SHEET "C"
 FARMS DISTRICT

RYAN P. STEWELL, P.E.
 P.L. 00015
 DATE: _____

Sht No. 8 of 14
MDP-8
 DWG. NO.



REVISIONS		DESIGNED BY: RPS
NO.	DATE	DESCRIPTION
1	3/19/18	SJC SUBMITTAL
2	1/23/19	SJC SUBMITTAL
3	9/01/22	SJC SUBMITTAL
3	10/26/22	PUD/DRI MODIFICATION

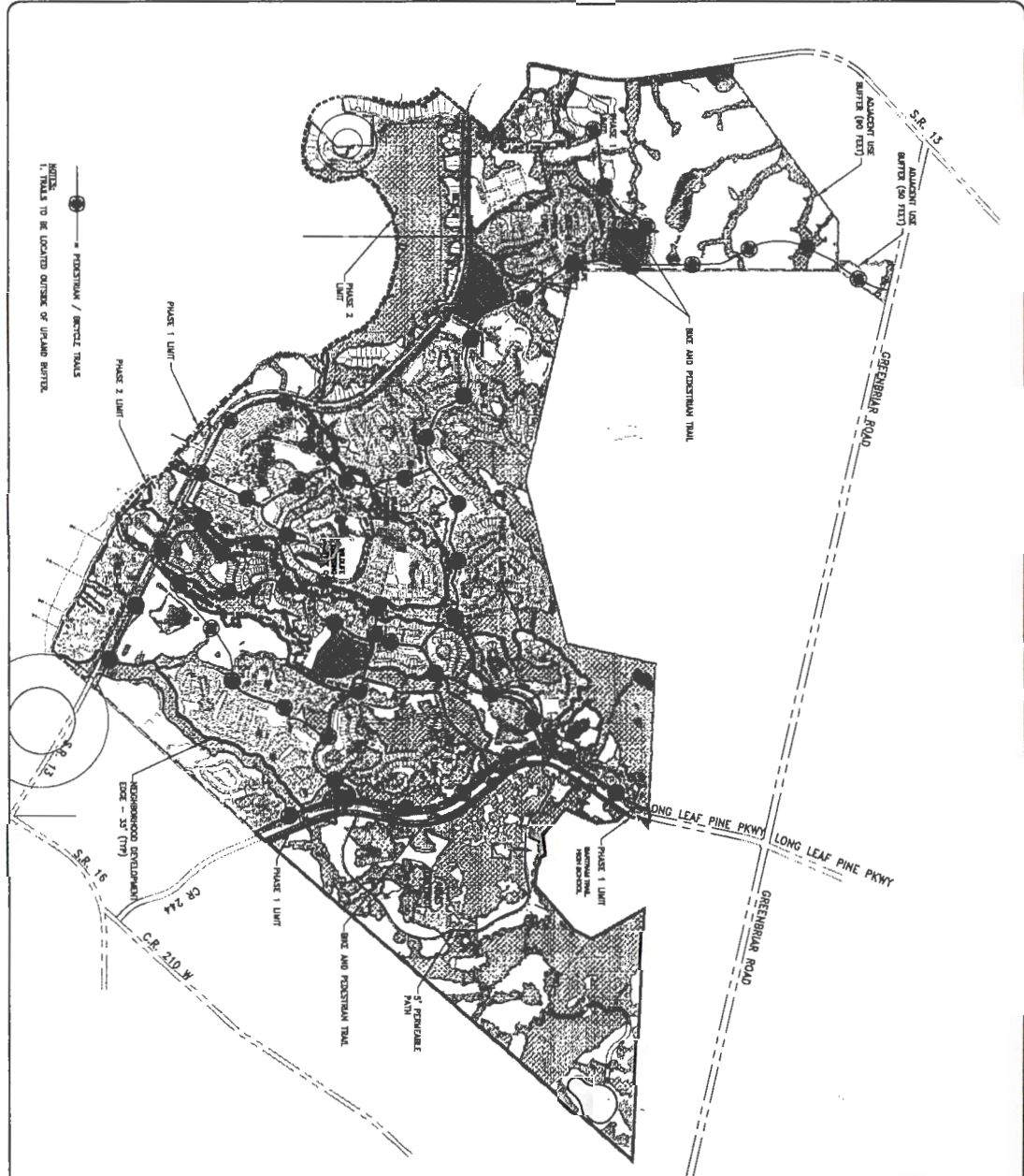
DRAWN BY: WLW
CHECKED BY: RPS
SCALE: 1" = 400'
DATE: MARCH 19, 2018
PROJ. NO.: 113094.05

PROSSER
 Landscape Architecture Group, Inc.
 13800 Atlantic Pkwy, Suite 200, Oakley, FL 32069
 Phone: 386.236.2000
 Fax: 386.236.2001
 Ryan P. Stowell, P.E.
 Florida License # 12500
 National License # 12500

RIVERTOWN
 MASTER DEVELOPMENT PLAN
 EXHIBIT "C"
 LAKES NEIGHBORHOOD

RYAN P. STEWELL, P.E.
 REG. 12500
 DATE: _____

Sht No. 9 of 14
MDP-9
 DWG. NO.



NOTES:
 1. TRAILS TO BE LOCATED OUTSIDE OF UPLAND BUFFER.
 2. BIKE AND PEDESTRIAN TRAIL

REVISIONS		DESIGNED BY: RPS
NO.	DATE	DESCRIPTION
1	3/19/18	SJC SUBMITTAL
2	1/23/19	SJC SUBMITTAL
3	9/01/22	SJC SUBMITTAL
3	10/25/22	PUD/DRI MODIFICATION

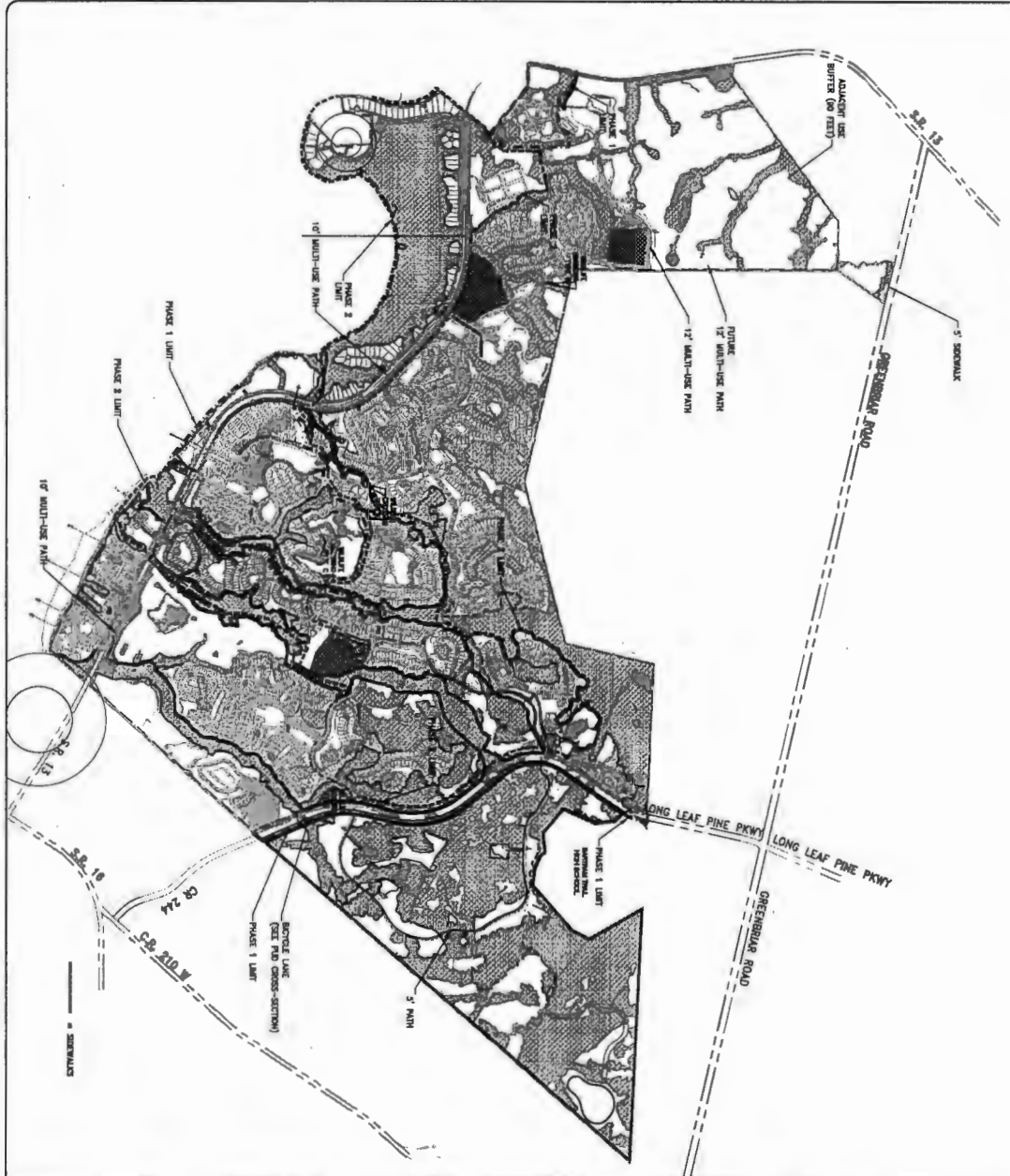
DRAWN BY: WLW
CHECKED BY: RPS
SCALE: 1" = 3,300'
DATE: MARCH 19, 2018
PROJ. NO.: 113094.08

PROSSER
 Civil and Mechanical Engineering
 13601 Bellvue Park Circle South, Suite 500
 Jacksonville, Florida 32226
 Phone: 904.726.2222
 Fax: 904.726.2222
 Florida Certificate of Authorization
 Number: 0000000

RIVERTOWN
 MASTER DEVELOPMENT PLAN
 EXHIBIT "C"
 BICYCLE AND PEDESTRIAN TRAILS

RYAN P. STEWELL, P.E.
 No. 68526
 DATE:

Sheet No. 11 of 14
MDP-11
 DWG. NO.



REVISIONS	
NO.	DATE
1	3/19/18
2	1/23/19
3	9/01/22
3	10/25/22

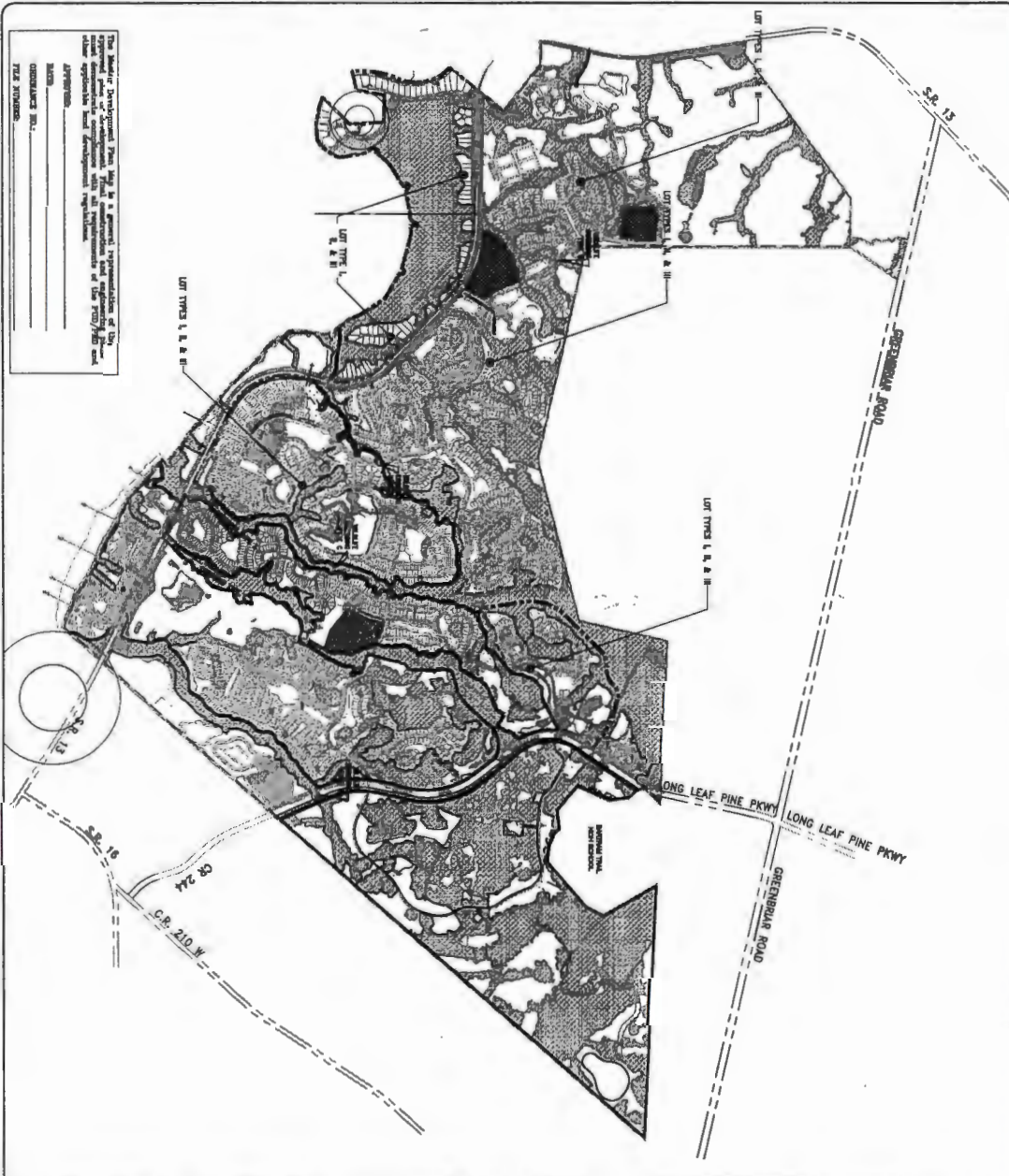
DESIGNED BY: RPS
 DRAWN BY: WLW
 CHECKED BY: RPS
 SCALE: 1" = 1,800'
 DATE: MARCH 19, 2018
 PROJ. NO.: 113094.08

PROSSER
 1800 Andrew Park Drive South, Suite 300
 Jacksonville, Florida 32216-0239
 City: 904.726.2100
 Fax: 904.726.2113
 Florida Certificate of Professional Engineer
 Number: 12052000

RIVERTOWN
 MASTER DEVELOPMENT PLAN
 SHEET "C"
 SIDEWALK PLAN

RYAN P. STEWELL, P.E.
 REG. PROFESSIONAL ENGINEER
 STATE OF FLORIDA
 DATE:

Sht No. 18 of 14
MDP-12
 DWG. NO.



The Master Development Plan, Map, is a general representation of the proposed lot layout, road network, and utility lines. It is not a final site plan and should not be used for construction purposes without the approval of the local planning and zoning authority. The final site plan will be prepared after the Master Development Plan has been approved by the local planning and zoning authority.

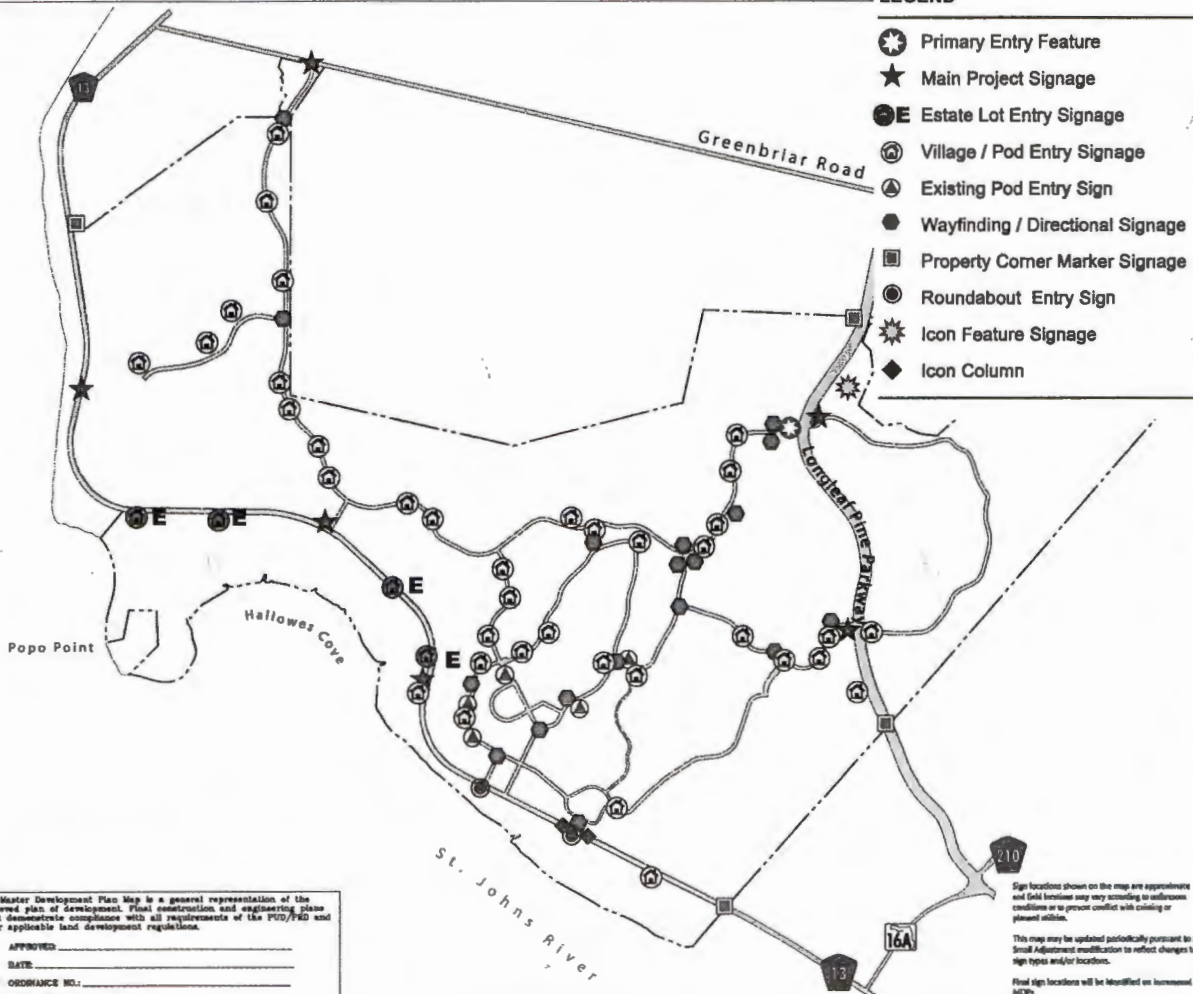
DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 DATE: _____

REVISIONS		DESIGNED BY: RPS	<p>1801 Eastern Pkwy Suite 200 Jacksonville, Florida 32216-2000 Phone: 904.776.1111 Fax: 904.776.1112 Mobile: 904.776.1113</p>	<p>MASTER DEVELOPMENT PLAN EXHIBIT "C" NEIGHBORHOOD DESIGNATION/LOT TYPE PLAN</p>	Sheet No. 13 of 14 MDP-13 DWG. NO.	
NO.	DATE	DESCRIPTION				DRAWN BY: WLW
1	3/19/16	SJC SUBMITTAL				CHECKED BY: RPS
2	11/23/19	SJC SUBMITTAL				SCALE: 1" = 1,800'
3	9/01/22	SJC SUBMITTAL				DATE: MARCH 19, 2018
3	10/25/22	PLUG/DRI MODIFICATION	PROJ. NO.: 113094.0B			

P:\113113094\01-RT PROPERTY-PLANNING & ENGINEERING SERVICES\CURRENT\MDP\022-08-31_MDP PLAN SHEETS.DWG 10/26/2022 12:02:38 PM

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

APPROVED: _____
 DATE: _____
 ORDINANCE NO.: _____
 FILE NUMBER: _____



LEGEND

- ☼ Primary Entry Feature
- ★ Main Project Signage
- E Estate Lot Entry Signage
- Ⓜ Village / Pod Entry Signage
- Ⓜ Existing Pod Entry Sign
- Wayfinding / Directional Signage
- Property Corner Marker Signage
- Ⓜ Roundabout Entry Sign
- ☼ Icon Feature Signage
- ◆ Icon Column

SH# No. 14 of 14 MDP-14 DATE: _____																
RIVERTOWN MASTER DEVELOPMENT PLAN EXHIBIT "C" UNIFIED SIGN LOCATION MAP																
PROSSER CONSULTING ENGINEERS & ARCHITECTS 1000 N. W. 10th St., Suite 1000 Ft. Lauderdale, FL 33304 Phone: 954.574.1111 Fax: 954.574.1112																
DESIGNED BY: RPS DRAWN BY: WLM CHECKED BY: RPS SCALE: NTS DATE: MARCH 19, 2018 PROJ. NO.: 113094-08	REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>3/19/18</td> <td>S/C SUBMITTAL</td> </tr> <tr> <td>2</td> <td>1/23/19</td> <td>S/C SUBMITTAL</td> </tr> <tr> <td>3</td> <td>10/27/22</td> <td>S/C SUBMITTAL</td> </tr> <tr> <td>3</td> <td>10/27/22</td> <td>PUD/PKD MODIFICATION</td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	1	3/19/18	S/C SUBMITTAL	2	1/23/19	S/C SUBMITTAL	3	10/27/22	S/C SUBMITTAL	3	10/27/22	PUD/PKD MODIFICATION
NO.	DATE	DESCRIPTION														
1	3/19/18	S/C SUBMITTAL														
2	1/23/19	S/C SUBMITTAL														
3	10/27/22	S/C SUBMITTAL														
3	10/27/22	PUD/PKD MODIFICATION														
Sign locations shown on the map are approximate and field location may vary according to on-ground conditions or to prevent conflict with existing or planned utilities. This map may be updated periodically pursuant to a Small Adjustment modification to reflect changes to sign types and/or locations. Final sign locations will be identified on increased MDP.																

DWG. NO.



MASTER DEVELOPMENT PLAN EXHIBIT "D"
UNIFIED SIGN PLAN
Prepared for the St. Johns County Board of County Commissioners

October 2006
Revised March 3, 2017

TABLE OF CONTENTS

Overview	1
Town Limit Signs	6
Street and Traffic Signs	9
Wayfinding/Directional Signs	13
Park Signs	17
Town Center/Commercial/Civic Signs	20
Neighborhood and Amenity Signs	24
Temporary Signs	28
Icon Feature and Primary Entry Feature Signage	37
Waivers	38

RIVERTOWN UNIFIED SIGN PLAN • OVERVIEW

This Unified Sign Plan ("USP") has been created in accordance with the RiverTown Planned Unit Development ("PUD") and to serve the residents and visitors of the community of RiverTown, located off State Road 13 in St. Johns County, Florida. RiverTown is a master-planned development that consists of residential dwellings and commercial space, supported by amenities such as ball fields, parks, schools, churches and other civic facilities necessary to support the growing community and add to its self-sustainability.

To ensure public health, safety and welfare, signs are to be located throughout the community. The neighborhoods within the master plan will utilize several types of signs that vary in function, design and location. This Unified Sign Plan is prepared to properly define these elements and provide a cohesive and harmonious sign program. Unless stated otherwise herein, signs will conform to requirements of the RiverTown PUD and the St. Johns County Land Development Code ("LDC"). In the event of conflict between the Unified Sign Plan and the RiverTown PUD, the PUD shall control. In the event of a conflict between the RiverTown PUD and the LDC, the PUD shall control.

The design and placement of signs will be carefully considered so that each sign design harmonizes with the others and with the community as a whole. The successful implementation of this Plan will ensure that RiverTown continues to grow into a first-class project serving the local community and the surrounding county. Sign locations will be depicted on Incremental Master Development Plans for RiverTown.

The following pages illustrate eight (8) general categories of signs to be utilized in RiverTown:

1. Town Limit Signs
2. Street and Traffic Signs
3. Wayfinding Signs
4. Park Signs
5. Town Center, Commercial and Civic Signs
6. Neighborhood and Amenity Signs
7. Temporary Signs
8. Icon Feature Signage and Primary Entry Feature

Mattamy Rivertown LLC, the "Owner" of RiverTown, has attempted to fashion this Unified Sign Plan to provide flexibility for signage to reflect the diverse nature of the RiverTown Community and its seven (7) distinct neighborhoods. Thus, the graphics contained herein are for illustrative purposes only and are not intended to be actual depictions of sign design or exact dimensional criteria.

Amenity is a generic term used to designate both public and private development areas created by the Owner for the use and enjoyment of RiverTown and County residents, depending on the location. Examples include but are not limited to:

- Neighborhood Parks
- Swim and Tennis Center
- Lake House
- Boathouse
- Neighborhood Trails
- River Club

Each section of this Unified Sign Plan describes the sign type's characteristics, location and design intent. Various signs designed to serve specific needs are grouped according to these types. Within the type groupings, individual signs are generally described and illustrated to convey detail specifications, suggested materials, allowances and maximum heights within a 20 percent variation. Thus, the Owner shall be permitted to deviate from any numeric sign height and Advertising Display Area criteria within this Plan by 20 percent of such criteria.

The general locations of allowable permanent signage are shown on the Unified Sign Plan Location Map found within Exhibit "C". Sign locations shown on the Map are approximate and actual locations may vary according to unforeseen field conditions or to prevent conflict with existing or planned utilities. This Map may be updated periodically pursuant to approval of a Small Adjustment modification that reflects any changes to sign types and/or locations. In the event that signs are located in conflict with existing utilities, the utility contractor will not be responsible for damage or repair to existing signs. Utility sleeves will be installed as necessary under monument signs to accommodate future utility changes. RiverTown signs designated for construction will follow the design criteria established herein. The sign contractor shall be responsible for meeting current State and County standards with all sign installations.

No sign shall be erected that will interfere with clear and free visibility from any roadway intersection or other public right-of-way or that will be confused in shape, color or pattern with any authorized traffic sign, signal or device. Signs shall be permitted to be placed within rights-of-way of Longleaf Pine Parkway/County Road 244 and other roadways that will be dedicated to the public or to a Community Development District.

Not all roads within RiverTown development will be dedicated to the County. All of the rights-of-way within the RiverTown PUD boundary are within a Community Development District ("CDD"). All roadways except for County Road 244 (Longleaf Pine Parkway) and State Road 13 will be owned and maintained by one of the CDDs being formed for RiverTown.

However, in the unforeseen event that the roads within a CDD area of the development revert to County responsibility, County sign replacement shall be permitted, but the CDD shall retain the right to replace such signage with decorative signs that are consistent in design with other signage within the community. It is the intent for all roads within the RiverTown development except for Longleaf Pine Parkway/County Road 244 and State Road 13 to remain owned by a CDD.

For purposes of this USP, any sign located within the boundaries of the RiverTown PUD will be considered an "on-premise sign" relative to Article XII of the Land Development Code if the Advertising Display Area ("ADA") is relevant only to development within the PUD. Signage allowances shall be relative to the function of the ADA, regardless of the physical location of the sign. No signage shall be allowed to describe development outside of the PUD boundaries; however, the USP will apply to any properties added to the boundaries of the RiverTown Development of Regional Impact in the future.

The ADA will be defined by the smallest geometric shape that is used to encompass all advertising lettering. The ADA may be in the form of a square, rectangle, cone, sphere, trapezoid, triangle, circle, oval, cylinder, or other simple forms for which a surface area formula is established.

Lettering may be mounted on inserts or panels to be attached to a sign structure or building face, may be pin mounted or channel mounted lettering, may be acrylic and back lit, may be sandblasted or otherwise engraved into a surface, or may be painted or otherwise affixed to the sign structure or background. Lettering may be glass, metal, wood, PVC or other plastic-like or composite material. If sandblasted or otherwise engraved, the ADA may be the same material as the sign structure or may be of a complementary material. Lettering may have any combination of materials and styles and may be affixed to the sign structure in a combination of the aforementioned.

Pursuant to the RiverTown PUD, all lands located within the PUD boundaries will be regulated by the USP and shall be considered a single premise for the purposes of sign regulations, without regard to ownership of individual PUD parcels. This shall not reduce individual parcel signage allowances. Project signage may be lighted externally or internally illuminated and may be landscaped. All permanent signs permitted within the PUD that are monument or ground signs may be lighted externally or internally illuminated, may be landscaped and may be incorporated into a wall, fence or other structure. Signs may be located within the rights-of-way of roads not being dedicated to St. Johns County.

An architectural feature may be incorporated into project signage features. Architectural features may include, but not be limited to, columns, clocks, towers, waterfalls, flanking walls, landscaped areas, and shelters. Architectural features associated with signage may have a maximum height of 40 feet, except for those located along the William Bartram Scenic and Historic Highway (SR 13) which shall allow architectural features a maximum height of ten (10) feet, with a maximum height of six (6) feet within 0 to 49 feet of the SR 13 right-of-way, with a maximum height of eight (8) feet within 50 to 149 feet of the SR 13 right-of-way, and with a maximum height of ten (10) feet within 150 feet or more of the SR 13 right-of-way. For the purposes of regulation, the "height of the sign" shall be deemed to be the height of the ADA. The height of the sign shall not include associated architectural features or signage structures. The height of the sign shall be measured from finished grade to the top of the ADA.

Signs may be ground signs, or may be incorporated into a wall, fence, architectural feature, or other structure. The sign body may be of any material having structural qualities in accordance with wind load standards. The body of monument signs may be of cast concrete or epoxy/aggregate materials, PVC, concrete, brick, stone, marble, wood, metal, or composite materials. Surface finishes may be stucco or stucco-like, paint, enamel, or other finishes that may protect and enhance the sign structure materials. Decorative accents may include glass, tile, metal, terra cotta or other material. The structure may have any combination of materials and finishes.

High-intensity colors, silver/metallic colors, or fluorescent colors shall not be used. Earth tones, natural material finishes, white reflectorized vinyl sheeting for copy, and off-white shall be the predominant colors utilized within RiverTown.

Non-specific, repetitive decorative elements and/or logos shall not be considered signage, provided such signs do not advertise a specific product. Signs may be located without setback to a property line. In no case will signage obstruct the sight triangle at vehicular right-of-way intersections. Signs shall be placed so as not to interfere with traffic.

Traffic control signage may have aesthetic enhancement as may be acceptable to the Florida Department of Transportation ("FDOT") and the County and may be installed by the Owner within rights-of-way throughout the community.

Historic markers are allowable by right and are not considered site signage. Such markers are not required to be shown on a Master Development Plan ("MDP") for the PUD and may be permitted within the PUD through the sign permitting process of St. Johns County Development Services. All such markers will be in compliance with LDC Section 7.03.01.1, with the exception that historic markers not associated with buildings are allowable with a maximum of a six square feet ADA and a maximum height of eight feet.

RIVERTOWN UNIFIED SIGN PLAN • OVERVIEW

Building murals are allowable and are not considered signs pursuant to the RiverTown PUD. Such murals are considered public art and will not require sign permitting through St. Johns County Development Services. Murals shall not contain advertising display or copy.

All lighting standards of LDC Section 6.09.02 shall be adhered to by all lighted sign locations within RiverTown. Certain signage may be allowed within roadway and/or driveway median islands, provided those islands are either within a private or Community Development District-owned right-of-way, on privately owned common property, or the median is a separate parcel that is outside of right-of-way dedicated to St. Johns County.

Several types of signs are proposed for the RiverTown PUD as described in the USP. The depictions of sign materials, colors and shapes on the following pages are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA. Regardless, sign dimensions shall not exceed the maximum sizes listed in the table below.

	SIGN TYPE	MAXIMUM HEIGHT OF SIGN	MAXIMUM ADA PER ALLOWABLE SIGN FACE
1	Town Limit <ul style="list-style-type: none"> Main Project Property Corner Marker Roundabout Entry Icon Column 	15 feet ¹	100 square feet
2	Street and Traffic	10.5 feet	FDOT or County Standard
3	Wayfinding / Directional	8 feet	32 square feet
4	Park	10 feet	32 square feet
5	Town Center / Commercial / Civic	Per Land Development Code	
6	Neighborhood and Amenity <ul style="list-style-type: none"> Village/Pod Entry Estate Lot Entry Existing Pod Entry 	15 feet ¹	32 square feet
7	Temporary	15 feet	32 square feet
8	Icon Feature and Primary Entry Feature	15 feet	100 square feet
	Civic, Cultural / Institutional, Recreation	10 feet	32 square feet
	Home Office / Business	Attached to building	10 square feet

- ¹ Maximum height of signs located along the William Bartram Historic and Scenic Highway shall adhere to the following:
- Signs located 0 to 49 feet from SR 13 RW 6 feet
 - Signs located 50 to 149 feet from SR 13 RW 8 feet
 - Signs located 150 feet or more from SR 13 RW 10 feet

Permanent signage on parcels contiguous with the State Road 13 right-of-way will comply with allowance given in LDC Part 7.07.00 Scenic Highway Signage. All other signage, whether on the MDP map or on a modified or Incremental MDP, will comply with the following allowances:

1. **Town Limit signs such as Property Corner, Main Project and Roundabout Entry signs shall be permitted at any entrances to the property from all external points as shown on the USP Location Map and on Incremental MDPs.**
2. Town Limit signs such as Property Corner, Main Project and Roundabout Entry signs may be monument or ground signs, or may be incorporated into a wall, fence, architectural feature or other structure. Architectural features associated with project identification signage are allowable with a maximum height of 40 feet, except for those located along the William Bartram Scenic and Historic Highway (SR 13) which shall allow architectural features a maximum height of ten (10) feet, with a maximum height of six (6) feet within 0 to 49 feet of the SR 13 right-of-way, with a maximum height of eight (8) feet within 50 to 149 feet of the SR 13 right-of-way, and with a maximum height of ten (10) feet within 150 feet or more of the SR 13 right-of-way. The Town Limit signs that are monument or ground signs may be no more than 15 feet in height with a maximum ADA of up to 100 square feet per allowable sign face.
3. There may also be architectural features at the entrances to the property at external points of entry. Architectural features may include, but not be limited to, columns, clocks, towers, waterfalls, flanking walls, landscaped areas, and shelters.
4. **Entrance signage for neighborhood areas such as Village/Pod Entry and Estate Lot Entry signs may be placed at the approximate boundary of the area and along the roadway.** Such signs may have maximum height of 15 feet and a maximum ADA of 32 square feet per allowable sign face.
5. Allowable signage shall be either one (1) two-sided sign at each boundary or two (2) one-sided signs at each boundary. They may be incorporated into a wall, fence or other architectural feature and shall be located no less than five feet from any property line. This signage shall be limited to the size allowances of LDC Section 7.07.01h for signage located on parcels that are contiguous to the State Road 13 right-of-way.
6. Each residential subdivision or cluster may have subdivision entrance signage such as Village/Pod Entry and Estate Lot Entry signs. Such signs may have maximum height of 15 feet and a maximum ADA of 32 square feet per allowable sign face. Allowable signage shall be either one (1) two-sided sign or two (2) one-sided signs at each entrance. They may be incorporated into a wall, fence or other architectural feature and shall be located no less than five feet from any property line. This signage shall be limited to the size allowance of LDC Section 7.07.01.h for signage located on parcels that are contiguous to the State Road 13 and Longleaf Pine Parkway/County Road 244 rights-of-way.
7. **Home offices and other allowable home businesses shall be allowed one sign per building face fronting a street.** Signage shall be limited to 10 square feet and may be mounted on the building, under the eaves or on a ground sign. If mounted as a ground sign, the entire sign structure shall be included in the maximum signage size.
8. **Community Center, Civic, Cultural/institutional, Recreation and other community amenity signs shall be allowed at 32 square feet of ADA and a maximum height of 10 feet.** Such non-commercial sites may have one identification sign per road frontage. This signage shall be limited to the size allowance of LDC Section 7.07.01.h for signage located on parcels that are contiguous to the State Road 13 right-of-way.
9. **Commercial business site parcels may have commercial signage in accordance with LDC Part 7.02.00 except that signage on business site parcels directly contiguous with the State Road 13 right-of-way shall comply with signage allowances of LDC Part 7.07.00.** The locations of the commercial signage may be shown at the time of Incremental MDP submittal. Signage for commercial sites may be located within common property tracts or sign easements.
10. **Wayfarer signs direct travelers to the various districts and facilities within the community and are allowable.** The number of wayfarer signs shall not be limited, and signs may have a height up to eight feet and an ADA of up to 32 square feet. Wayfarer signs may be located within common property, signage easements, or private road rights-of-way and shall be considered on-site signage. The wayfarer signs may be located within a median provided such median is not part of a public right-of-way. 'Public right-of-way' shall mean any right-of-way owned by St. Johns County, the Florida Department of Transportation, the Main Street CDD and the Rivers Edge CDD. Temporary wayfarer signage may be erected at the proposed location of permanent signage and may have the same square

RIVERTOWN UNIFIED SIGN PLAN • OVERVIEW

footage allowance as permanent signage. This signage shall be limited to the size allowance of LDC Section 7.07.01.h for signage located on parcels that are contiguous to the SR 13 right-of-way. Wayfarer and public information signage may be constructed subject to sign permitting review and will not be required to be shown on construction plans or MDPs.

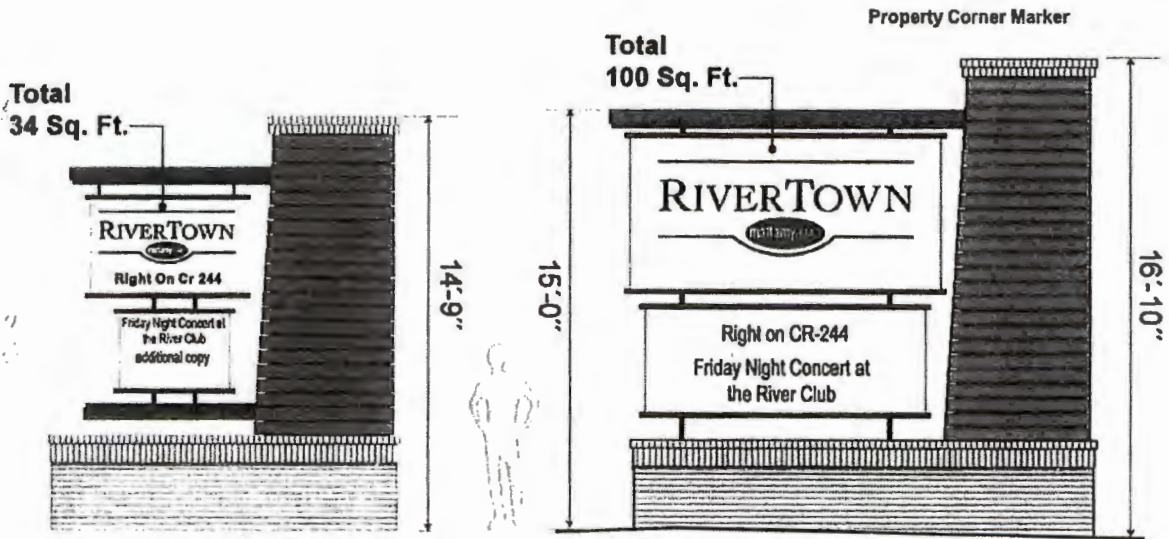
11. **Banners shall be permitted as temporary or permanent decorative elements and may be used as signage in addition to other signage allowances.** The Riverfront Park and the Main Street Town Center shall be allowed banners as a part of the streetscape and such banners may be located on individual poles, light poles, building facades or other architectural or streetscape element. Banners may bear the logo of the development, or seasonal or event logos decorative elements, or messages of public information. Banners may carry sponsors' names in conjunction with special events. Banners shall not be considered signage. There shall be no limit on the number of banners or flags allowed per parcel. Temporary banners may span privately owned streets as long as a minimum vertical clearance of 18 feet is maintained above vehicular use areas and a minimum vertical clearance of 18 feet is maintained above pedestrian use areas. Signage in the Main Street Town Center area shall be allowed to extend over sidewalks and may be located on arcades, canopies, overhangs, marquees, bays and other structural supports. A minimum vertical clearance of 10 feet shall be maintained over all pedestrian walkways.
12. **There may be temporary signage relative to individual lot and home sales (i.e. for sale, contractor and sale signs, model home signs, rentals and information signs).** This temporary signage shall be in accordance with the Land Development Code.
13. **Temporary Marketing and Development Signage:**
 - a. For the purposes of this allowance, the entire PUD is considered a single site and temporary marketing and development signage may be erected anywhere within the PUD boundaries (other than individual residential lot sales signs) and shall be allowed at any time. The temporary marketing and development signage shall have a maximum of 32 square feet of ADA and a maximum height of 15 feet regardless of the surrounding development type.
 - b. Temporary district, neighborhood subdivision and/or wayfarer signage is allowed and will be in accordance with permanent signage allowances as provided in the PUD text and may be installed prior to approval of master development and construction plans. Such signage will be removed upon construction of permanent signage.

1

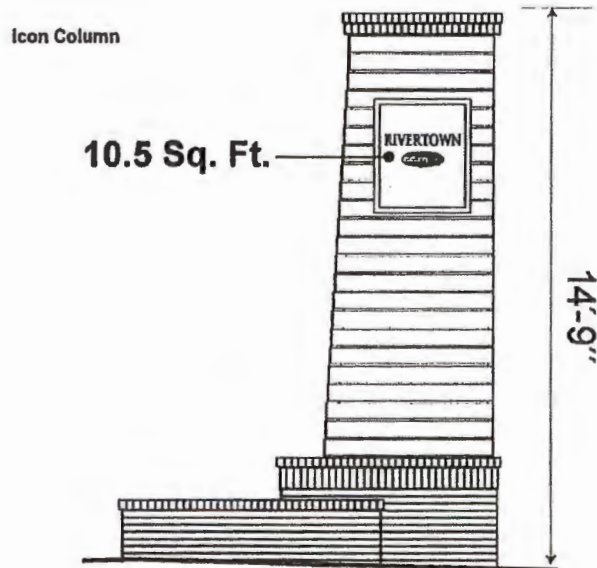
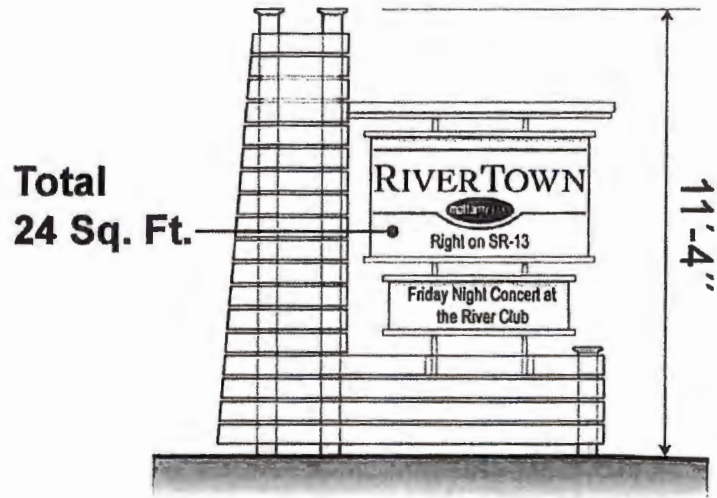
TOWN LIMIT SIGNS

The Town Limit signs serve as the community's primary identifiers. These signs include Main Property, Property Corner Marker, Icon Column and Roundabout Entry signs.

This low-key sign type complements the surrounding environment and is meant to gently reinforce that one has entered the RiverTown community in conjunction with its specific architecture and its natural landscape features.



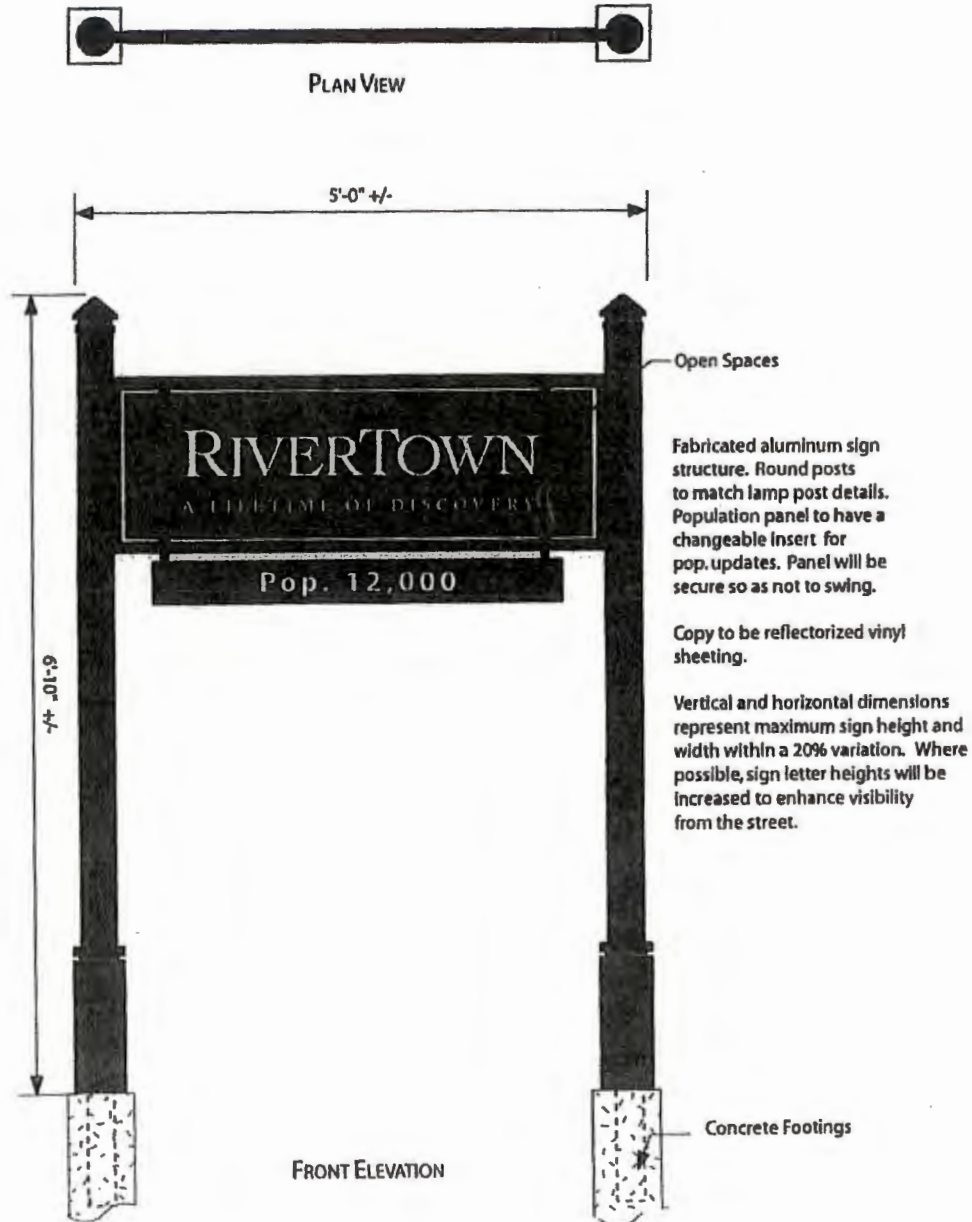
The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown.

These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

TOWN LIMIT SIGNS

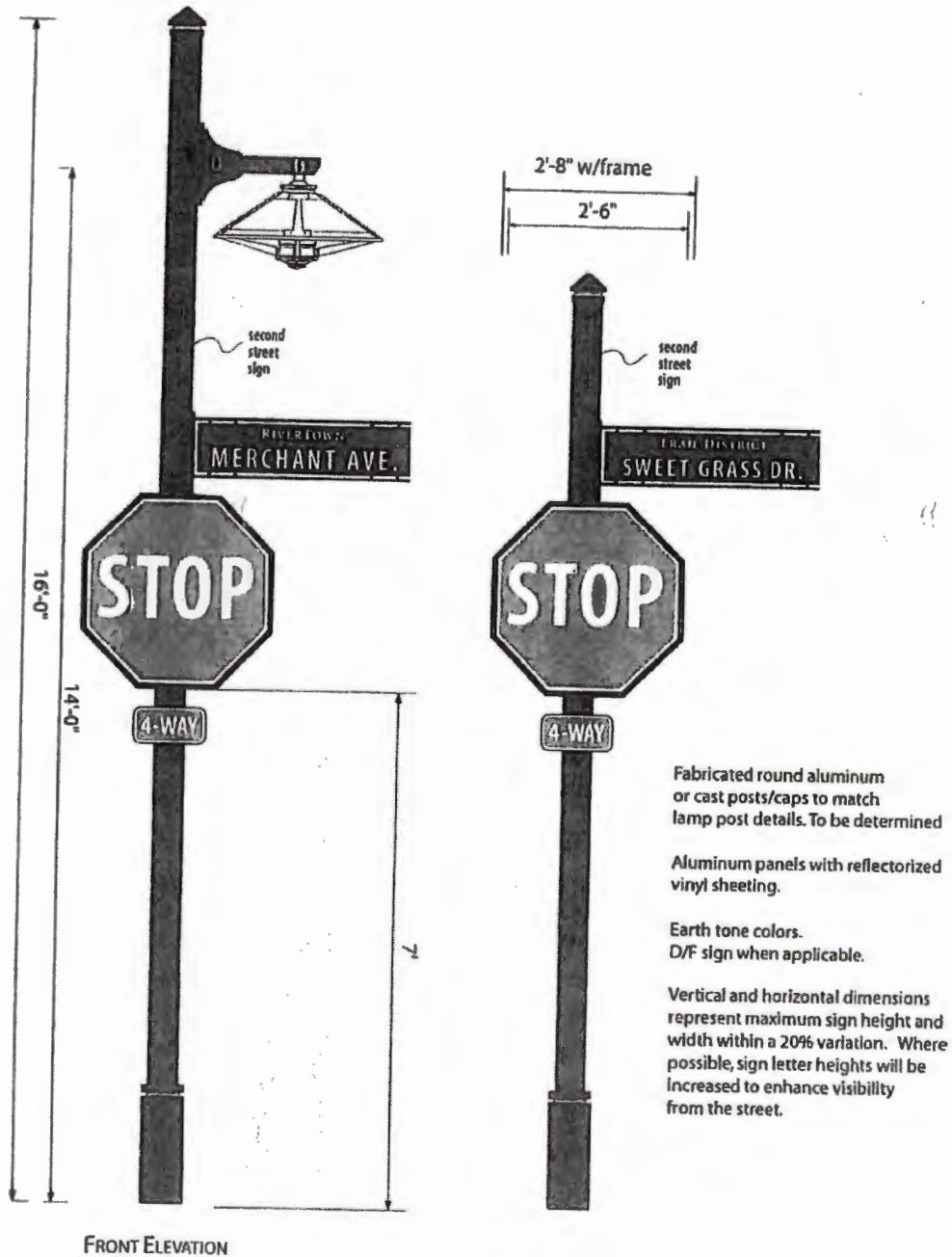


The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

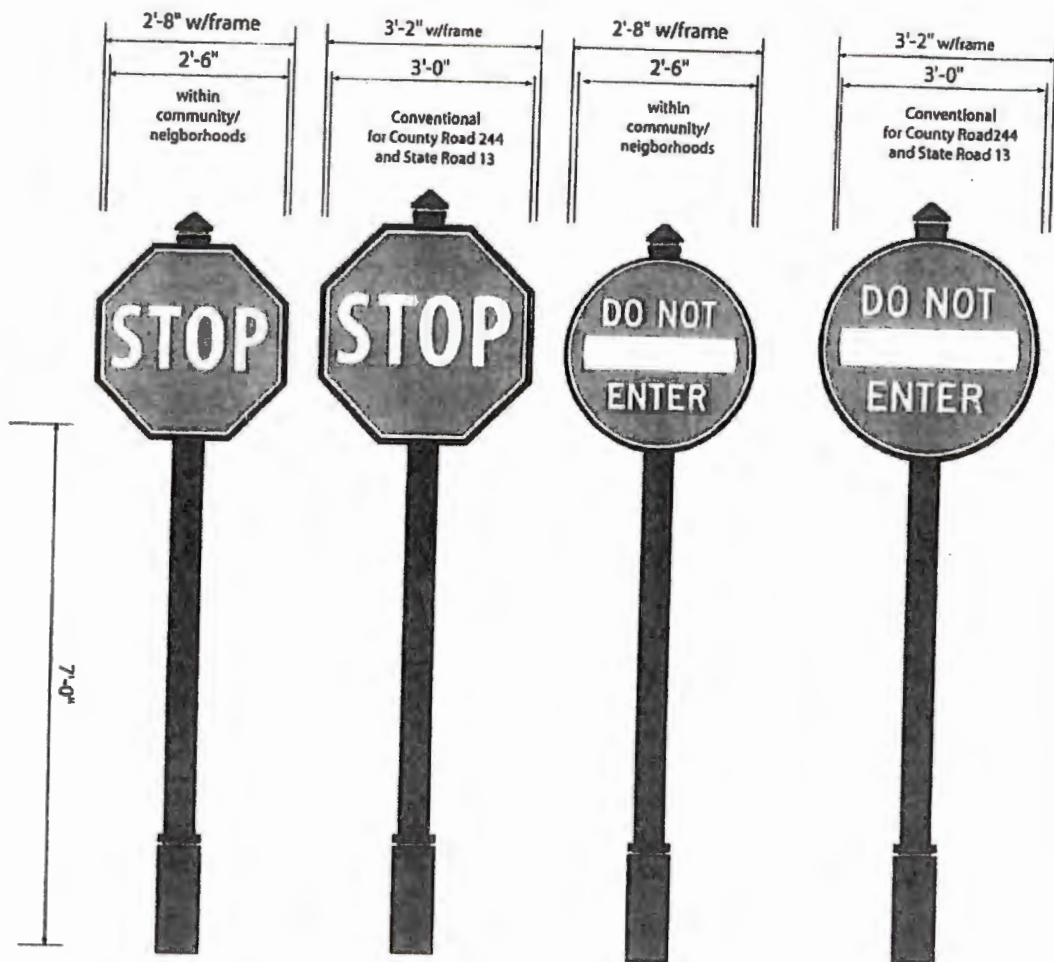
Street and traffic signs are required safety elements of the community. All street and traffic signs are to be installed according to all applicable laws, codes and ordinances with regard to sign design and location. Several types of traffic signs will be required that vary in function, but will be uniform in post design and coloration to further create a cohesive sign program.

SPECIFICATIONS

- Posts will be a custom fabrication to match RiverTown community street light pole design or may be affixed directly to the light pole.
- The street light poles will be 12'-0" and/or 16'-0" high with the street sign at maximum height of 10'-6" when combined with a stop or yield sign. The street name sign will mount above the stop or yield sign.
- Minimum mounting height shall be 7'-0" feet from the base of the stop or yield sign to a horizontal line extended to the edge of the driving lane, per FDOT standard.
- Where street name signs are not combined with a stop or yield signs, the street signs shall be mounted 7'-0" feet from the base of the sign to a horizontal line extended to the edge of the driving line, per FDOT standards.
- Street 'copy panel' shall be 8½"x36" or (sized appropriately) for street name.
- Street name panels will have custom color in earth tone with reflectorized white vinyl sheeting for copy.
- Street name letter shall match the RiverTown designated letter type and size.
- Street name signs and regulatory signs shall conform to FDOT and St. Johns County standards. Longleaf Pine Parkway/County Road 244 and State Road 13 will accommodate conventional traffic sign sizes and colors, i.e., 36" stop signs. Typically, a smaller traffic sign will be specified within the RiverTown community, i.e., 30" Stop.
- Sign frames shall be full back, aluminum and sized to accommodate standard information signs: Stop, Speed Limit, Do Not Enter, Yield and Caution, as well as other shaped signs: One-Way, Handicapped Parking, etc.



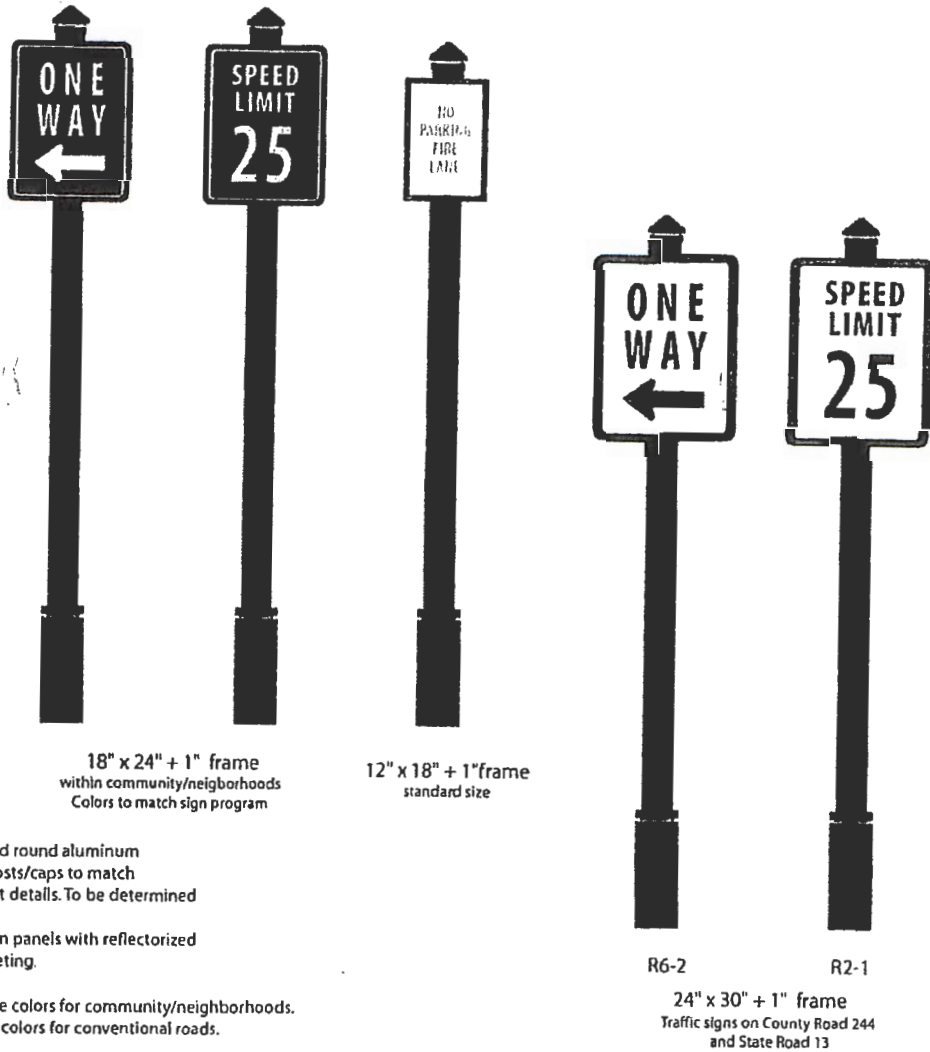
The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.



Fabricated round aluminum or cast posts/caps to match lamp post details. To be determined

Aluminum panels with reflectorized vinyl sheeting.

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.



Fabricated round aluminum or cast posts/caps to match lamp post details. To be determined

Aluminum panels with reflectorized vinyl sheeting.

Earth tone colors for community/neighborhoods. Standard colors for conventional roads.

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

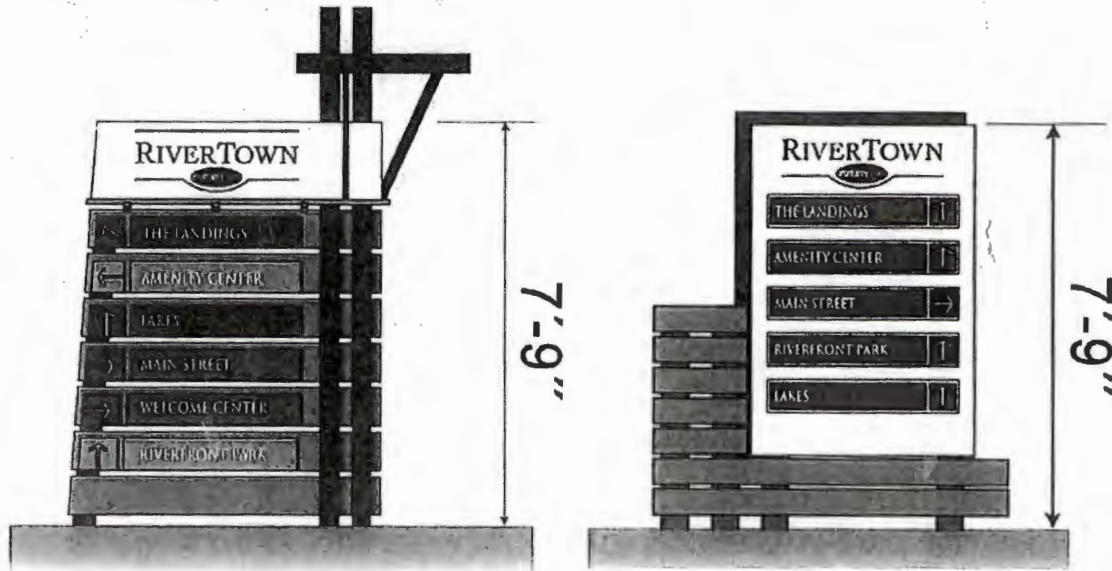
3

WAYFINDING / DIRECTIONAL SIGNS

Wayfinding signs are part of the community as a whole, not associated with a particular parcel, amenity, or lot. They will be owned and maintained by the Owner initially, then deeded to either the community association or a CDD. Signs will function for vehicular and pedestrian circulation directions. Signs are designed to permit one or two-sided viewing with duplicative faces of identical material and finish.

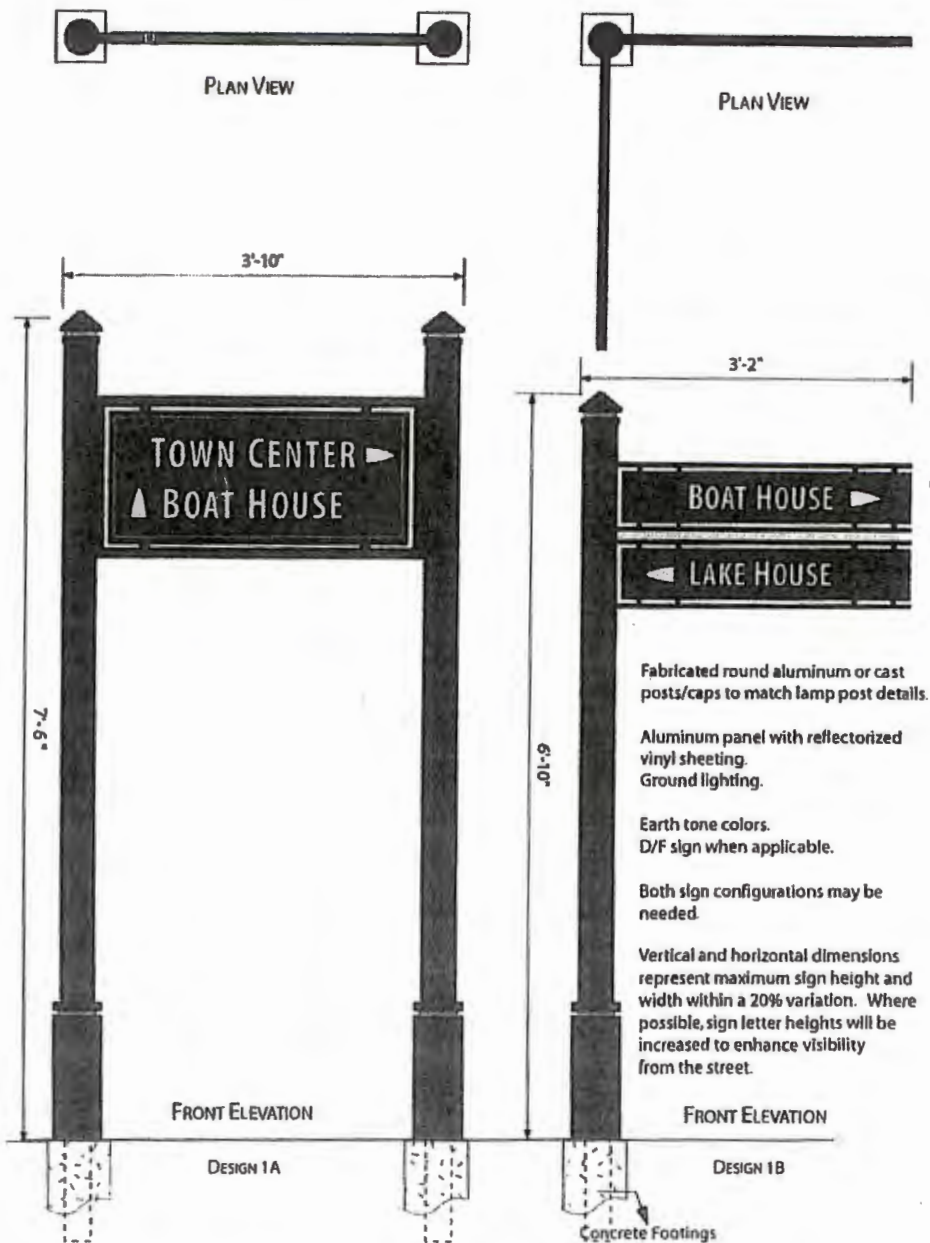
Wayfinding signs are located strategically in the right-of-way to provide adequate visual directions throughout RiverTown without cluttering the community unnecessarily. Auto directional sign locations will be depicted on the construction plans.

Vertical and horizontal dimensions represent maximum sign height and width within a 20 percent variation. Where possible, sign letter heights will be increased to enhance visibility from the street.

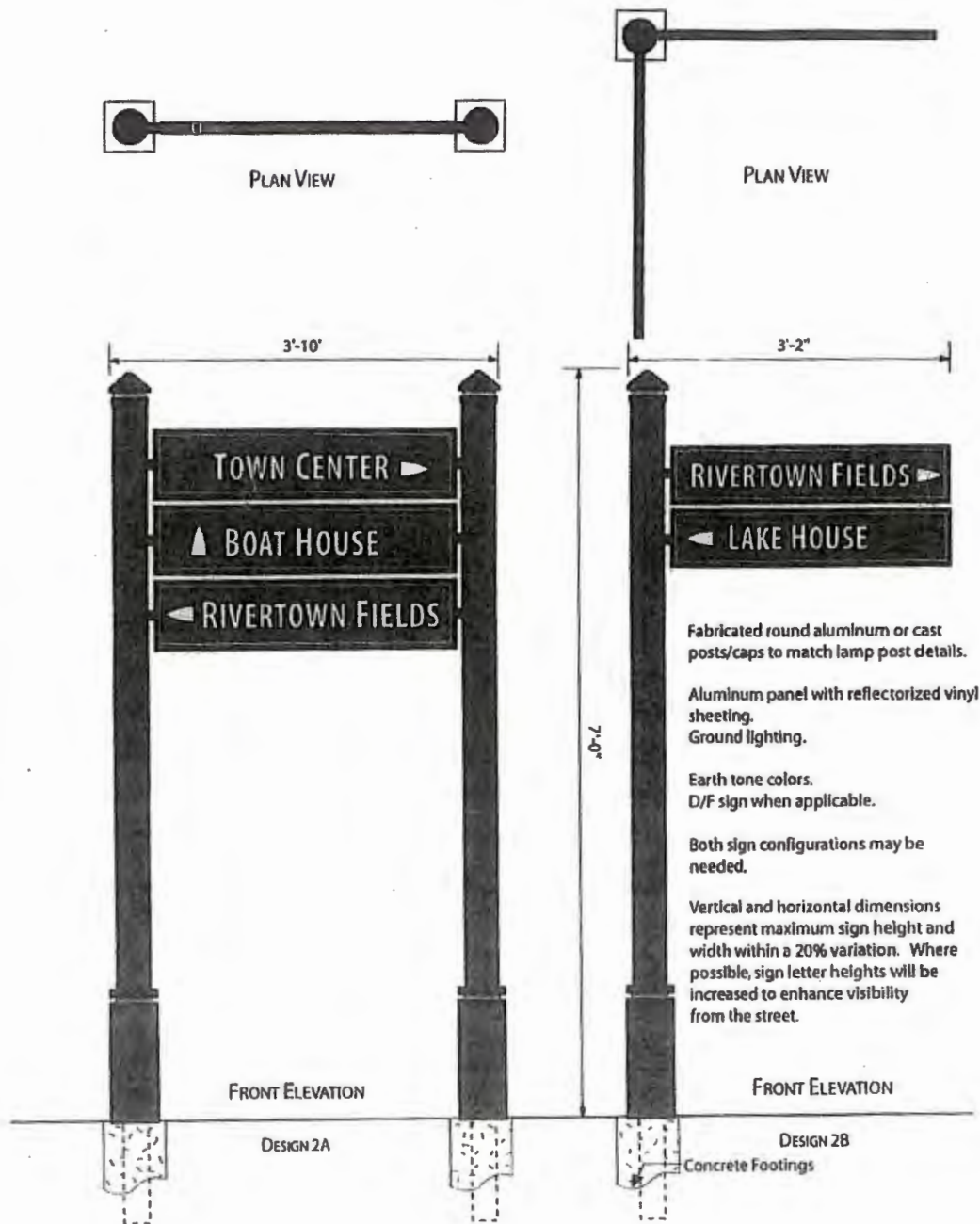


The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown.

These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

4

PARK SIGNS

Each of the two major parks in the RiverTown community, RIVERFRONT PARK and RIVERTOWN FIELDS, will have its individual look. Key neighborhood parks throughout the community will utilize variations of the designs illustrated on the following pages.

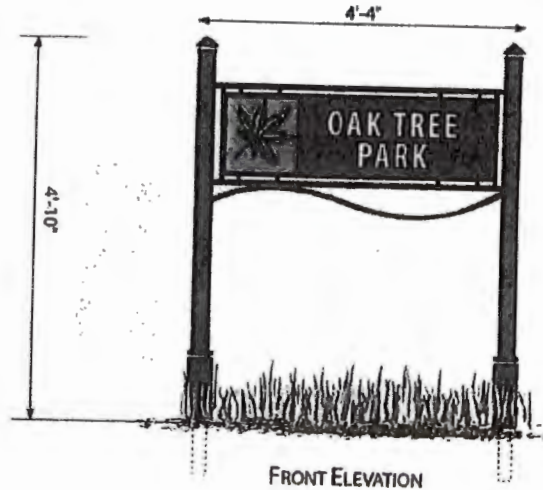
Along with the park identification, custom graphics will be incorporated.

Park signs will be located to identify the parks from vehicular and pedestrian level and designed to be unobtrusive. The sign materials blend with other park element materials.

Sign locations are determined on a site-by-site basis, but will generally be located in the right-of-way, near the primary entrance to the park, and will be visible from the adjacent sidewalk and roadway. Sign locations for the existing parks are approximated in the IMDP map found in the rear packet of this USP.

Vertical and horizontal dimensions represent maximum sign height and width within a permitted variance of 20%. Where possible, sign letter heights will be increased to enhance visibility from the street.

4 **PARK SIGNS**



FRONT ELEVATION

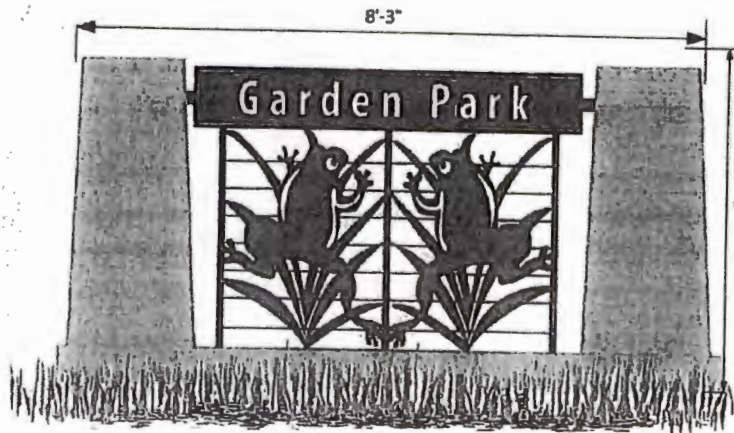
Aluminum structure. Post caps to be similar to lamp post finial and a simplified base.

Custom graphics depicting nature/park activities. Graphics may be incised in metal, colored tile or tone on tone impressions.

Aluminum panel with incised 'park name' and color infill. Background color and copy color to be determined.

Double face sign - image and copy on both sides.

Vertical and horizontal dimensions represent maximum sign height and width within a 20% variation. Where possible, sign letter heights will be increased to enhance visibility from the street.



FRONT ELEVATION

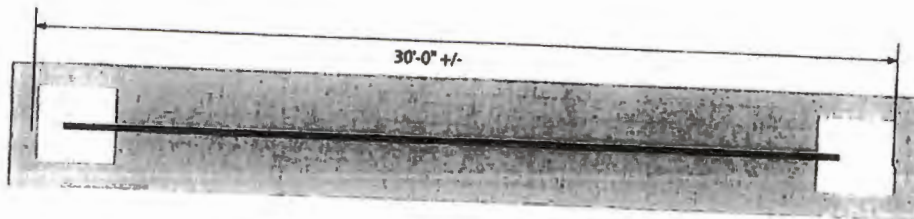
Aluminum name panel with incised 'park name'. Background color and copy color to be determined. Park names to be determined.

Square brick tapered structure with precast concrete caps. Horizontal aluminum/vertical supports.

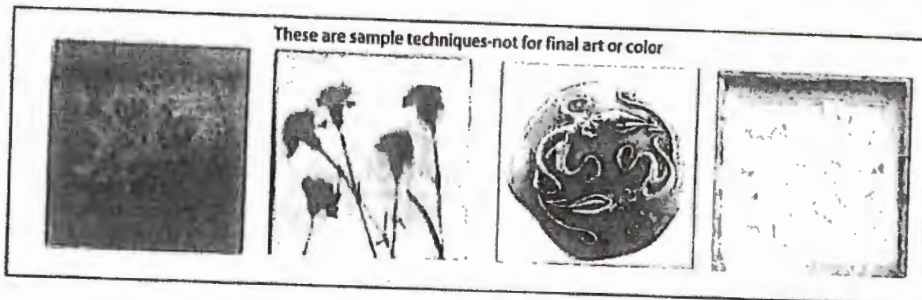
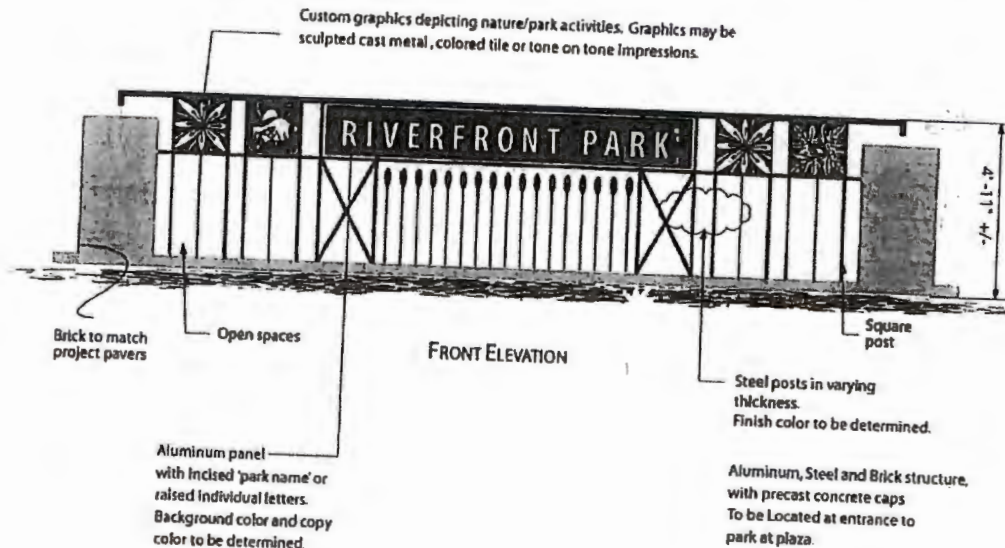
Decorative cut metal graphics to be determined. Finish color to be determined.

Double face sign- image and copy on both sides.

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

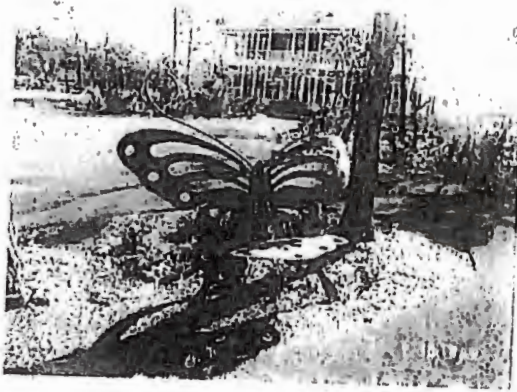


PLAN VIEW

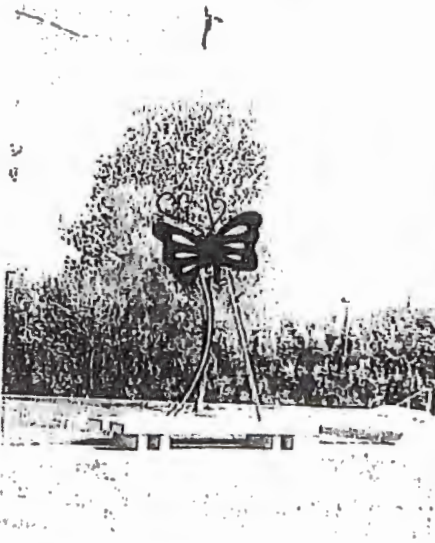


The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Samples



Custom Bench Designs



Custom bronze sculptural elements

Fabricated cut metal large 'nature icons' with colorful pattern designs and/or solid colors, rusty metals etc.

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Signs described in this section pertain to permanent signs associated with buildings and commercial enterprises within the RiverTown community. Unless otherwise stated, commercial signs will conform to the standards set forth in the St. Johns County Land Development Code.

The following are general design criteria for commercial/civic signs. Specific sign designs will be submitted with construction and permitting plans. No sign of this type will be constructed within the Longleaf Pine Parkway/County Road 244 or State Road 13 rights-of-way.

GENERAL CONDITIONS

There will be a variety of sign types in the Main Street Town Center and other commercial/civic sites within the RiverTown community.

The major sign types for Commercial/Civic Signs will be either ground signs and/or wall (building) signs. Ground signs are signs not affixed to a building and may be pole mounted or pylon construction.

Wall (building) signs are either affixed directly to the building façade or a structure attached to the architecture. Sign types may be plaques that are flag mounted, or plaques, individual letters/logos that mount directly to walls/building structure, awnings or marquee.

- Commercial establishments with a major street lot frontage of less than 100 feet may locate perimeter signs on an approved "grouped sign" designed for displaying several businesses within the area.
- No sign shall be erected that will interfere with clear and free visibility from any roadway intersection or other public right-of-way or that will be confused in shape, color or pattern with any authorized traffic sign, signal or device.

SIGN CONSTRUCTION AND COPY

- All signs shall present a finished appearance on all visible surfaces.
- Lights used for illumination shall be inconspicuous external lighting and placed to concentrate the illumination upon the sign face and shall not glare upon the street or upon adjacent property.
- Primary building identification numbers shall be at least 6 inches in height.

SIGN LOCATIONS – GROUND SIGNS

- Shall not be located within 200 feet of the RiverTown entry on Longleaf Pine Parkway/County Road 244 or State Road 13.
- Shall be located at least 5 feet outside Longleaf Pine Parkway/County Road 244 and State Road 13 roadway right-of-way.
- No part of the sign shall extend into Longleaf Pine Parkway/County Road 244 or State Road 13 roadway right-of-way.
- Shall be located outside of any FDOT standard line of site triangle as to not obscure driver visibility.
- Shall be oriented so that the sign face is perpendicular to the adjacent right-of-way line.

SIGN LOCATIONS – WALL SIGNS

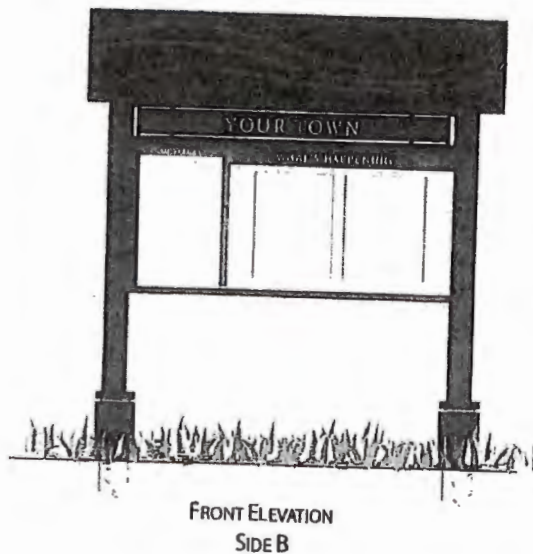
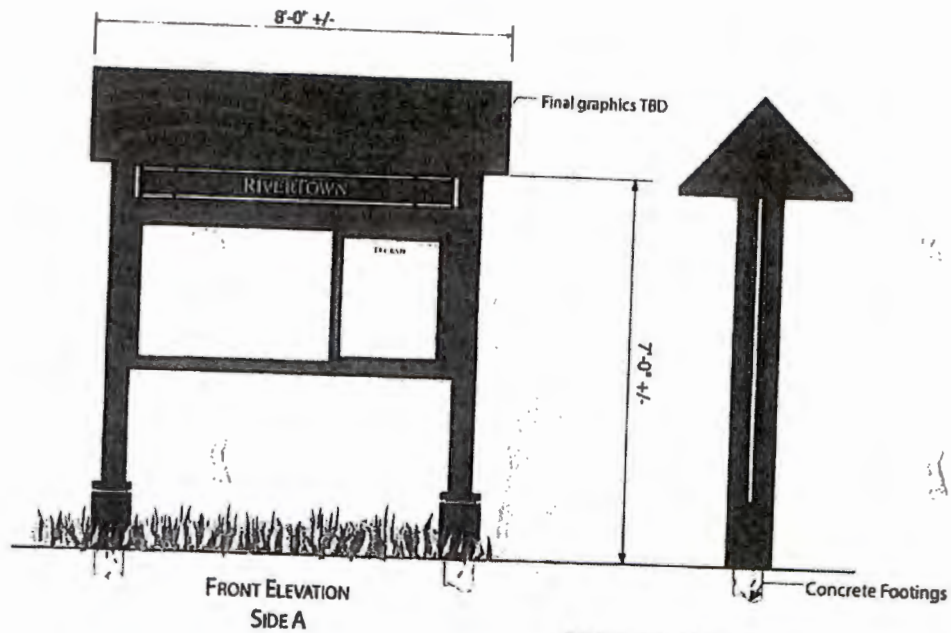
- Commercial and public buildings within RiverTown shall be allowed one wall (building) sign per occupancy, except corner occupancies are permitted one additional wall sign (one for each corner).
- Shall be located on the building façade.
- Shall be located on at least 3 feet above the highest doorway of the building façade.
- Shall not extend above the roof on which it is erected.

SIGN DIMENSION – GROUND SIGNS

- Shall not exceed 15 feet in height.
- Shall not exceed 3 feet in height if erected within 30 feet of any roadway intersection as measured from the intersection right-of-way lines.
- Shall not exceed 1 square foot of sign area for each 2 linear feet of building frontage on right-of-way, but not to exceed 100 square feet.

SIGN DIMENSION – WALL SIGNS

- Shall not exceed a total area of 1.5 square feet of copy area for each linear foot of building occupancy, but not to exceed 150 square feet.



Fabricated round aluminum posts.
 Top canopy fabricated steel structure.
 Graphics open spaces with translucent acrylic panel and lights on underside to luminate graphics

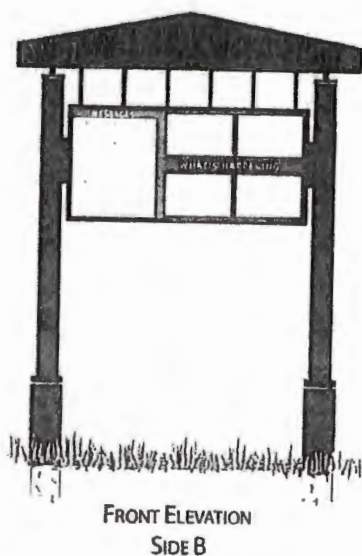
Map and legend to be a digitally imaged high pressure laminate.

Graphic elements to be determined.
 Final earth colors to be determined.

Acrylic or glass panel doors to protect changeable information on Side B.

Vertical and horizontal dimensions represent maximum sign height and width within a 20% variation. Where possible, sign letter heights will be increased to enhance visibility from the street.

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown.
 These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.



Fabricated round aluminum posts.
Top canopy fabricated steel structure.
Graphics open spaces with translucent acrylic panel and lights on underside to luminate graphics

Map and legend to be a digitally imaged high pressure laminate.

Graphic elements to be determined.
Final earth colors to be determined.

Acrylic or glass panel doors to protect changeable information on side B.

Vertical and horizontal dimensions represent maximum sign height and width within a 20% variation. Where possible, sign letter heights will be increased to enhance visibility from the street.

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Samples



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

6

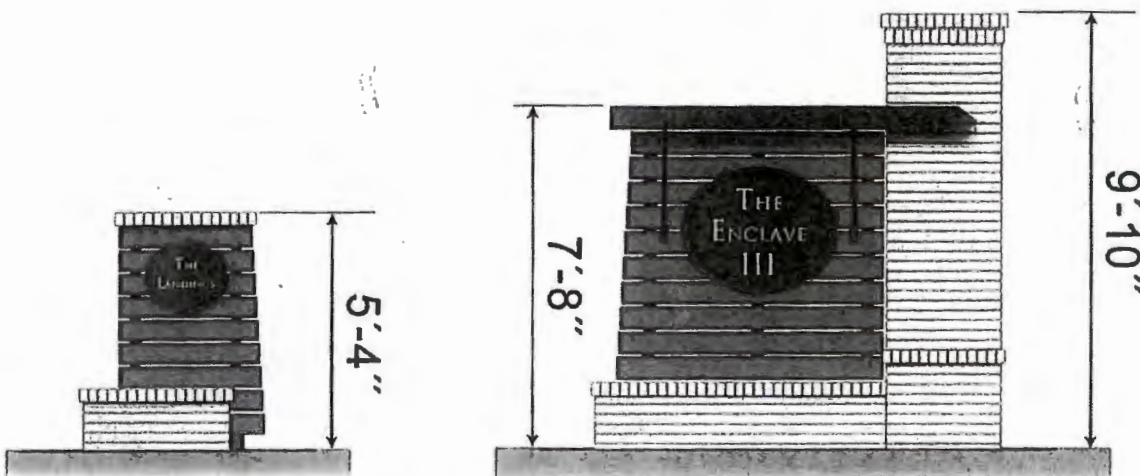
NEIGHBORHOOD AND AMENITY SIGNS

There will be a variety of sign types used to identify and locate the various community amenities within the RiverTown districts. The neighborhood districts will be identified by either Village/Pod Entry, Existing Pod Entry or Estate Lot Entry signs.

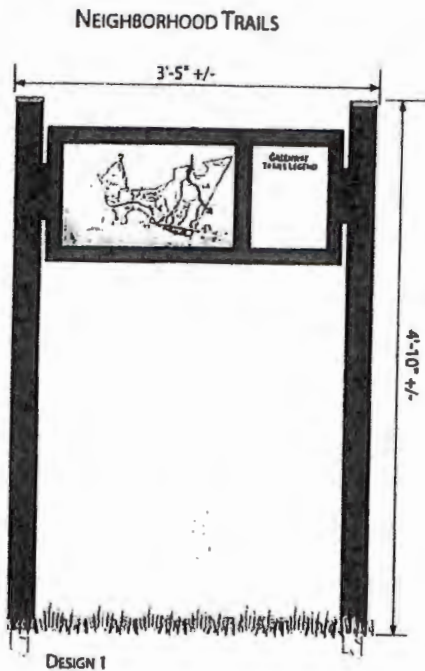
The major sign types for Amenity Signs will be either ground signs and/or wall (building) signs. Ground signs are signs not affixed to a building and may be pole/pedestal or pylon construction.

Wall (building) signs are either affixed directly to the building façade or a structure attached to the architecture. Sign types may be plaques that are flag mounted, or plaques, individual letters/logos that mount directly to walls/building structure, awnings or marquees.

Signs will function for amenity identifications and entrance locations. Signs are associated with a particular district but will be owned and maintained by the Owner initially, then deeded to either the community association or a CDD. Street address will be included on the amenity signs or building and shall comply with the Land Development Code Section 7.02.01D. Signs are designed to permit one or two-sided viewing with duplicate faces of identical material and finish.



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.



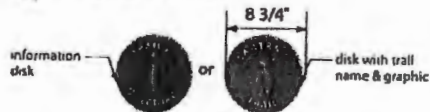
Fabricated square or round aluminum posts with aluminum disks incised and paint filled graphics/copy.

Earth tone colors,copy and graphics to be determined.

Map and legend to be a digitally imaged high pressure laminate.

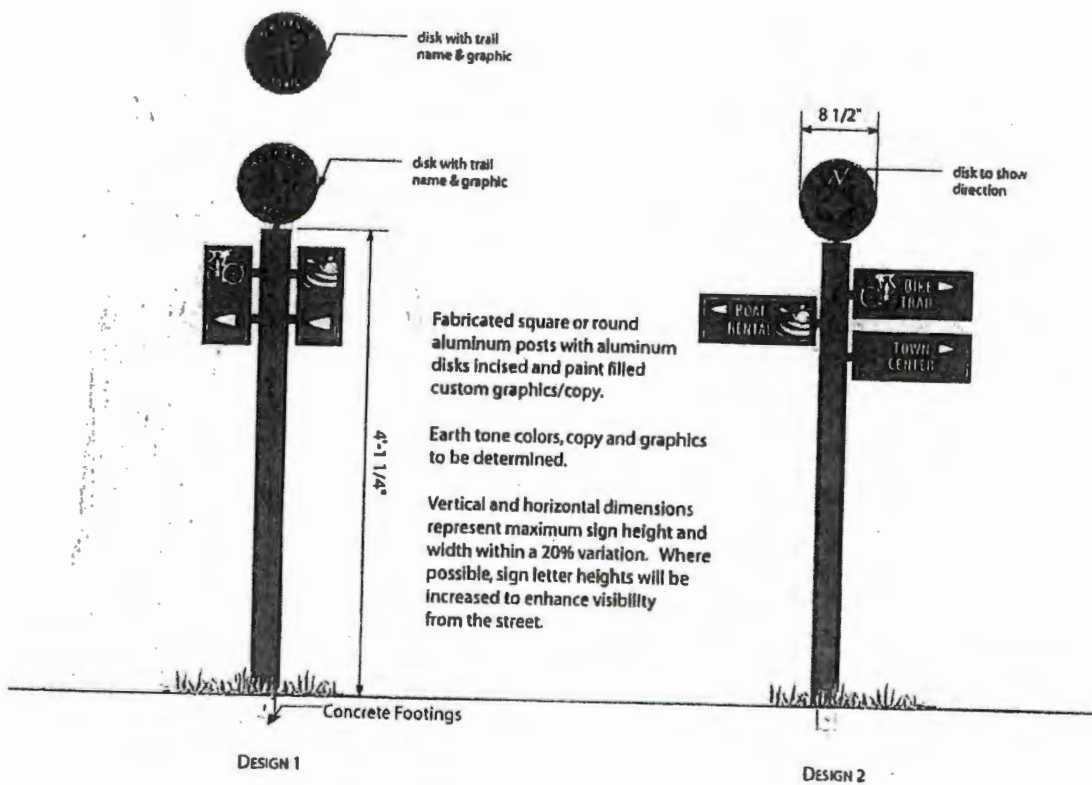
Vertical and horizontal dimensions represent maximum sign height and width within a 20% variation. Where possible, sign letter heights will be increased to enhance visibility from the street.

Concrete Footings



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

NEIGHBORHOOD TRAIL DIRECTIONALS



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Samples



Logo individual letters mounted to building- edge lit illumination

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown.

These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Pursuant to the RiverTown PUD there may be temporary signage relative to individual lot and home sales (i.e., for contractor and sale signs, model homes signs, rental and information signs).

TEMPORARY MARKETING AND DEVELOPMENT SIGNAGE

For purposes of this allowance, the entire PUD is considered a single site and temporary marketing and development signage may be erected anywhere within the PUD boundaries as long as the ADA is relevant to lands within the PUD. A maximum of 40 such signs (other than individual residential lot sales signs) shall be allowed at any time. The temporary marketing and development signage shall have a maximum of 32 square feet of ADA and a maximum height of 15 feet regardless of the surrounding development type.

TEMPORARY DISTRICT, NEIGHBORHOOD SUBDIVISION AND/OR WAYFARER SIGNAGE

These types of signs are allowed and will be in accordance with permanent signage allowances as provided in the PUD text and may be installed prior to approval of master development and construction plans. Such signage will be removed upon construction of permanent signage.

Temporary signs may be used at RiverTown to identify neighborhoods, amenities, facilities, lots and other features that are in a state of construction or otherwise incomplete and to provide information or directions as needed until permanent signs can be erected. Temporary signs are constructed of wood and/or aluminum in earth tone coloration and off-white copy. These signs may be informational or directional depending on the need. Signs may have one face or two.

SIGN FUNCTION

Temporary identification of neighborhoods, lots and/or amenities.
Temporary announcement of future homeowners and residential construction.
Temporary direction to facilities.
Temporary on-site commercial construction signs.

SIGN LOCATIONS

The signs in this section cover a range of uses. Therefore, general locations are not described for each temporary sign.

SIGN DURATION

Unless otherwise stipulated with the associated sign in the following pages, the duration for all temporary signs shall not exceed five years from the time of installation.

TEMPORARY SIGN TYPES:

COMMERCIAL/RESIDENTIAL SALES SIGNS

Sale Signs shall be used to advertise commercial property, identify homes and lots for sale, lease or rent by developer or agent of the developer. Signs will be located on the lots offered for sale, lease or rent. Minimum lot set back shall be 5 feet. Only one sign shall be used to advertise each parcel. Signs shall be removed from the lot within 5 days of the day the property changes ownership or is rented or leased.

FUTURE HOMEOWNERS SIGNS

Future Homeowner Signs are temporary signs used to designate residential lots that have been purchased and are no longer for sale. Minimum lot setback for such signs shall be 5 feet. Signs shall be located on the lot for sale and only one sign per lot is permitted. Signs shall be removed from the lot within 5 days of issuance of a Certificate of Occupancy.

TEMPORARY DIRECTIONAL/WAYFINDING SIGNS

Temporary directional/wayfinding signs are employed to direct traffic safely throughout the community and to specific facilities during construction. Temporary Directional Signs will primarily be located in the CDD right-of-way, near the entrance to the amenity or parcel to which people are being directed. These signs may also be located on individual lots or parcels to direct users accordingly. Signs shall be set back at least 5 feet from any lot boundary, sidewalk or roadway back of curb. Signs will be removed within 5 days of the completion of installation of permanent wayfinding signs as described in Section 3.

COMMERCIAL/RESIDENTIAL CONSTRUCTION SIGNS

Construction signs are for display of contractor name, lot number, and other applicable information pertaining to commercial lot development. Building permits, plans and other information required for display must be done according to the Land Development Code and within the designated sign area. Signs will be located on the lot under construction. Only one sign shall be displayed for each development lot. Minimum lot setback shall be 5 feet. Temporary construction signs shall not be installed sooner than 30 days prior to construction and shall be removed within 30 days of issuance of a Certificate of Occupancy.

OTHER TEMPORARY SIGNS

"Open House" sign, flags, banners, seasonal or holiday signs, memorial signs and any other temporary sign not listed herein shall conform to the standards established in Part 7.03.00 of the Land Development Code.

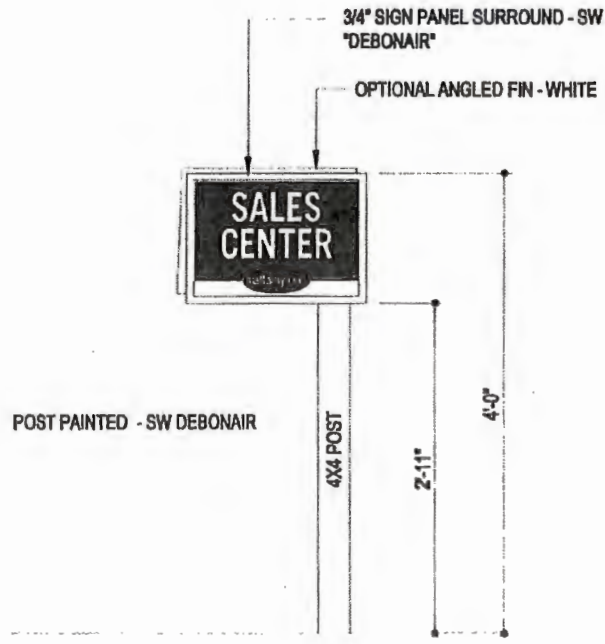
Samples



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

7 TEMPORARY SIGNS

Samples



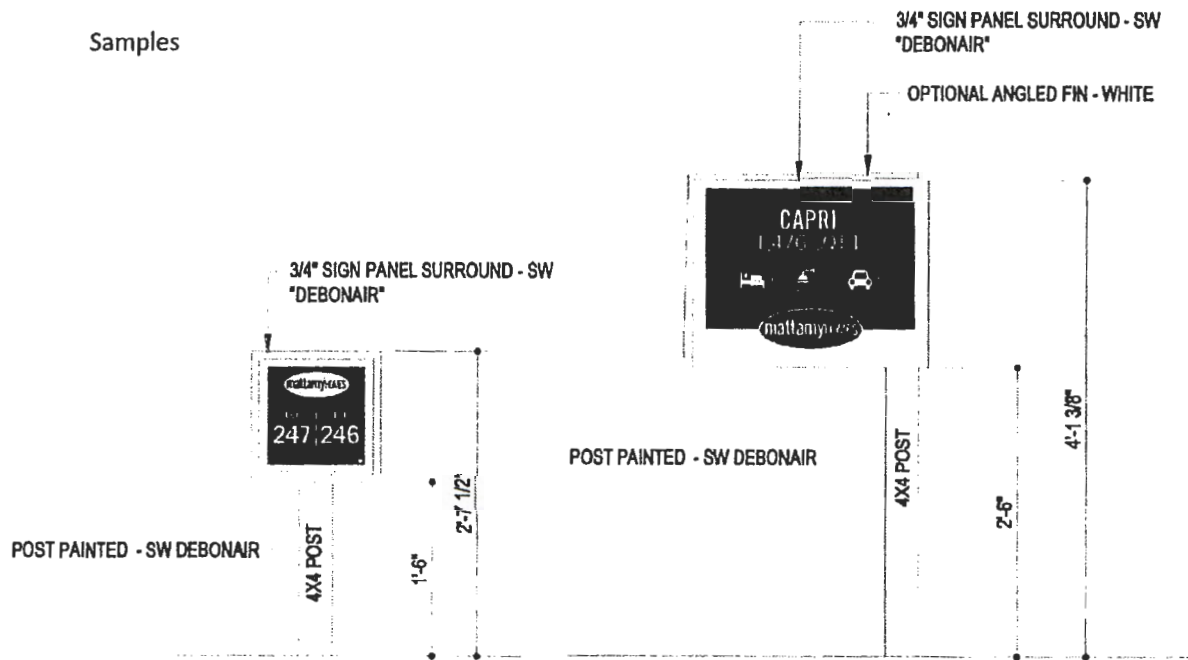
The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Samples



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Samples



Lot Signs



Adjacent Lot Signs

Fabricated square or round aluminum or wood posts and panel. Earth tone colors. Typical shapes for temporary sale, construction and lot signs.

Vertical and horizontal dimensions represent maximum sign height and width within a 20% variation. Where possible, sign letter heights will be increased to enhance visibility from the street.



Concrete Footings

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Samples

mattamyHOMES
AVAILABLE
904-230-0920



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within Rivertown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

7 TEMPORARY SIGNS

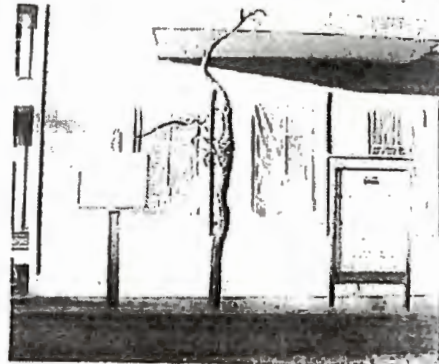
Samples



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

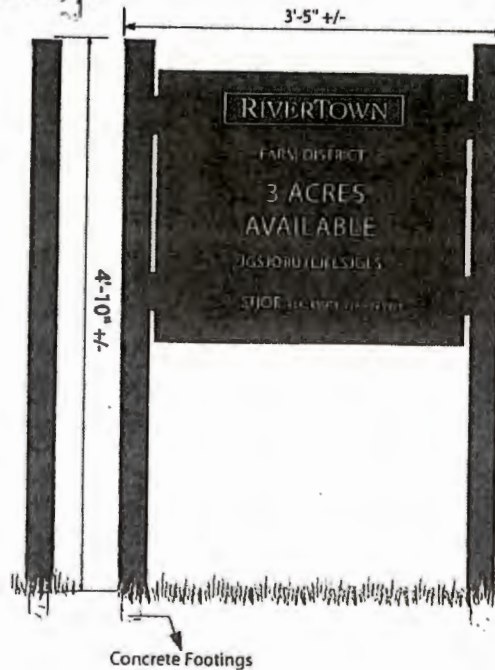
7 TEMPORARY SIGNS

Samples



Fabricated square or round aluminum or wood posts and panel.
 Earth tone colors.
 Typical shapes for temporary sale, wayfinding, and construction signs.

Vertical and horizontal dimensions represent maximum sign height and width within a 20% variation. Where possible, sign letter heights will be increased to enhance visibility from the street.



The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

7 TEMPORARY SIGNS

Sample

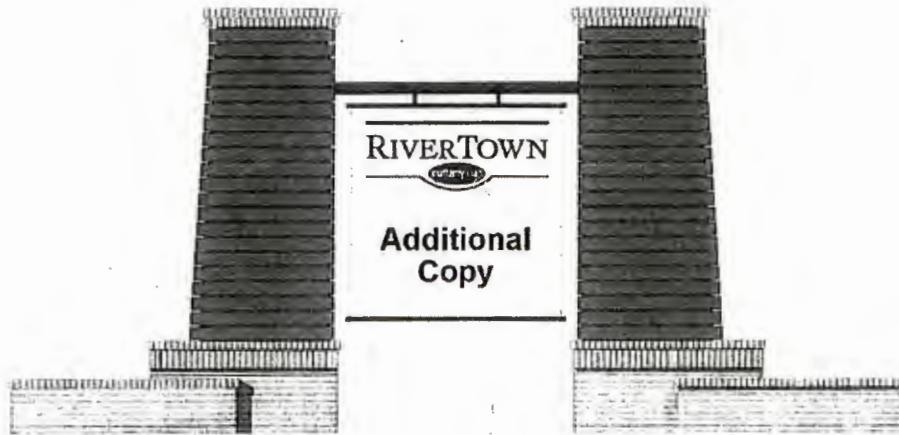


Fabricated square or round aluminum or wood posts and panel.
Earth tone colors.
Typical shapes for temporary sale, construction and lot signs.

Vertical and horizontal dimensions represent maximum sign height and width within a 20% variation. Where possible, sign letter heights will be increased to enhance visibility from the street.

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown. These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

RiverTown will be identified with two innovative and distinctive architectural features that capture the importance of the community located along different sides of Longleaf Pine Parkway.



RiverTown Icon Feature Signage



Primary Entry Feature

The depictions of sign materials, colors and shapes are conceptual illustrations of the general character of signage to be located within RiverTown.

These concepts are subject to change and modification including, but not limited to, changes in shape, layout, and location of ADA.

Waivers contained in the adopted RiverTown Unified Sign Plan, Ordinance No. 2007-40

The St. Johns County Board of County Commissioners approved a Development of Regional Impact Development Order for the RiverTown property on February 24, 2004, as Resolution No. 2004-45, and a Planned Unit Development ("PUD") zoning for the project on October 18, 2005, as Ordinance No. 2005-100.

At the time the RiverTown PUD was approved by the Commission, The St. Joe Company was not far enough along in its planning and design process for the project to have a definitive plan for providing signage throughout the approximately 4,200 acres. However, St. Joe included waivers in the PUD related to signs within the PUD text to act as a "placeholder" for additional waivers that may be necessary to effectuate the vision for the project. This waivers are as follows:

1. **LDC Section 7.03.01.E.1.** A waiver is requested to allow wayfarer signs such as directional signage, to allow for more than 3 signs, and to allow for more than 3 signs, and to allow signage up to 8 feet high with a sign area (ADA) up to 32 square feet. This waiver is justified by the increase in public safety provided by clearly visible and readable directional signage along interior roadways.
2. **LDC Section 7.03.01.C.** This waiver would allow for a maximum of 20 temporary real estate marketing signs (not including individual lot signs) within the PUD at any one time, and permit such signs to be a maximum of 32 square feet of ADA regardless of the district in which they are located. This waiver is justified because the RiverTown project has a development program of 4,500 residential units and 500,000 square feet of non-residential space on a total of 4,170 acres.

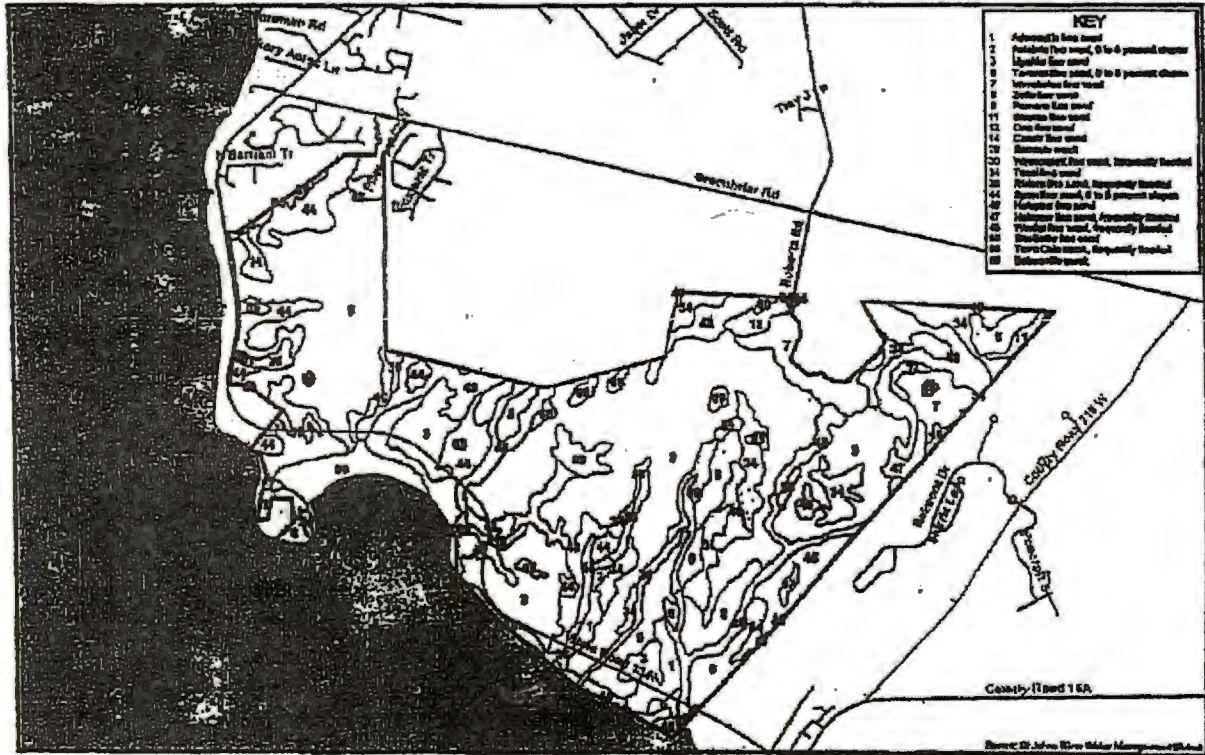
Because RiverTown encompasses almost 4,200 acres and will include 4,500 residential units and 500,000 square feet of non-residential space, a variety of signs are necessary to provide for the safe and efficient movement of people through the community. RiverTown also includes a Town Center with associated residential uses along State Road 13, the William Bartram Scenic and Historic Highway, so all signage to be installed along the roadway will be designed to complement the travel experience. In order to accomplish these goals, the following waivers from the provisions of the Land Development Code are required:

- a. **LDC Section 7.02.03.A.** This waiver is requested to allow for on-premise signs to be placed within two (2) feet of a property line, provided that all sight distance, line of sight and other traffic safety regulations are met and to provide that the locations of all major signs will be depicted in Master Development Plans and Incremental Master Development Plans for the RiverTown PUD and the locations of all minor signs will be shown on construction plans. Because RiverTown includes several areas with traditional neighborhood design, in which homes and businesses will be constructed closer to roads and will have reduced setbacks in accordance with the RiverTown PUD, some signs will need to be located closer to roadways. Since the property owner will obtain County approval of the locations of all signs either through the PUD or construction plan approval process, the County will have the opportunity to ensure that all safety issues related to the placement of signs within RiverTown are addressed.
- b. **LDC Section 7.06.01.B.** This waiver is requested to allow more than one (1), but not more than three (3) identification sign(s) to be erected at major access points into the RiverTown Town Center, which at build out may encompass more than 200,000 square feet of non-residential space and several hundred residential units. Several square feet of non-residential space and several hundred residential units. Several entrance signs for the Town Center will be necessary because a number of roads will provide access to the businesses and residences located in the Town Center and the surrounding residential Main Street District, provided that all such signs shall be in accordance with the LDC.
- c. **LDC Section 7.07.01.A.1.e and f.** A waiver is requested to allow for back-lighting or appearance of lighting that is not white in color for residential entry signs or for wall, canopy and other types of commercial signs located along SR/CR 13, the scenic highway. Any such deviation must be approved by the County Planning Staff prior to the issuance of a sign permit. Such approval shall be based on reasonable compatibility with the scenic highway characteristics. Because RiverTown has a traditional neighborhood design, with a variety of housing densities from multi-family to larger Bungalow and Coves lot, flexibility is needed in designing and lighting entry signs for each type of residential unit in each district. All lighting types will be appropriate and complimentary to the surrounding environment. No signage shall be commenced, erected, placed or maintained upon any lot, nor shall any addition change or alteration therein or thereof be made, unless and until the plans, specifications and location of the same have been submitted to, and approved in accordance with the sign permit application process.

RIVERTOWN

mattamy HOWES

MASTER DEVELOPMENT PLAN EXHIBIT "E"

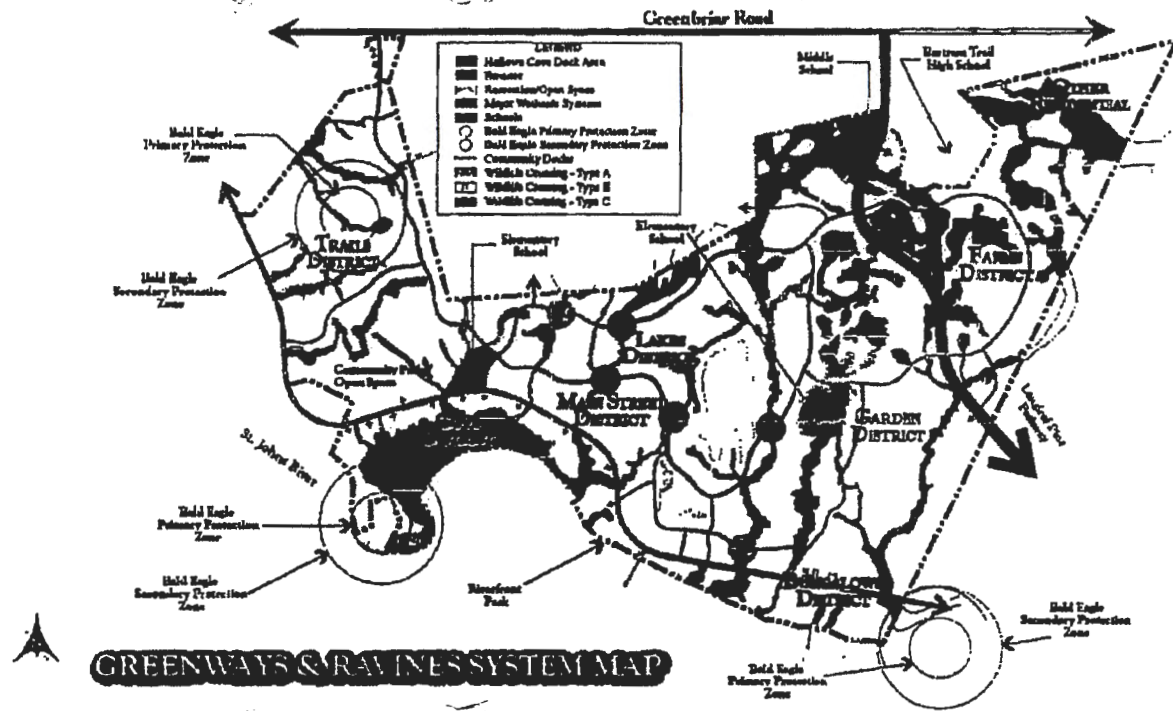


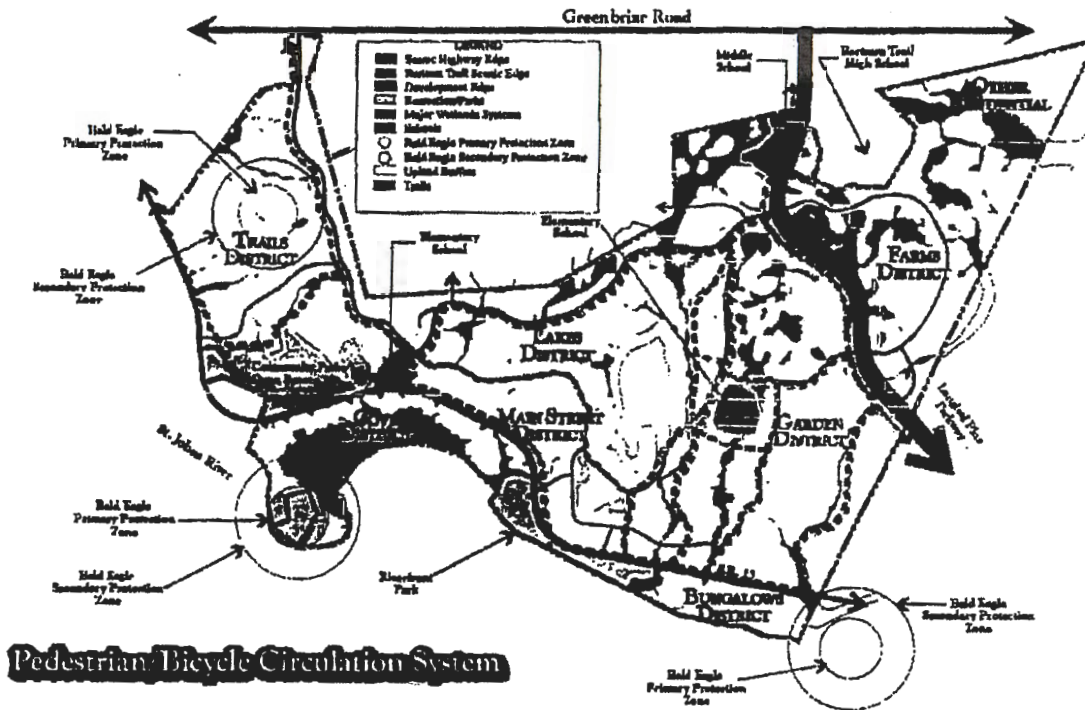
E-1 Soils Map and Soils Classification Table

MAP I.D.	SOIL NAME	SOIL DESCRIPTION	SEVERITY OF LIMITATION TO COMMUNITY DEVELOPMENT
1	Adamsville Fine Sand	Nearly level, somewhat poorly drained soil in broad flat areas and low knolls. Slopes moderate to somewhat convex. Slopes 0-2%.	Moderate
2	Astoria Fine Sand	Nearly level to sloping excessively drained soil on knolls and ridges. Slopes are convex and range 0-9%.	Slight
3	Myrtle Fine Sand	Nearly level, poorly drained soil in flatwoods, formed from sandy marine deposits. Slopes 0-2%.	Severe
6	Yemassee Fine Sand	Nearly level to gently sloping, moderately well drained soil in knolls and ridges. Slopes convex from 0-5%.	Slight
7	Immokalee Fine Sand	Nearly level, poorly drained soil on knolls and low knolls in flatwoods. Slopes 0-2%.	Severe
8	Zolfo Fine Sand	Nearly level, somewhat poorly drained soil on broad landscapes, slightly higher than adjacent flatwoods. Slopes are convex from 0-2%.	Moderate
9	Pomona Fine Sand	Nearly level, poorly drained soil on knolls and low knolls in flatwoods. Slopes 0-2%.	Severe
11	Eryna Fine Sand	Nearly level, poorly drained soil on broad areas in flatwoods. Slopes 0-2%.	Severe
12	Ona Fine Sand	Nearly level, poorly drained soil in flatwoods. Areas are irregularly drained. Slopes 0-2%.	Severe
14	Casale Fine Sand	Nearly level, somewhat poorly drained soil on low ridges, slightly higher than adjacent flatwoods. Slopes convex from 0-2%.	Moderate
28	Savanna Muck	Very poorly drained soils in swamps and depressed flatwoods areas. Slopes less than 1% and concave.	Severe
30	Waconnet Fine Sand	Nearly level, very poorly drained soil in weakly drained drainageways in flatwoods. Concave slopes range from 0-2%.	Severe
34	Isabel Fine Sand	Nearly level, poorly drained soil in flatwood areas. Slopes 0-2%.	Severe
26	Rivers Fine Sand	Nearly level, poorly drained soils in poorly drained drainageways and on floodplains. Slopes 0-2%.	Severe
44	Spartan Fine Sand	Nearly level to gently sloping somewhat poorly drained soil adjacent to drainageways and in low knolls. Slopes 0-5%.	Moderate
49	Holopaw Fine Sand	Nearly level, poorly drained soil in low flatwoods areas. Slopes irregular 0-2%.	Severe
47	Holopaw Fine Sand, Frequently Flooded	Very poorly drained, nearly level sandy soil in broad shallow drainageways. Slopes 0-2%.	Severe
48	Windsor Fine Sand, Frequently Flooded	Poorly drained, nearly level soil formed in loamy marine material. Found on floodplains and in poorly drained drainageways. Slopes less than 2%.	Severe
58	Earl Balle Fine Sand	Nearly level, poorly drained soil on low knolls and ridges adjacent to flatwoods depressions and drainageways. Slopes 0-2%.	Severe
66	Terra Cotta Muck	Nearly level, very poorly drained soil on narrow to broad floodplains along rivers and streams. Slopes less than 1%.	Severe
69	Bakersville Muck	Nearly level, very poorly drained soil in depressional flatwoods areas. Slopes less than 2%.	Severe



E-3) FLUCCS Map







**MASTER DEVELOPMENT PLAN EXHIBIT "F"
GRAPHIC STANDARDS**

November 4, 2010

Revised January 9, 2017

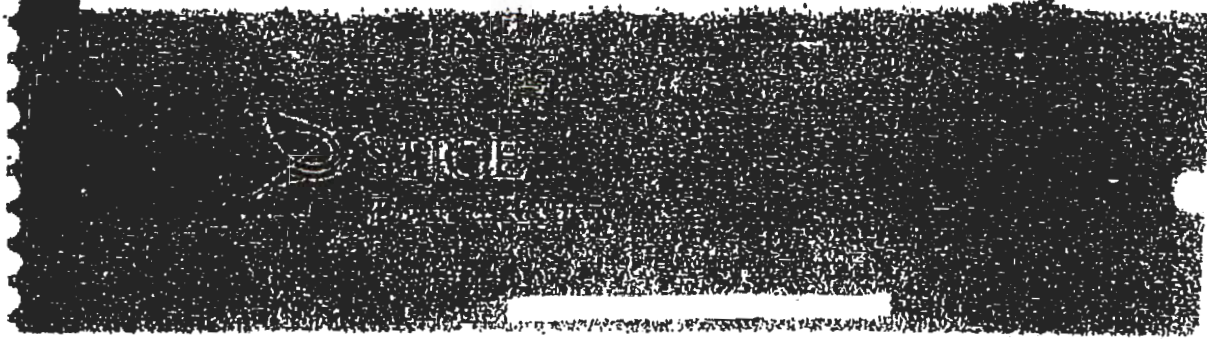
November 4, 2010
Revised January 9, 2017



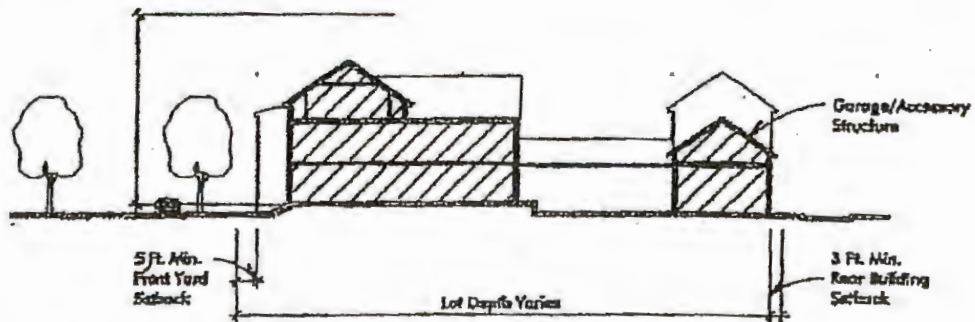
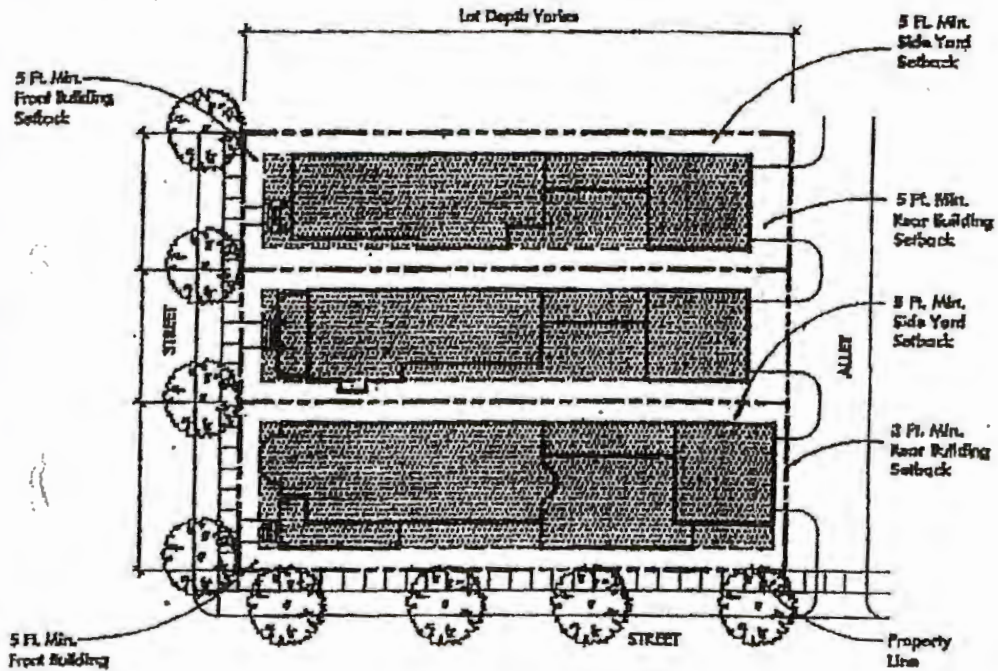
Planned Unit Development

Exhibit F Graphic Standards Attachments

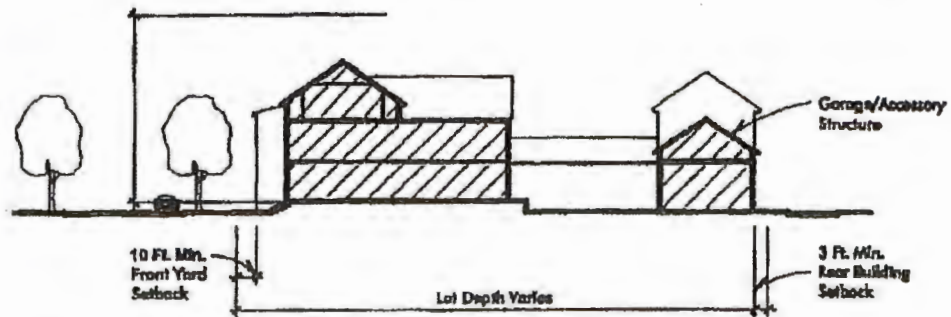
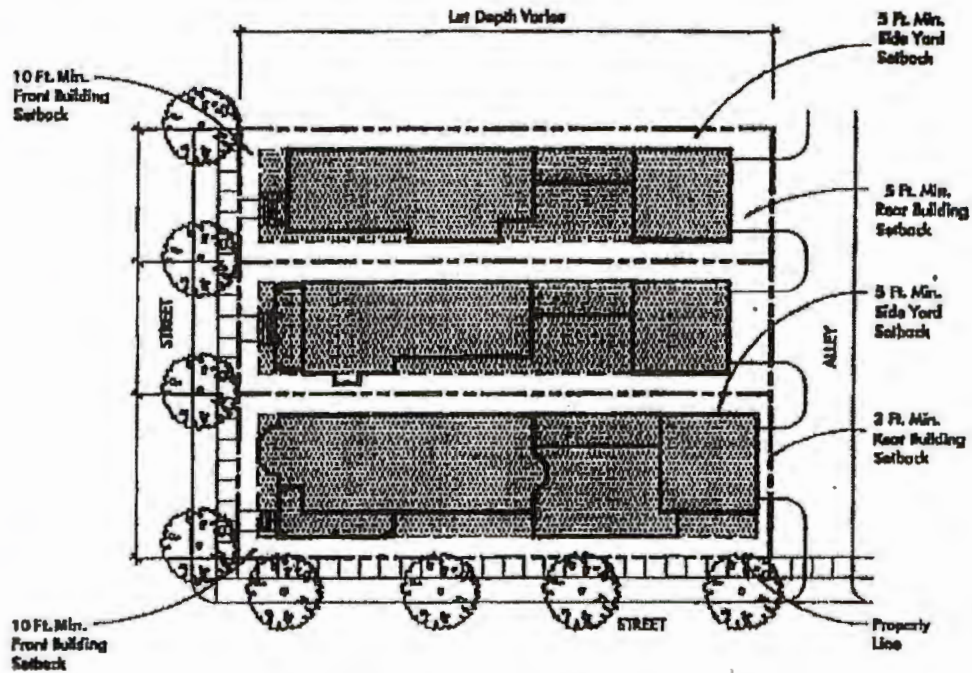
- Exhibit F-1
TND Standards
- Exhibit F-2
Road Right-of-Way Sections and Standards
- Exhibit F-3
Parking Standards
- Exhibit F-4
Scenic Edge, Buffers and Landscape Standards
- Exhibit F-5
Town Center Standards
- Exhibit F-6
Building Height Justification



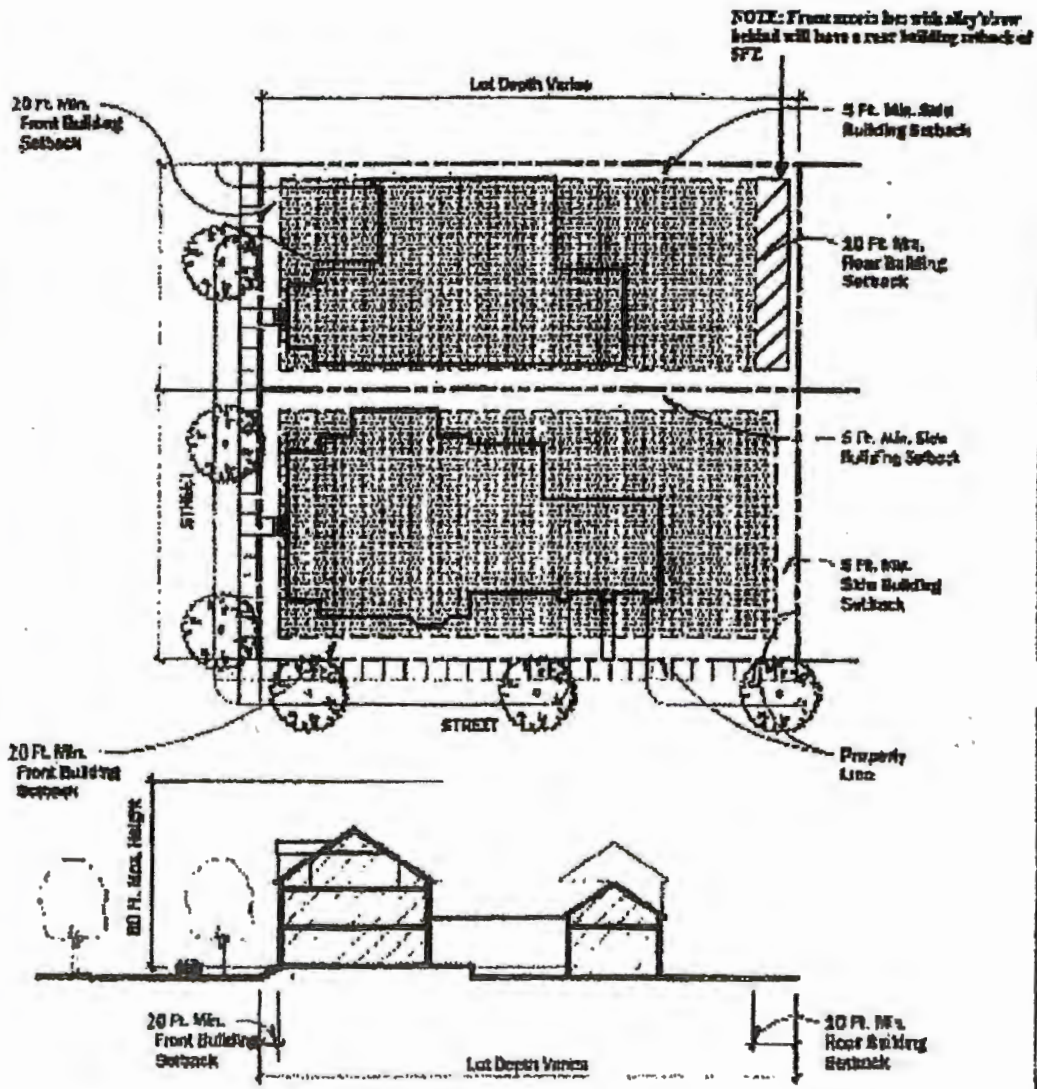
F-1) Traditional Neighborhood Design Standards



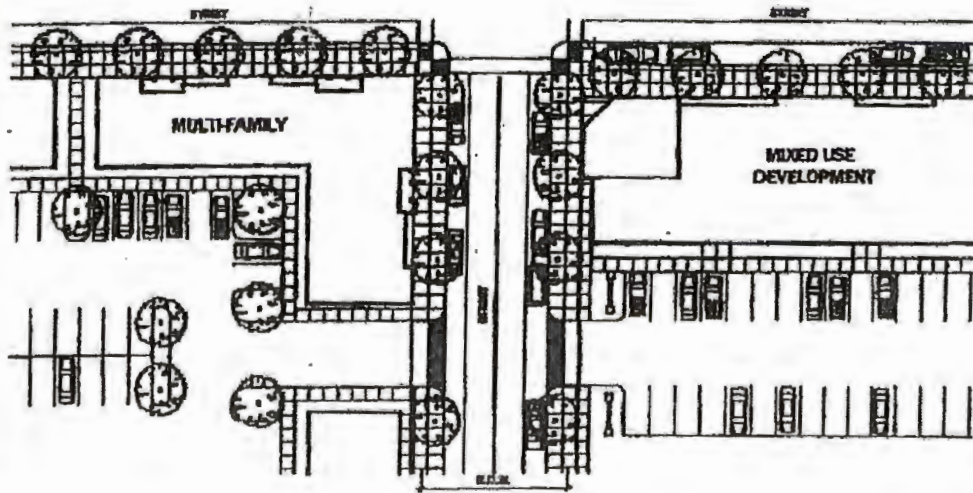
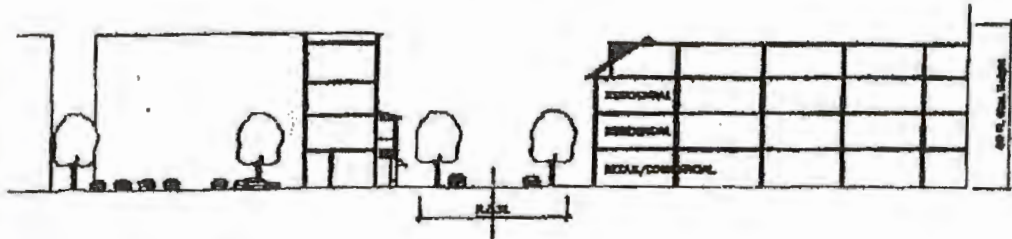
Single Family Lot Type I



Single Family Lot Type II

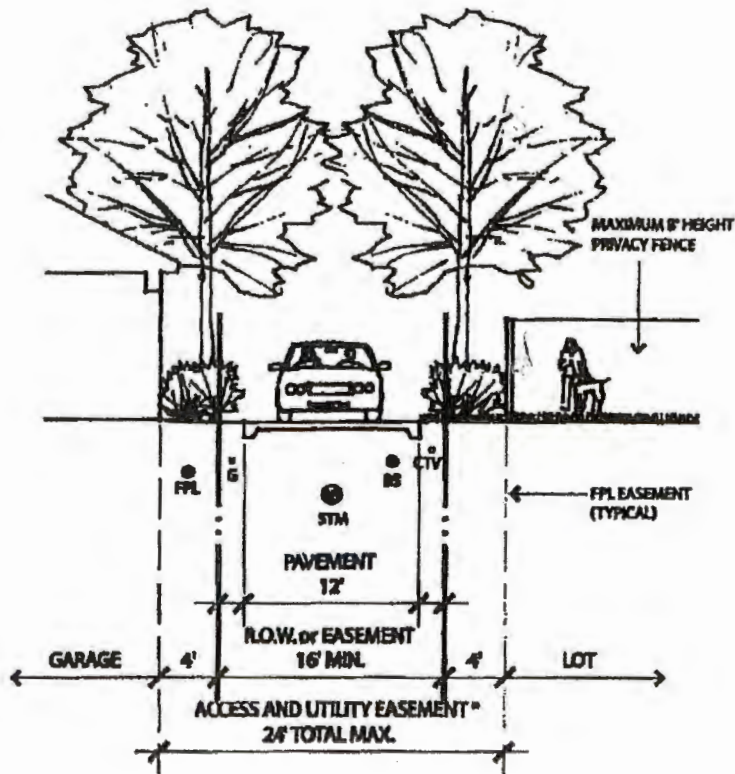


Single Family Lot Type III



Multi Family Development

Road Right-of-Way Sections and Standards

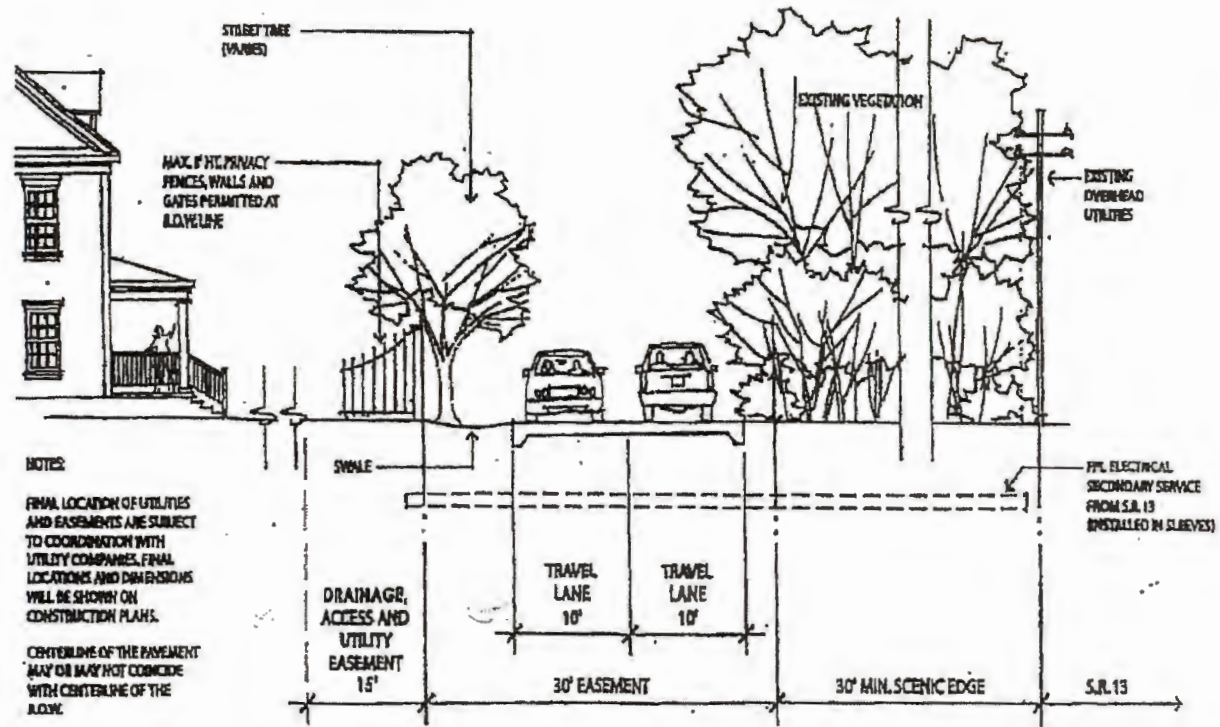


TYPICAL CROSS SECTION

RIVERTOWN AL-16-12 ALLEY WAY (ONE WAY)

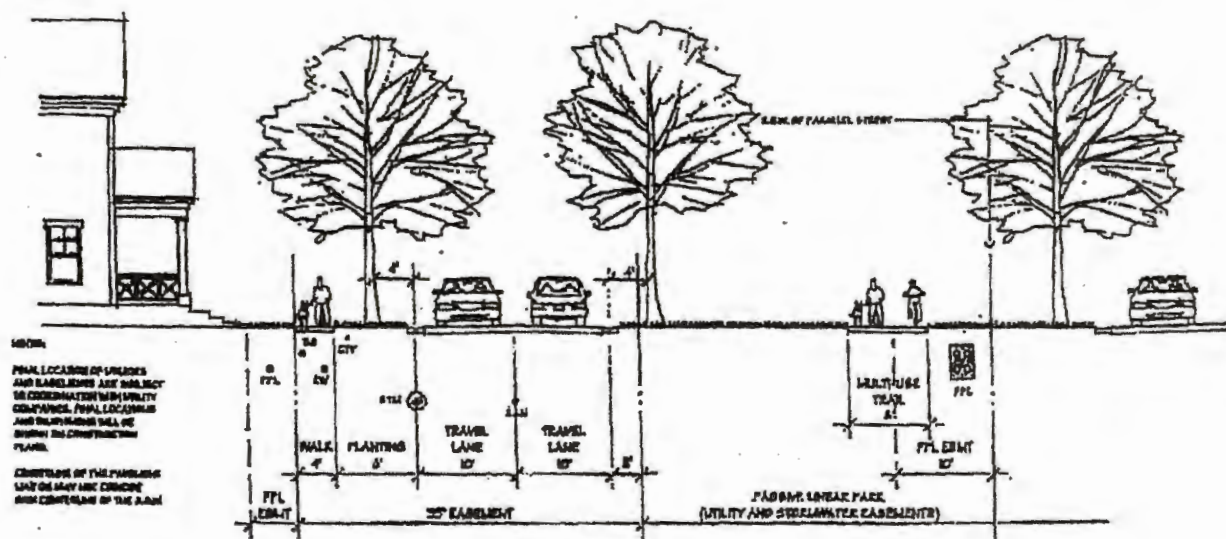
(RIGHT-OF-WAY MAY BE A TRACT OR AN EASEMENT FOR ALLEYS. NOTE: ALLEY MAY BE TWO WAY TRAFFIC IF TRACT OR EASEMENT IS MIN. OF 35' WIDE AND PAVEMENT IS MIN. 20' WIDE)

* Final landscape location may be subject to utility provider requirements.



NOTES:
FINAL LOCATION OF UTILITIES AND EASEMENTS ARE SUBJECT TO COORDINATION WITH UTILITY COMPANIES. FINAL LOCATIONS AND DIMENSIONS WILL BE SHOWN ON CONSTRUCTION PLANS.
CENTERLINE OF THE PAVEMENT MAY OR MAY NOT COINCIDE WITH CENTERLINE OF THE A.D.V.E.

TYPICAL CROSS SECTION
PL-30-20 PRIVATE LANE/DRIVE

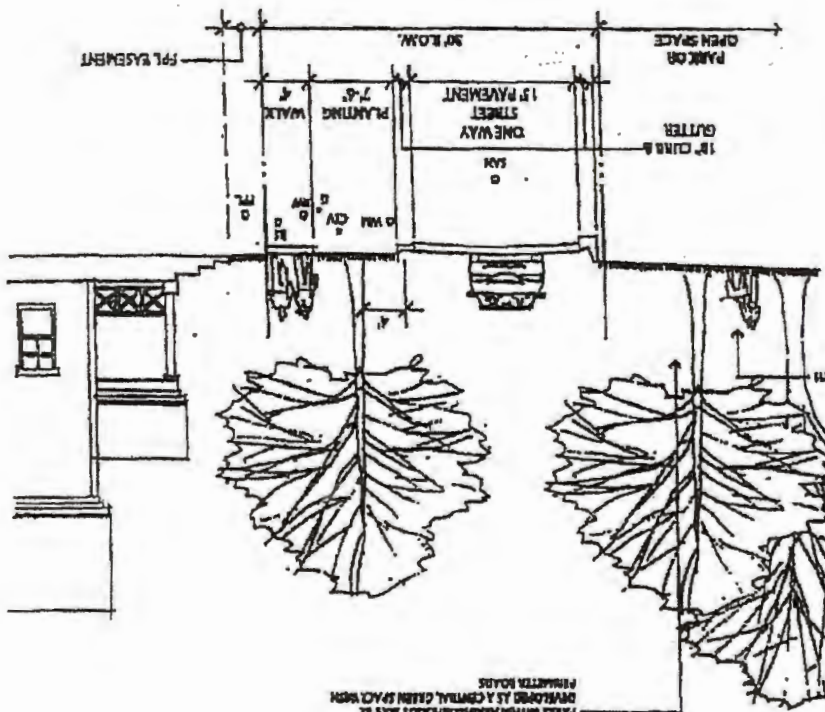


SECTION
FINAL LOCATIONS OF UTILITIES AND EASEMENTS ARE SUBJECT TO COORDINATION WITH UTILITY COMPANIES. FINAL LOCATIONS AND DIMENSIONS WILL BE SHOWN ON CONSTRUCTION PLANS.
ELEVATIONS OF THE FINISHED SURFACE OF ANY CURB OR SIDEWALK SHALL BE SHOWN ON THE PLANS.

TYPICAL CROSS SECTION

PL-25-20 PRIVATE DRIVEWAY WITH LINEAR PARK

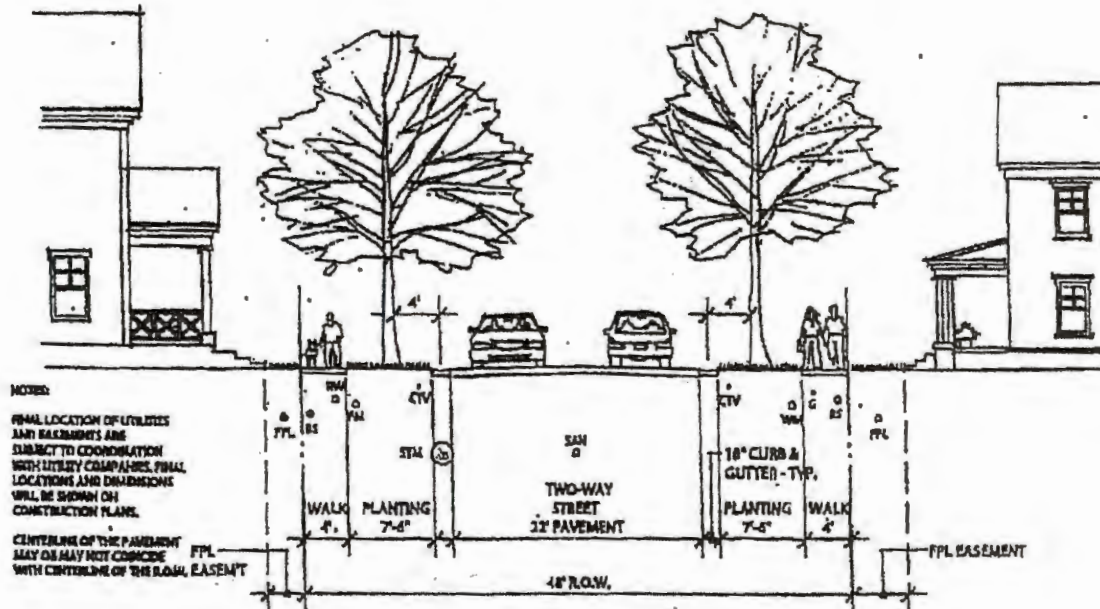
ONE-WAY STREET ST-30-17
 TYPICAL CROSS SECTION



NOTES
 FINAL LOCATIONS OF UTILITIES
 AND EMBANKMENTS ARE SUBJECT
 TO COORDINATION WITH UTILITY
 COMPANIES. FINAL LOCATIONS
 AND DIMENSIONS WILL BE
 DETERMINED ON CONSTRUCTION
 PLANS.
 CENTERLINE OF THE PAVEMENT
 SHALL CORRELATE WITH CENTERLINE
 OF THE CURB.

PLANTS WITHIN NEIGHBORHOODS MAY BE
 DEVELOPED AS CENTRAL OPEN SPACE WITH
 PERMITTED BOARDS

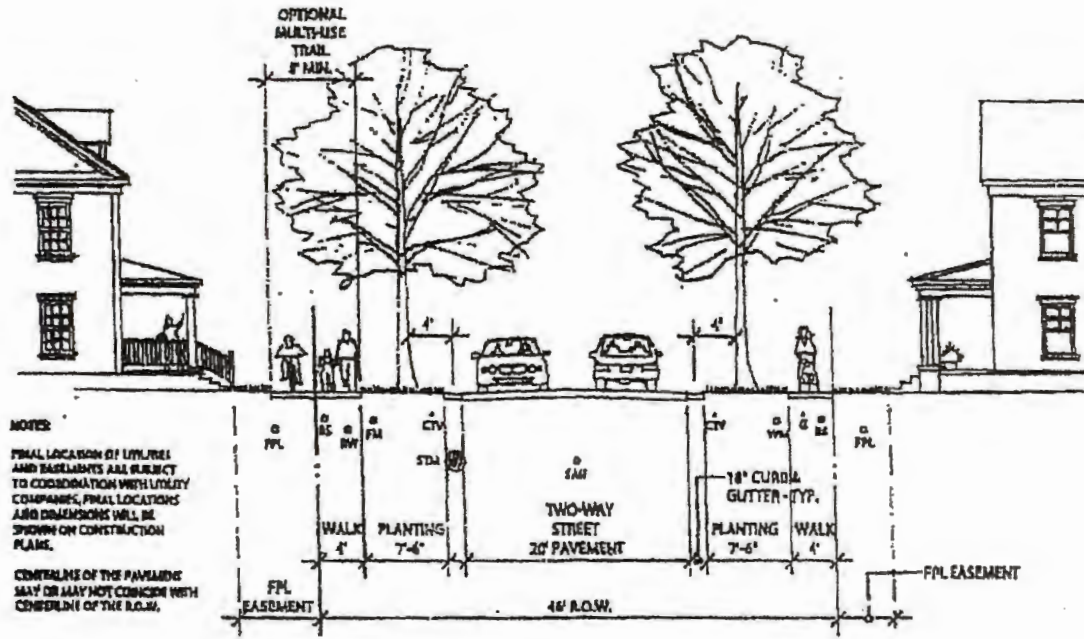
PLANTS ARE NOT EQUIPPED WITH
 PARASOLS



NOTES:
FINAL LOCATION OF UTILITIES
AND EASEMENTS ARE
SUBJECT TO COORDINATION
WITH UTILITY COMPANIES. FINAL
LOCATIONS AND DIMENSIONS
WILL BE SHOWN ON
CONSTRUCTION PLANS.

CENTERLINE OF THE PAVEMENT
MAY OR MAY NOT COINCIDE
WITH CENTERLINE OF THE ROAD EASEMENT

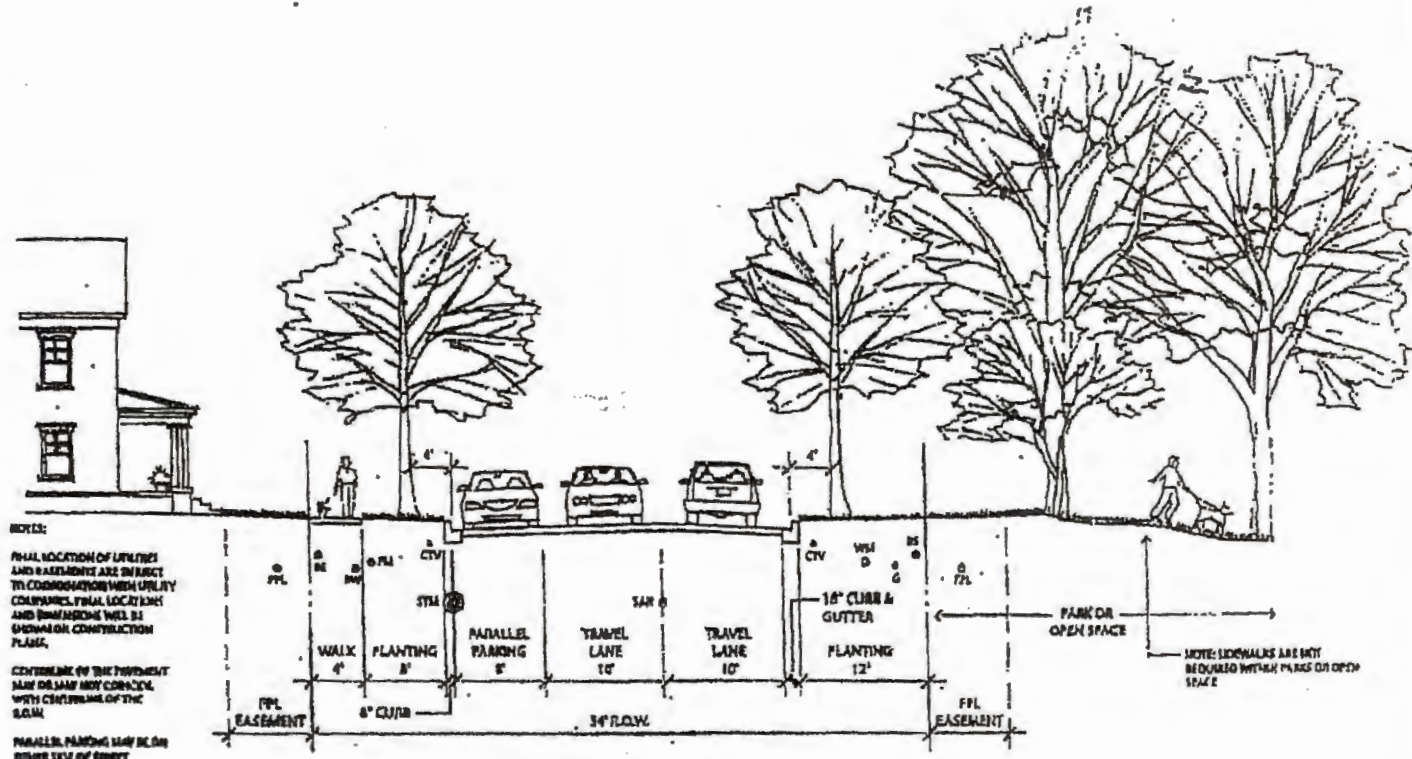
TYPICAL CROSS SECTION
ST-48-24 LOCAL STREET



NOTES:
 FINAL LOCATION OF UTILITIES AND EASEMENTS ARE SUBJECT TO COORDINATION WITH UTILITY COMPANIES. FINAL LOCATIONS AND DIMENSIONS WILL BE SHOWN ON CONSTRUCTION PLANS.
 CENTERLINE OF THE PAVEMENTS MAY OR MAY NOT COINCIDE WITH CENTERLINE OF THE R.O.W.

TYPICAL CROSS SECTION

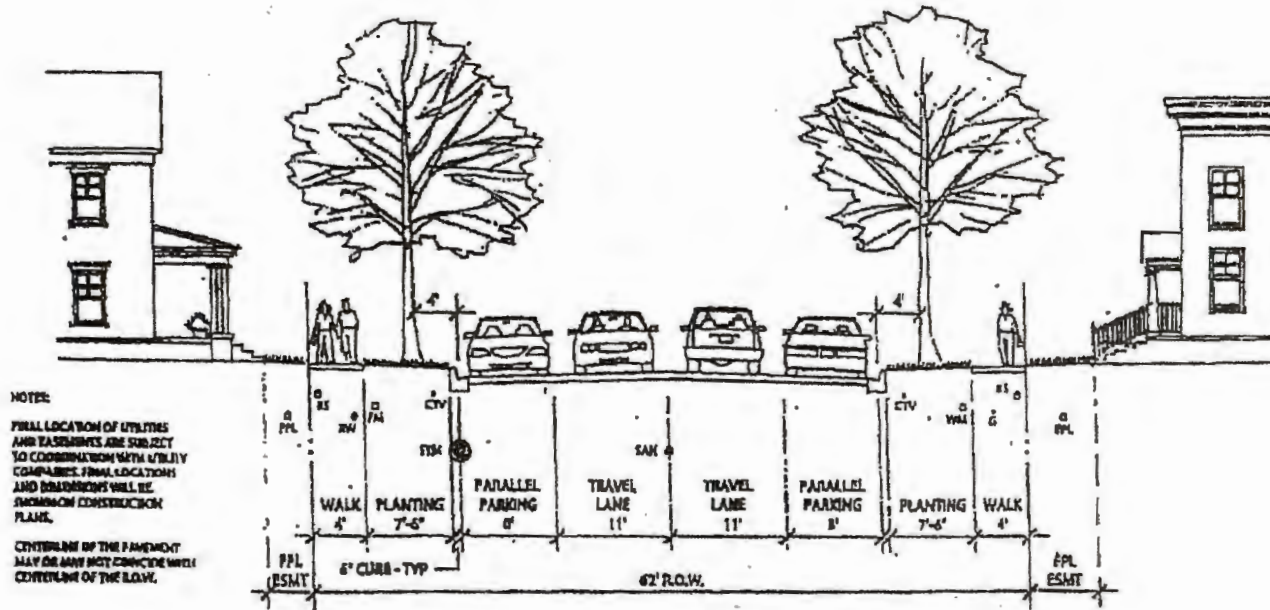
ST-46-22 LOCAL STREET WITH MULTI-USE TRAIL
 (ST-46-22 SECTION MAY SUBSTITUTE A 4' SIDEWALK FOR MULTI-USE TRAIL)



NOTES:
 FINAL LOCATION OF UTILITIES AND EASEMENTS ARE SUBJECT TO CONSTRUCTION WITH UTILITY COMPANIES. FINAL LOCATION AND DIMENSIONS WILL BE SHOWN ON CONSTRUCTION PLANS.
 CENTERLINE OF THE PAVEMENT MAY OR MAY NOT COINCIDE WITH CENTERLINE OF THE R.O.W.
 PARALLEL PARKING MAY BE ON EITHER SIDE OF STREET

NOTE: SIDEWALKS ARE NOT REQUIRED WITHIN PARK OR OPEN SPACE

TYPICAL CROSS SECTION
 ST-54-30 LOCAL STREET

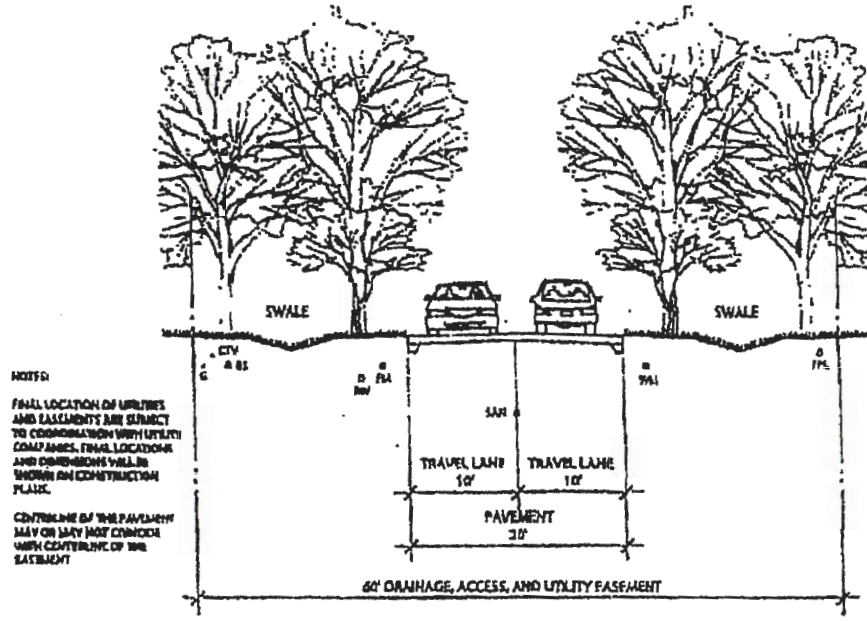


NOTES:

FINAL LOCATION OF UTILITIES AND EASEMENTS ARE SUBJECT TO COORDINATION WITH UTILITY COMPANIES. FINAL LOCATIONS AND DIMENSIONS WILL BE FURNISHED CONSTRUCTION PLANS.

CENTERS OF THE PAVEMENT MAY OR MAY NOT COINCIDE WITH CENTERS OF THE R.O.W.

TYPICAL CROSS SECTION
ST-62-38 LOCAL STREET

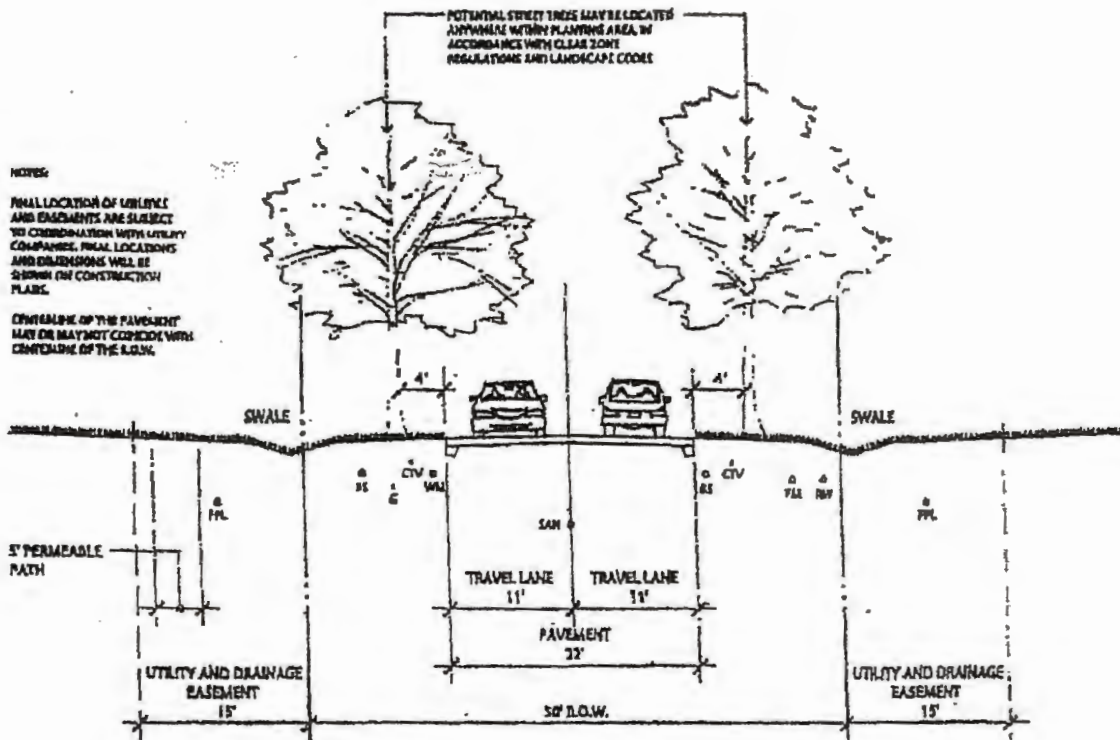


NOTES:
FINAL LOCATION OF UTILITIES AND EASEMENTS ARE SUBJECT TO CORRELATION WITH UTILITY COMPANIES. FINAL LOCATION AND CONDITIONS WILL BE SHOWN IN CONSTRUCTION PLANS.
CENTERSLINE OF THE PAVEMENT MAY OR MAY NOT COINCIDE WITH CENTERSLINE OF THE EASEMENT.

TYPICAL CROSS SECTION

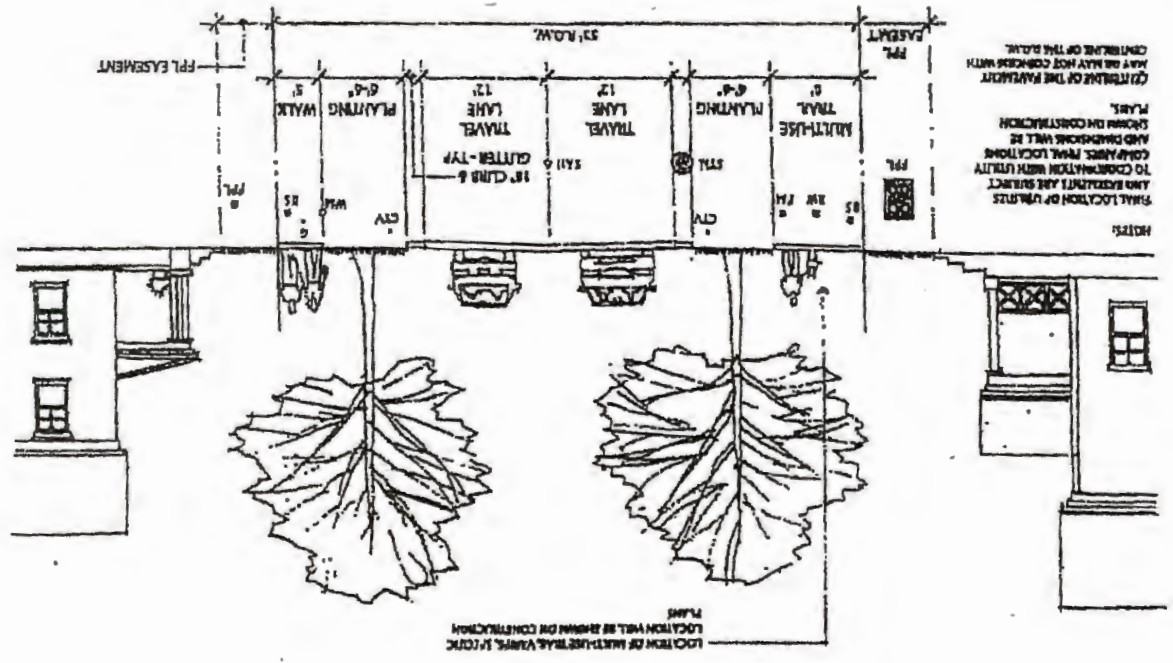
PL-60-20 PRIVATE LANE/DRIVE

DRIVE WILL BE PARALLEL TO LINE WITH 20' SHOULDER. STORED WATER THROUGH PAVEMENT VEGETATED NATURAL BUFFER AND DIRT SWALES



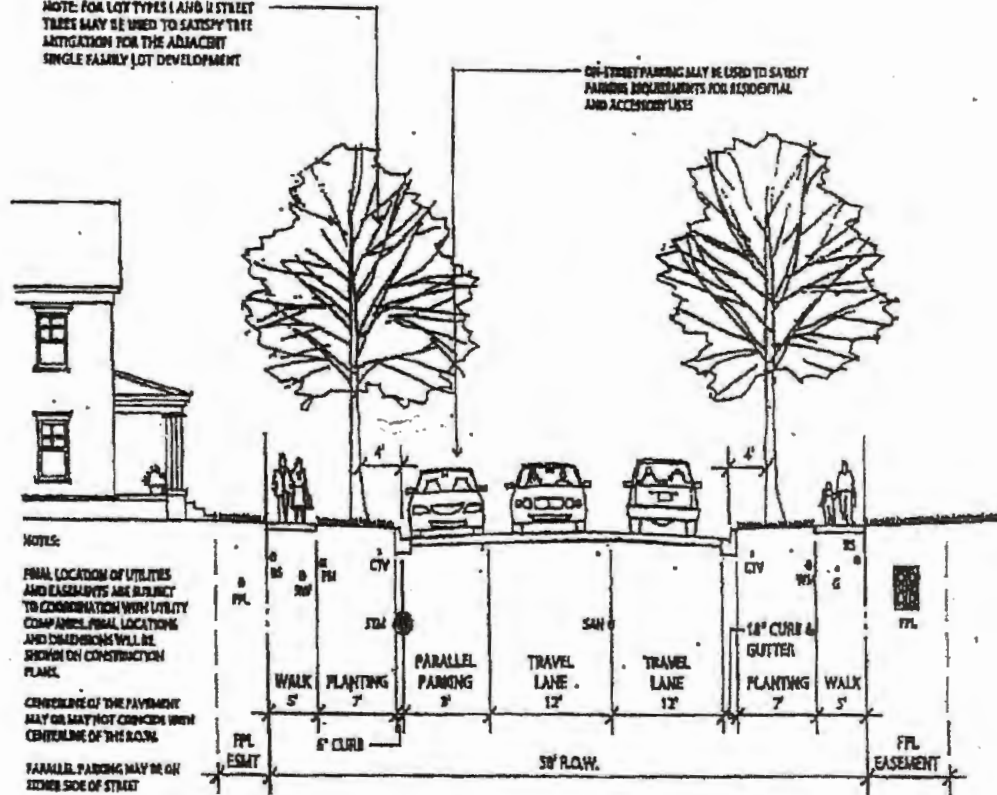
TYPICAL CROSS SECTION
RS-50-22 RURAL STREET

ST-53-24 MINOR COLLECTOR
TYPICAL CROSS SECTION



NOTE: FOR LOT TYPES I AND II STREET TREES MAY BE USED TO SATISFY THE MITIGATION FOR THE ADJACENT SINGLE FAMILY LOT DEVELOPMENT

ON-STREET PARKING MAY BE USED TO SATISFY PARKING REQUIREMENTS FOR RESIDENTIAL AND ACCESSORY USES



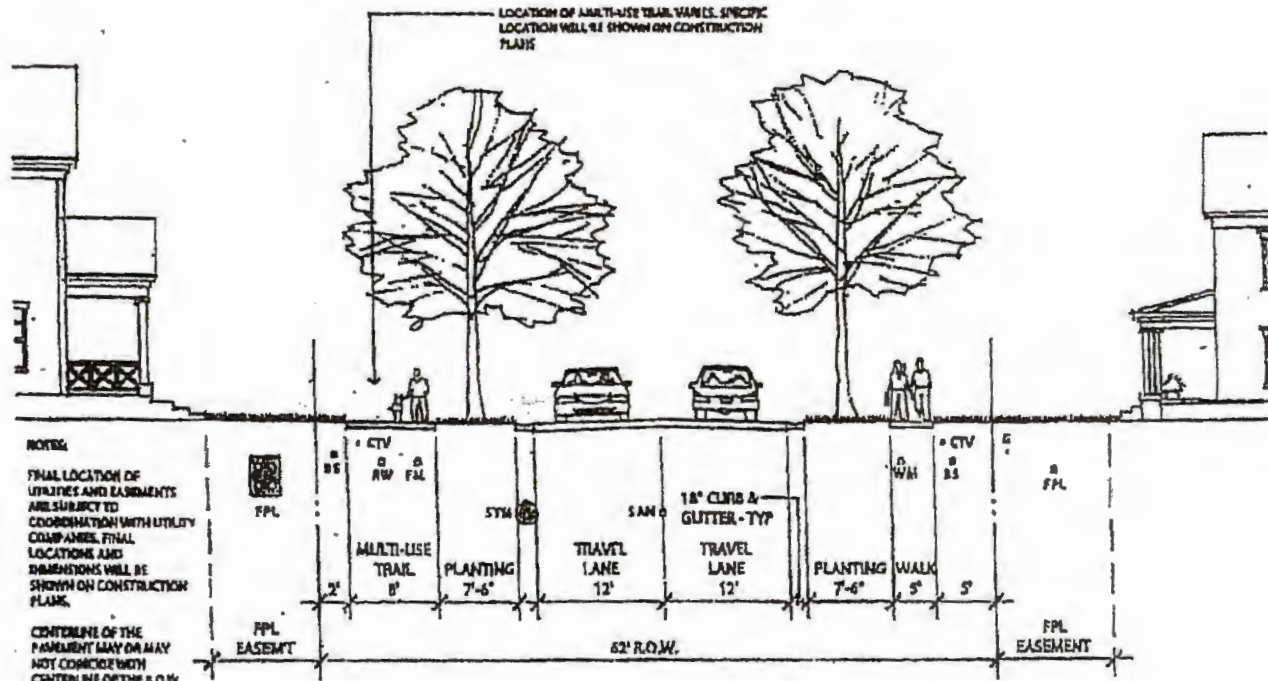
NOTES:

FINAL LOCATION OF UTILITIES AND EASEMENTS ARE SUBJECT TO COORDINATION WITH UTILITY COMPANIES. FINAL LOCATIONS AND DIMENSIONS WILL BE SHOWN ON CONSTRUCTION PLANS.

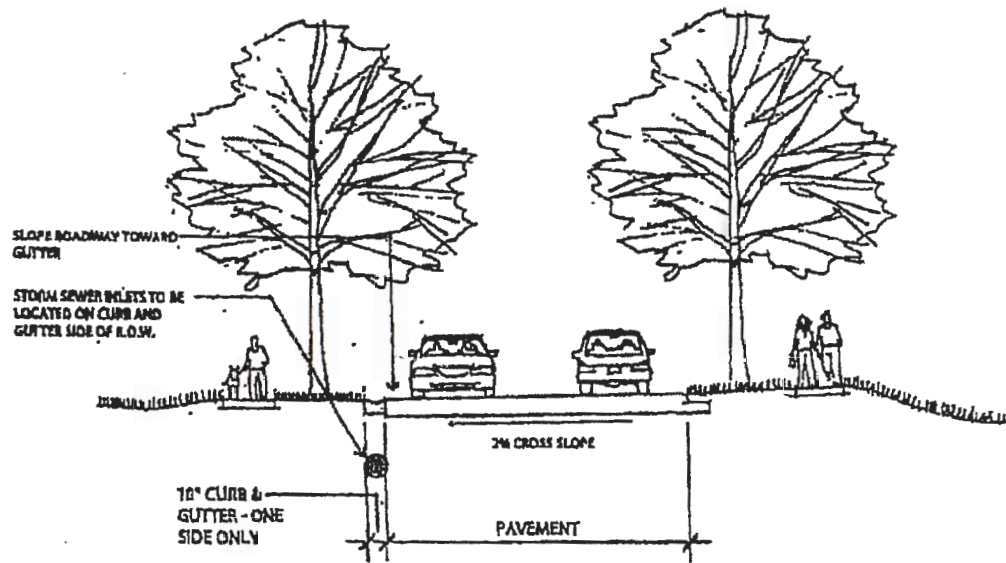
CENTERLINE OF THE PAVEMENT MAY OR MAY NOT COINCIDE WITH CENTERLINE OF THE R.O.W.

PARALLEL PARKING MAY BE ON EITHER SIDE OF STREET

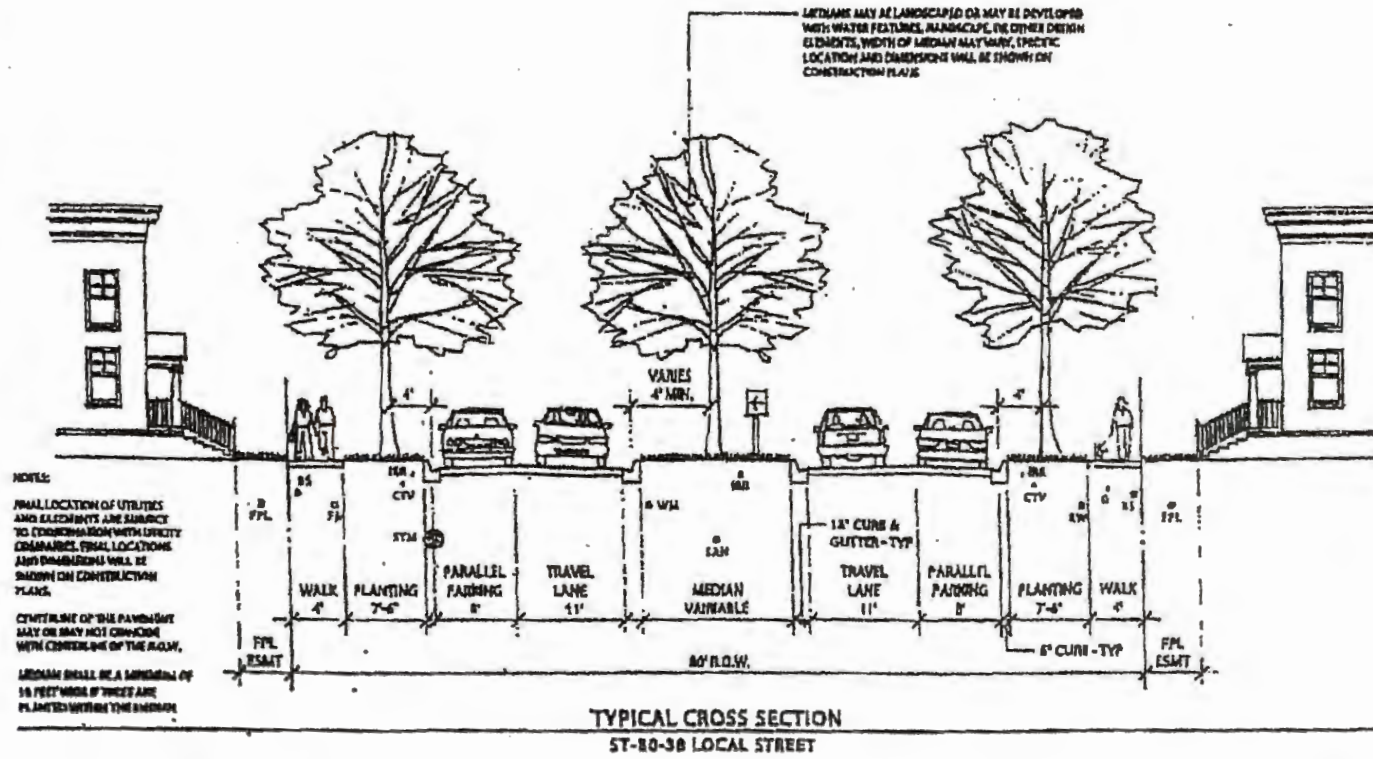
TYPICAL CROSS SECTION
ST-58-32 MINOR COLLECTOR



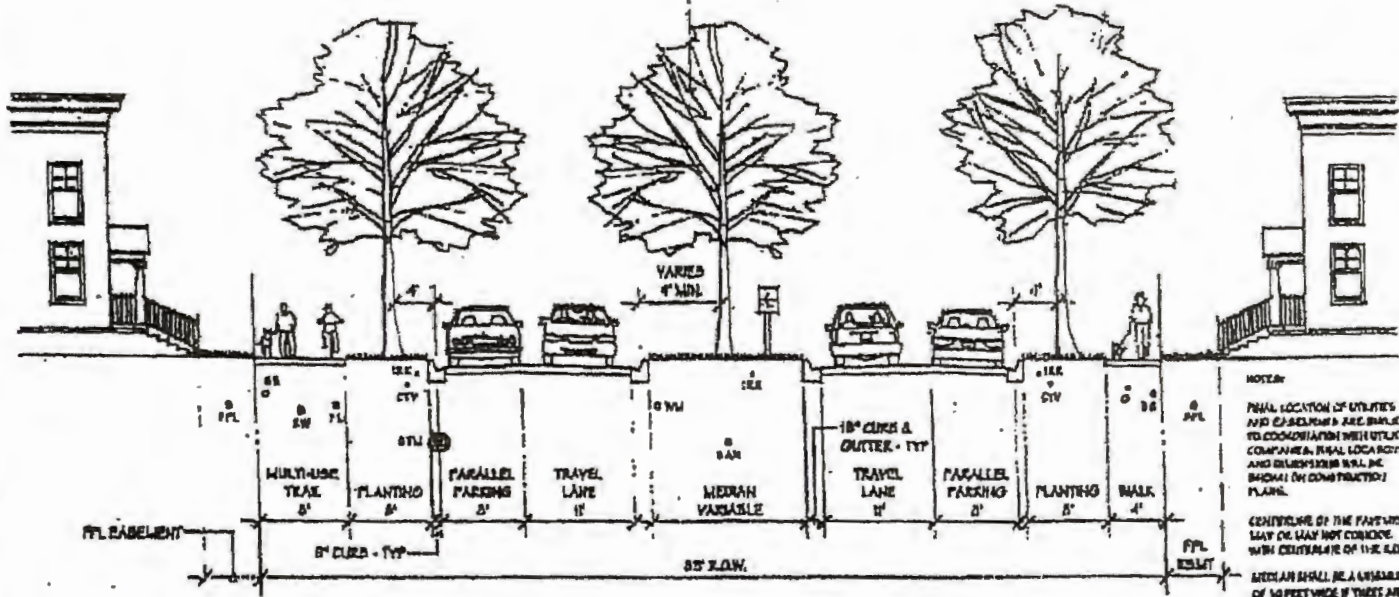
TYPICAL CROSS SECTION
ST-62-24 MINOR COLLECTOR



SINGLE SIDED CURB AND GUTTER SECTION



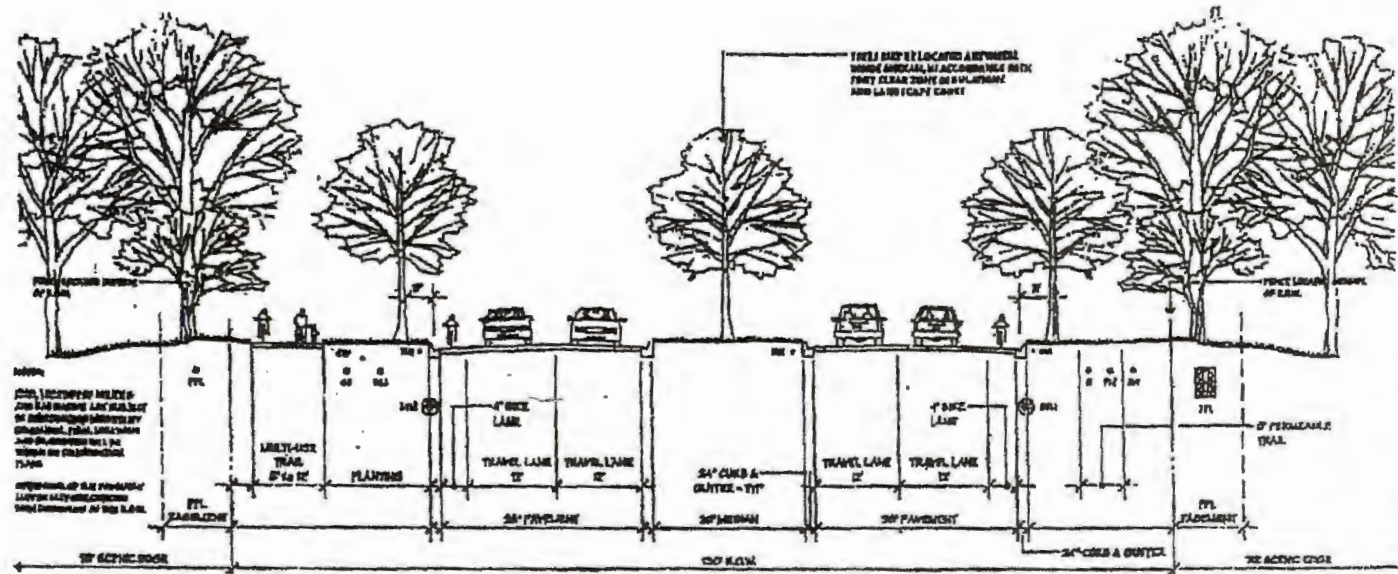
MEDIAN MAY BE LANDSCAPED OR MAY BE DEVELOPED WITH PAVERS, PEDESTALS, HARDSCAPE, OR OTHER PERSON ELEMENTS. WIDTH OF MEDIAN MAY VARY. SPECIFIC LOCATION AND DIMENSIONS OF MEDIAN SHALL BE SHOWN ON THE CONSTRUCTION PLANS.



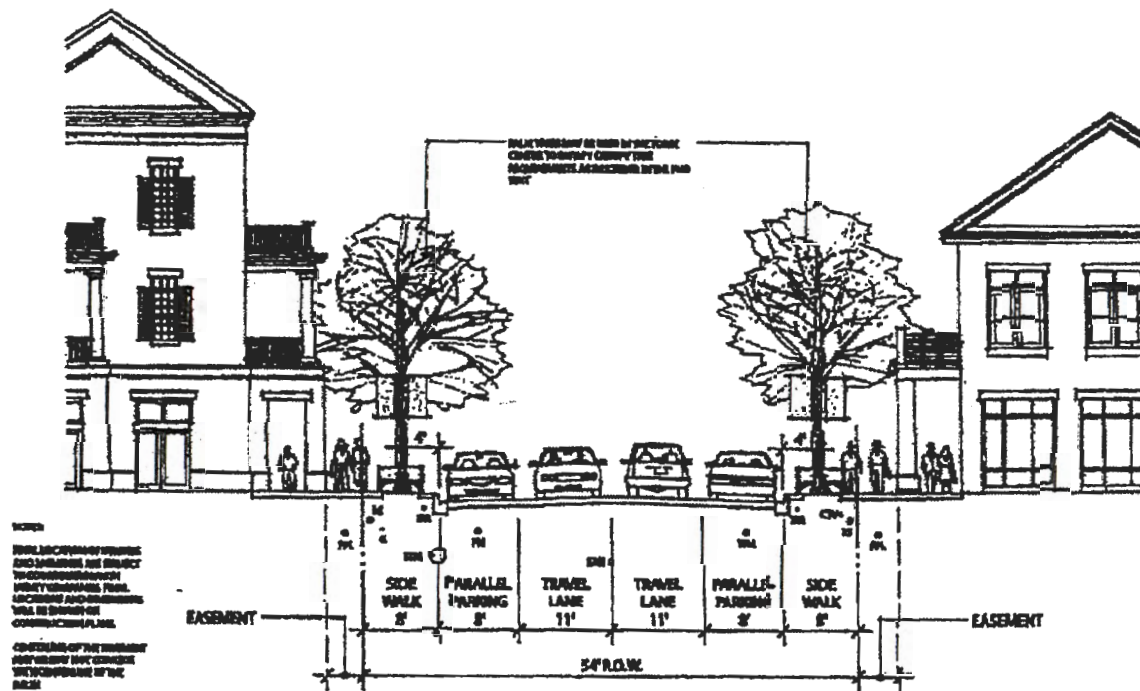
NOTE:
 FINAL LOCATION OF UTILITIES AND GRADING ARE SUBJECT TO COORDINATION WITH UTILITY COMPANIES. FINAL LOCATIONS AND DIMENSIONS WILL BE SHOWN ON CONSTRUCTION PLANS.

CENTERS OF THE PARKING LANE OR LANE NOT CONTAINING TREES SHALL BE A MINIMUM OF 50 FEET WIDE IF TREES ARE PLANTED IN THE MEDIAN

TYPICAL CROSS SECTION
ST-85-36 MINOR COLLECTOR



TYPICAL CROSS SECTION
 INVERTOWN MAJOR COLLECTOR
 COUNTY ROAD 244 (INVERTOWN PARKWAY) 120' R.W.M.

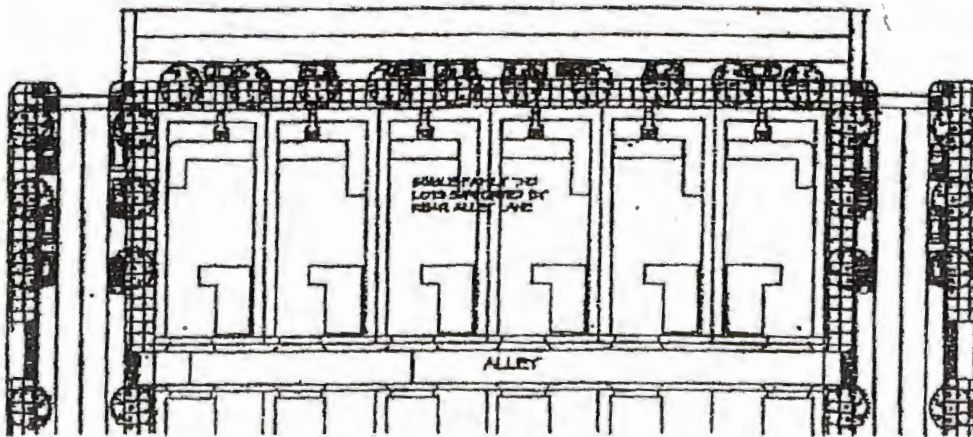
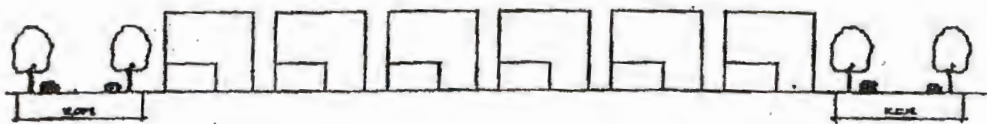


TYPICAL CROSS SECTION

ST-54-38 MIXED USE DISTRICT

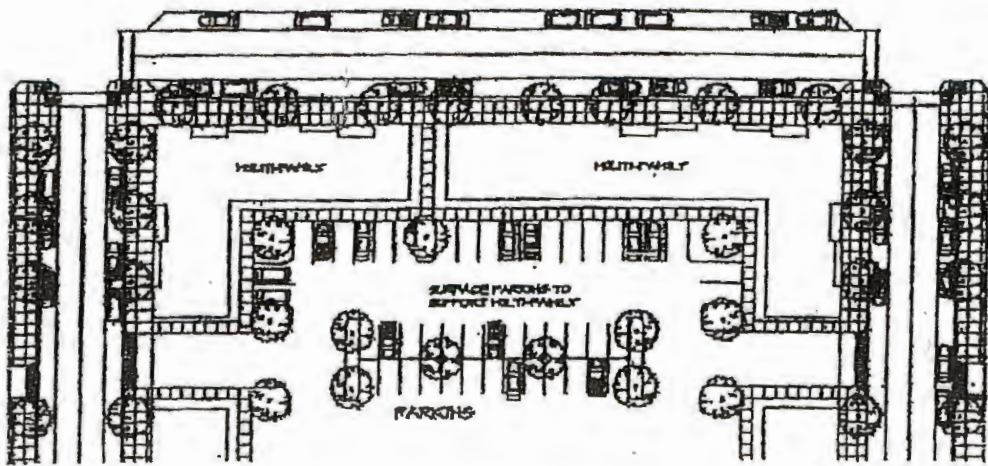
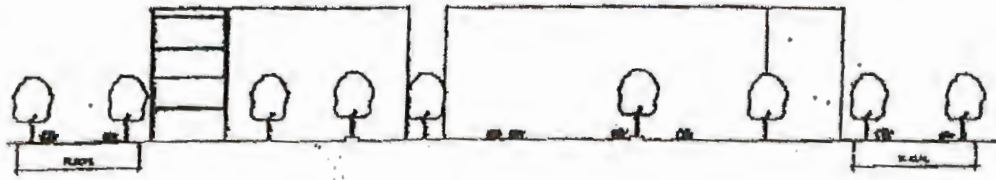
STREET WIDTH, PARKING WIDTH AND OTHER DIMENSIONS SHOWN AS INDICATED
 UNLESS OTHERWISE SPECIFIED IN PLANNING AND ZONING REGULATIONS

F-3: Parking Standards



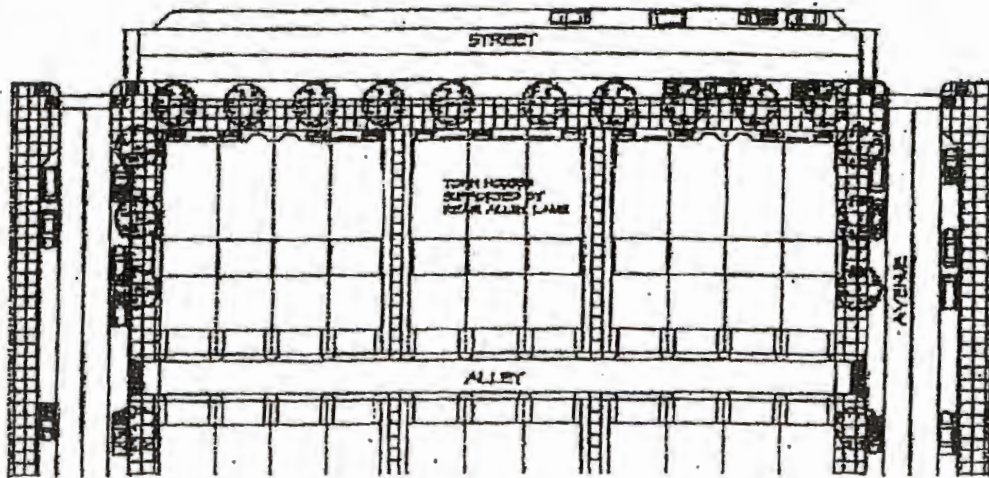
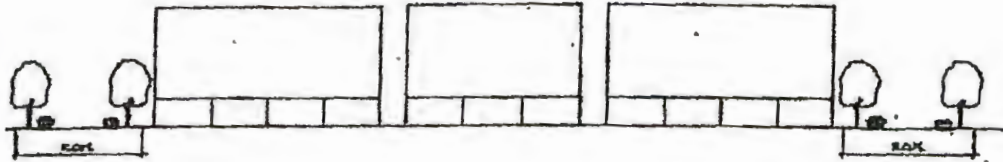
NOTE: ON STREET PARKING MAY PROVIDE FOR RESIDENTIAL AND ACCESSORY USES
STREET TREES MAY BE USED TO SATISFY TREE CREDIT MITIGATION REQUIREMENTS FOR SINGLE FAMILY LOTS

Single Family Parking



NOTES ON STREET PARKING AND SURFACE PARKING AREAS
MAY BE USED TO SAFELY PARKING REQUIREMENTS
IN MULTI-FAMILY DEVELOPMENT
STREET TREES MAY BE USED TO SAFELY TREE
RETENTION REQUIREMENTS
LANDSCAPING STANDARDS SHALL BE AS SHOWN
AND AS PROVIDED IN TEXT

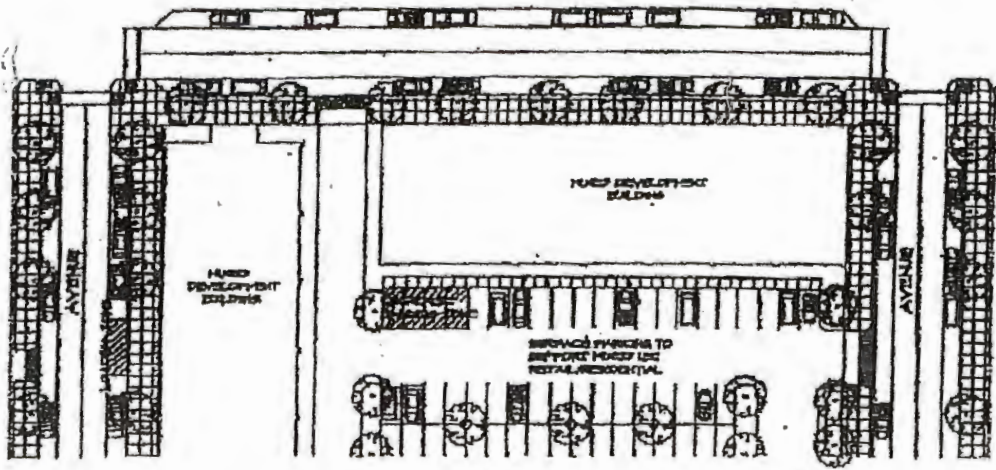
Multi-Family Parking



NOTE: ON STREET TREES AND COMMON AREA TREES MAY BE USED TO SATISFY TREES REQUIRED FOR RESIDENTIAL AND ACCESSORY USES. STREET TREES MAY BE USED TO SATISFY TREE MITIGATION REQUIREMENTS FOR INDIVIDUAL RESIDENTIAL LOT DEVELOPMENT.

Townhouse Parking

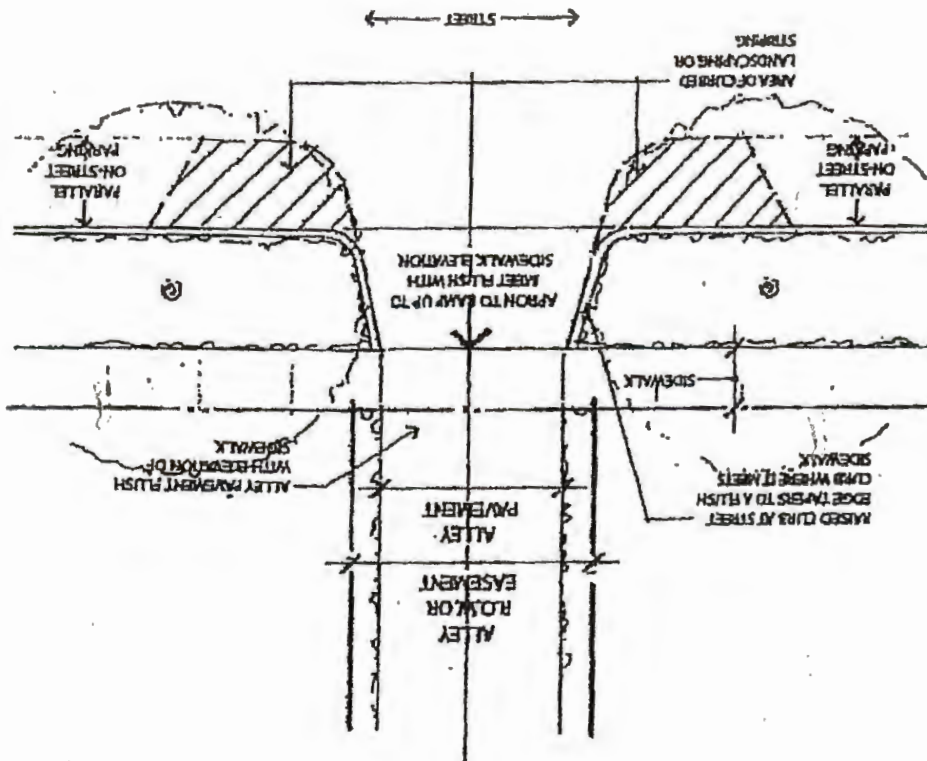
15

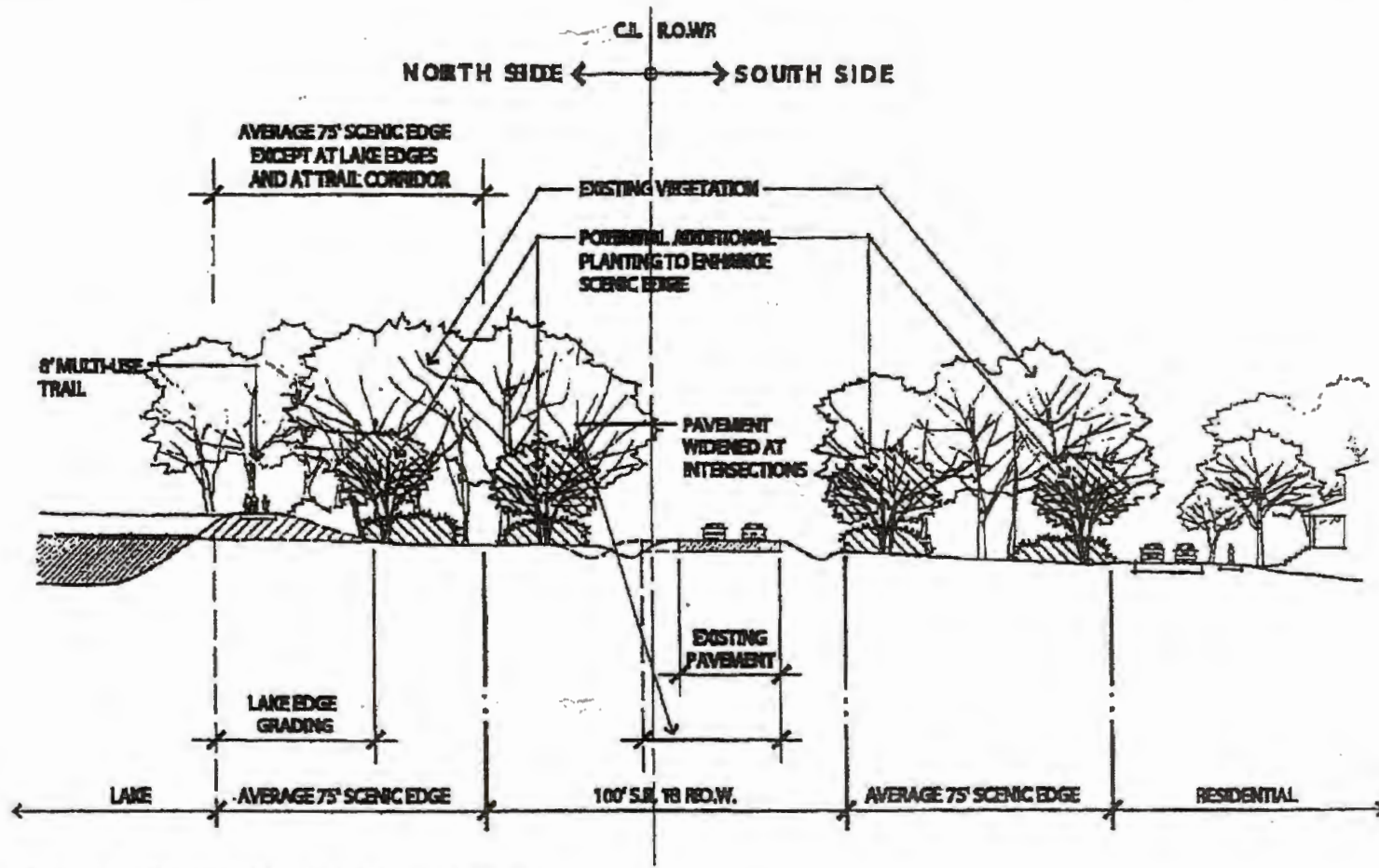


NOTE: ON STREET PARKING AND SHARED PARKING AREAS MAY BE USED TO SATISFY PARKING REQUIREMENTS STREET TREES MAY BE USED TO SATISFY TREE REPLACEMENT REQUIREMENTS

Multi-Use Parking

Typical Alley Entrance Detail





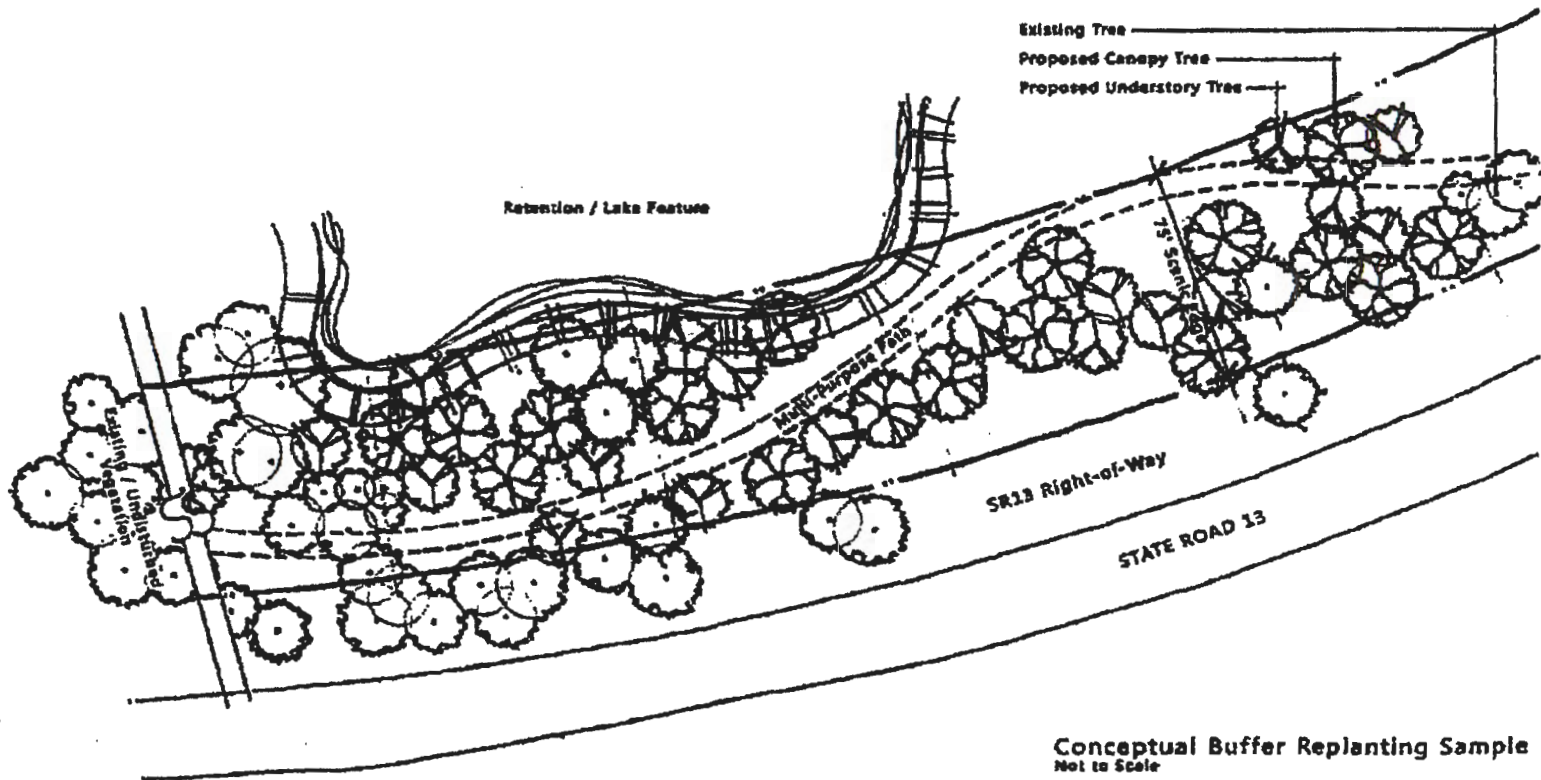
SECTION THROUGH S.R. 13 SCENIC EDGE

NOTE: SCENIC EDGE MAY BE A PLANNED AND MAINTAINED LANDSCAPE, WIDTH WILL BE AS SHOWN ON THE MDP.

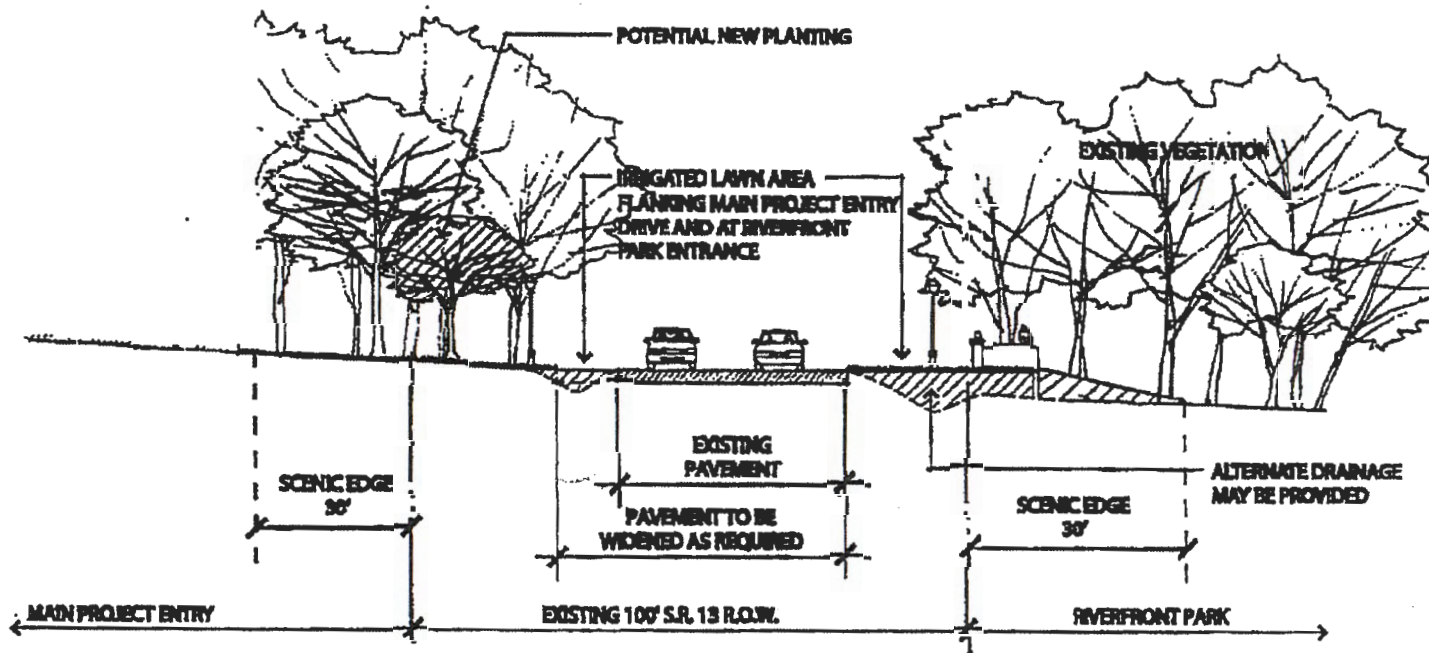
- 1). Buffer replanting to meet scenic edge planting requirement of 4 Canopy Trees + 4 Understory Trees per 100 LF of road edge.
- 2). Scenic Edge plantings may include, but are not limited to, tree species of the following type:

Canopy Trees
- Oaks (Live, Shumard, Turkey, etc)
- Red Maple
- Sweet Gum
- Pine (Short)
- Cypress
- Tule Poplar

Understory Trees
- Sweet Bay Magnolia
- Southern Magnolia
- Fringe Tree
- Hollies (Dehoon, East Palatka, etc)
- Red Bud
- Dogwood

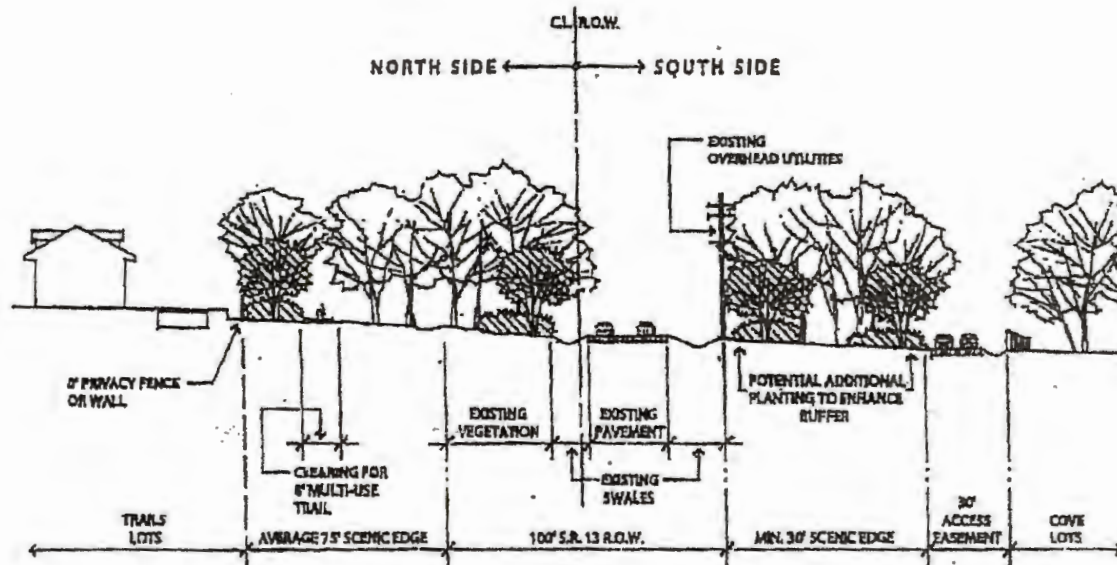


Conceptual Buffer Replanting Sample
Not to Scale

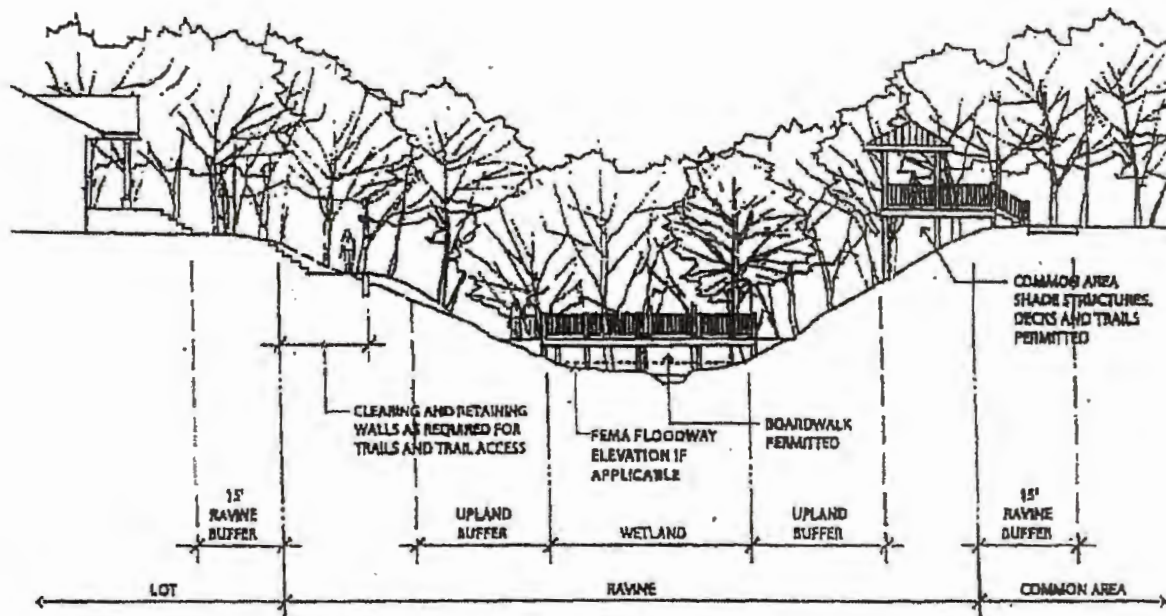


S.R. 13 SECTION AT MAIN PROJECT ENTRY

SEE PUD TEXT FOR LOCATION

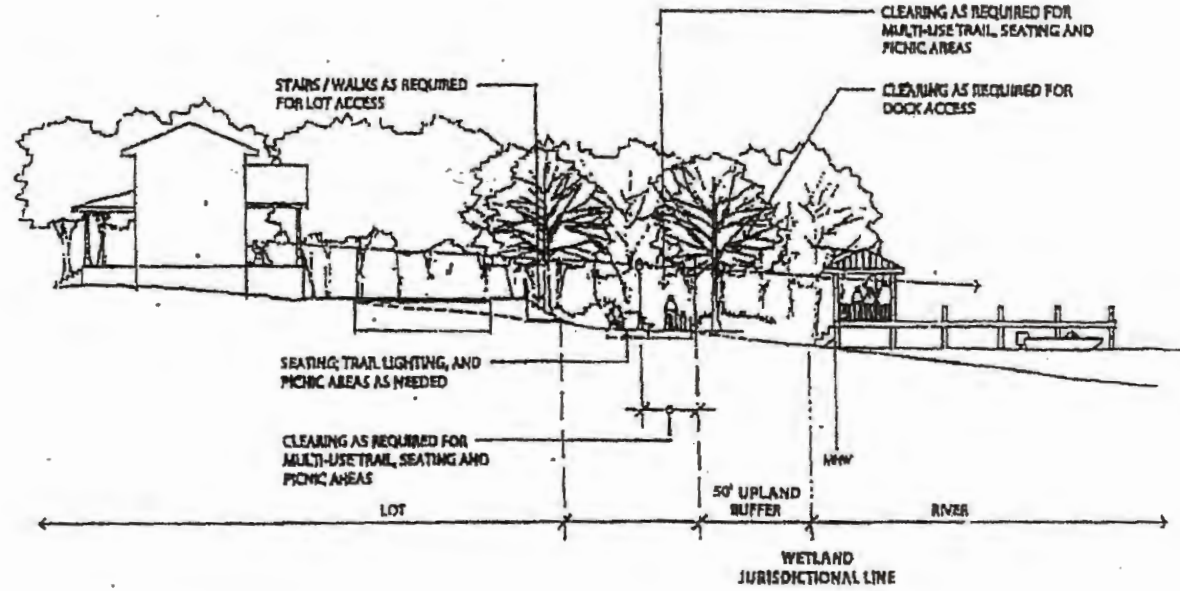


SECTION THROUGH S.R. 13 SCENIC EDGE

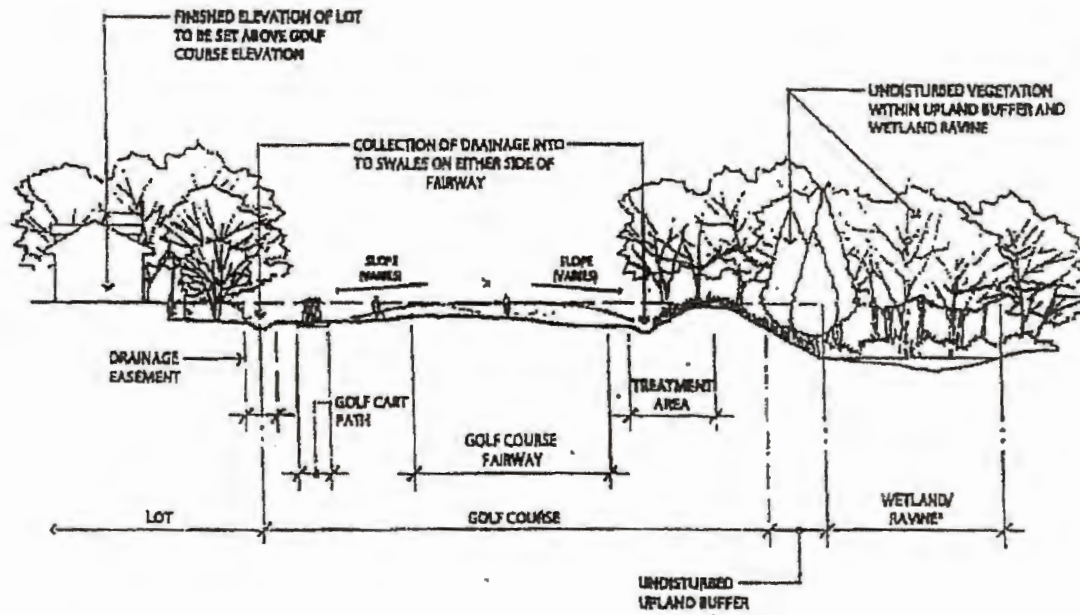


SECTION AT RAVINE IMPROVEMENTS

IF ANY STRUCTURES ARE BUILT ACROSS FEMA FLOODWAYS, ALL APPLICABLE FEMA AND ST. JOHNS COUNTY CODES SHALL APPLY TO THE STRUCTURES. CERTIFICATIONS PROVIDED TO FEMA AND ST JOHNS COUNTY WILL BE IN ACCORDANCE WITH FEMA REGULATIONS.



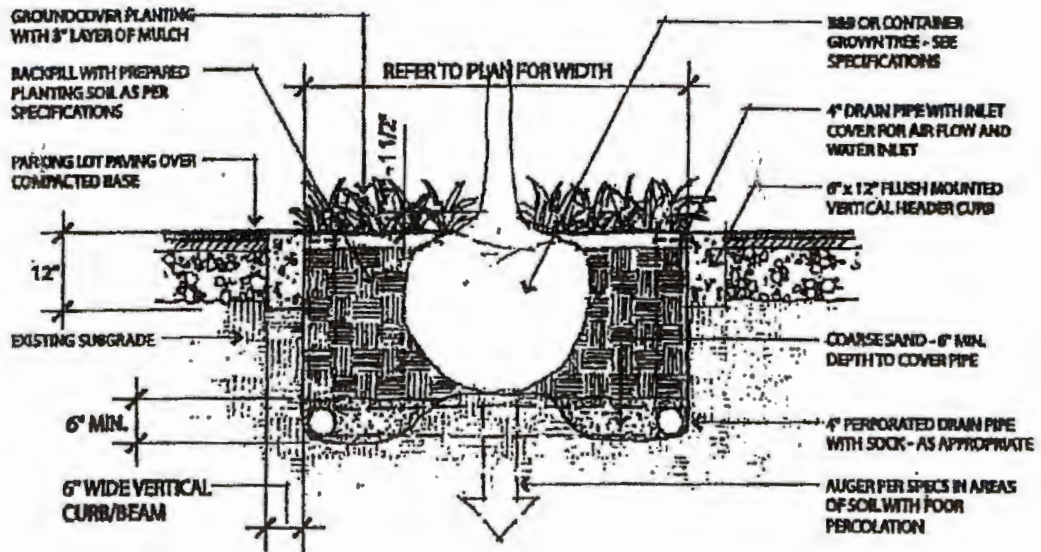
SECTION AT RIVER EDGE BUFFER



SECTION THROUGH GOLF COURSE

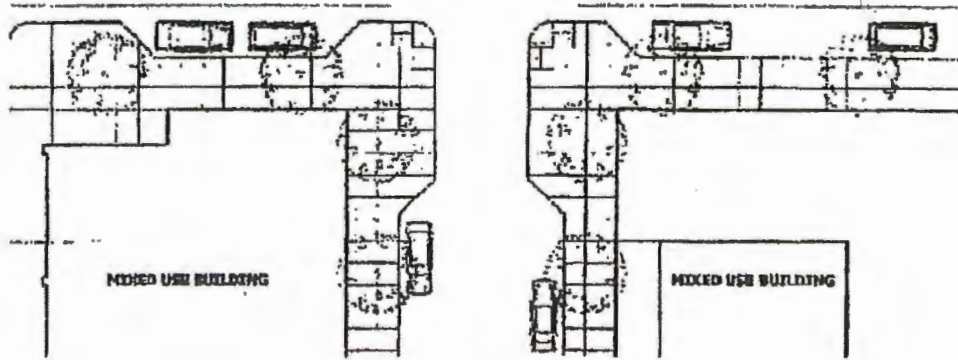
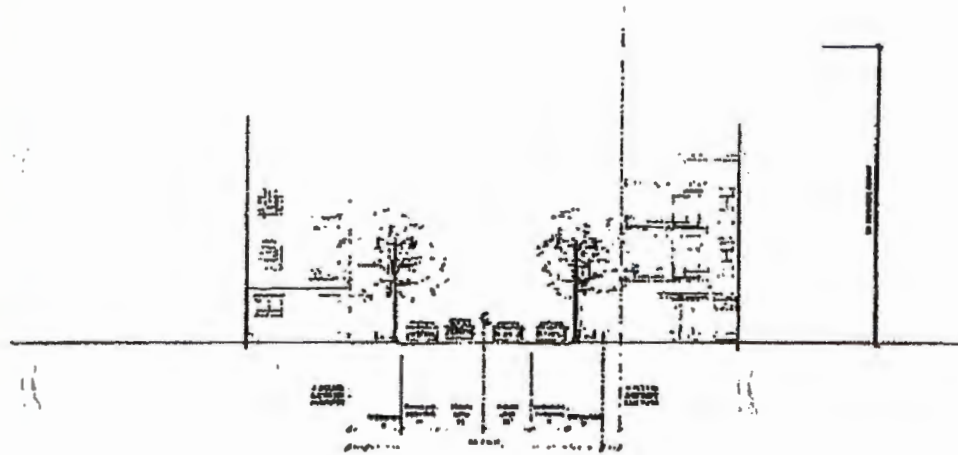
SHOWING DRAINAGE TO SIDE SWALES

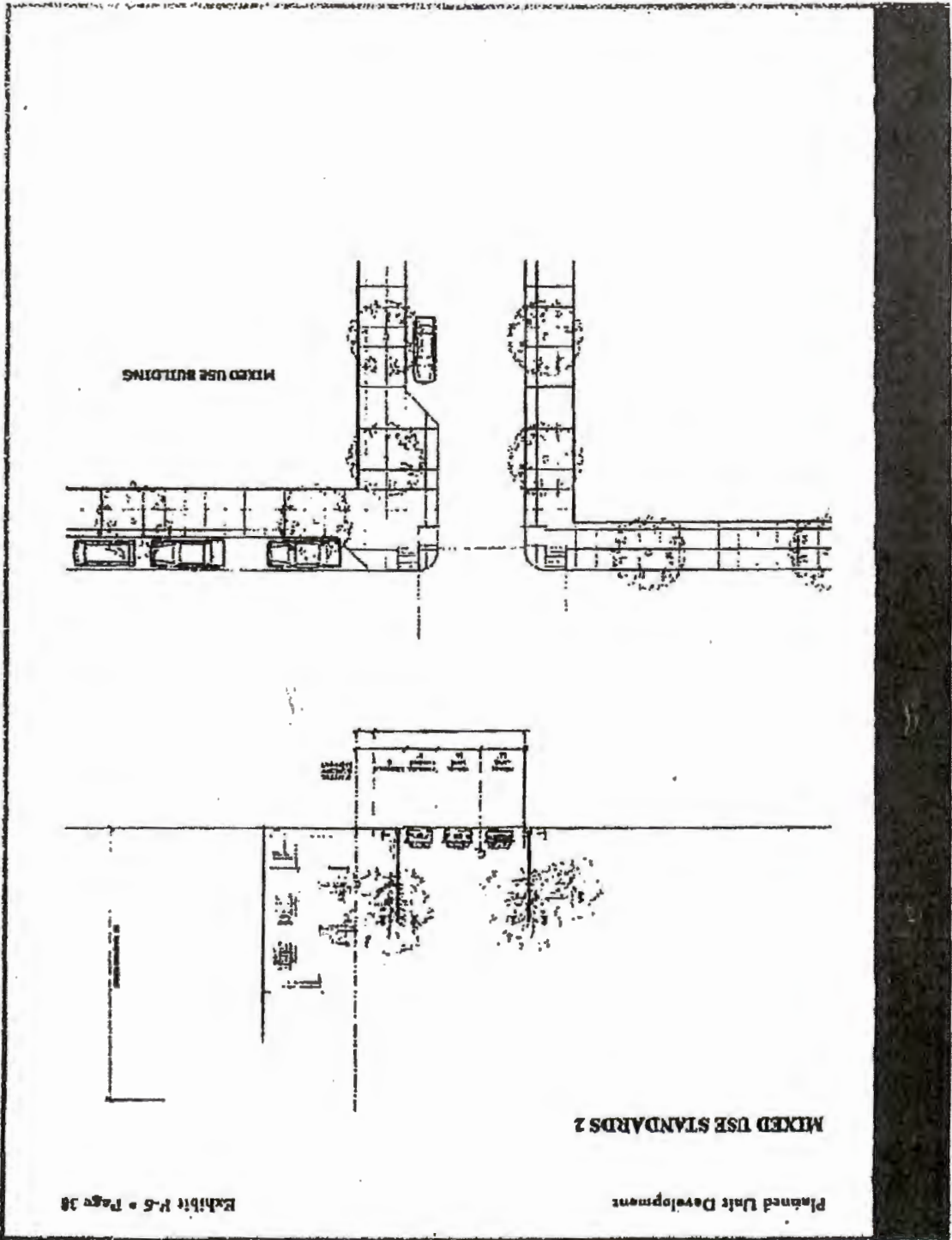
* BE CONSIDERED WITHIN THE RAVINE PROTECTION ZONE ON THE LANDWARD SIDE OF THE UPLAND BUFFER, DRAINED WITH THE PARASOLS OF THE SUBTOWN DEVELOPMENT ORDER



**TREE PLANTING DETAIL
IN PARKING LOT ISLANDS**

MIXED USE STANDARDS 1



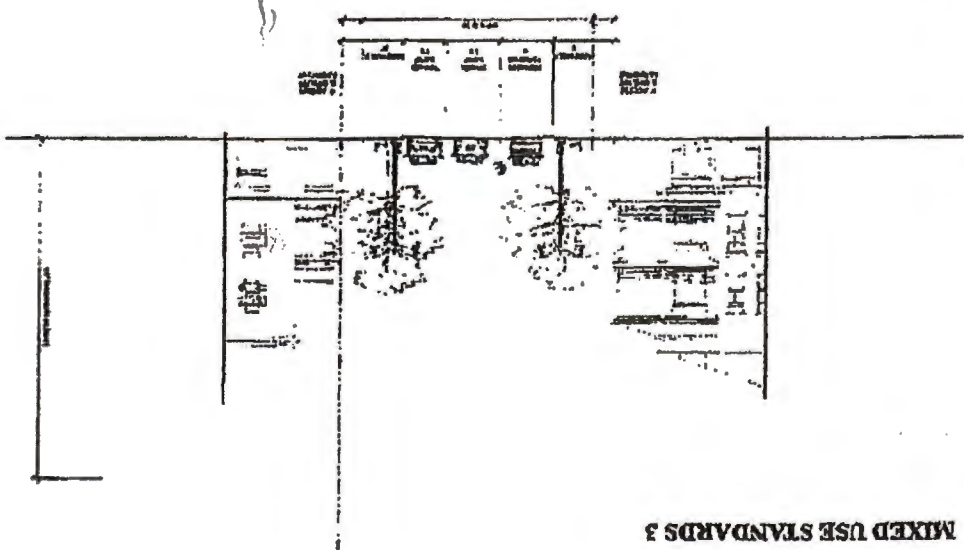
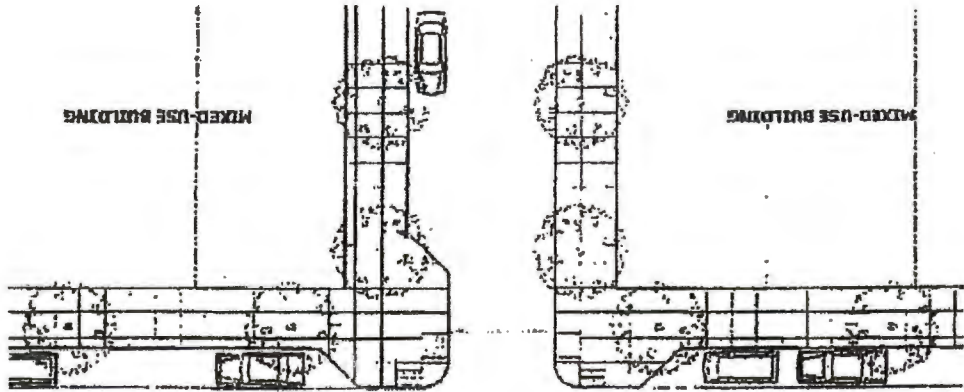


MIXED USE BUILDINGS

MIXED USE STANDARDS 2

Planned Unit Development

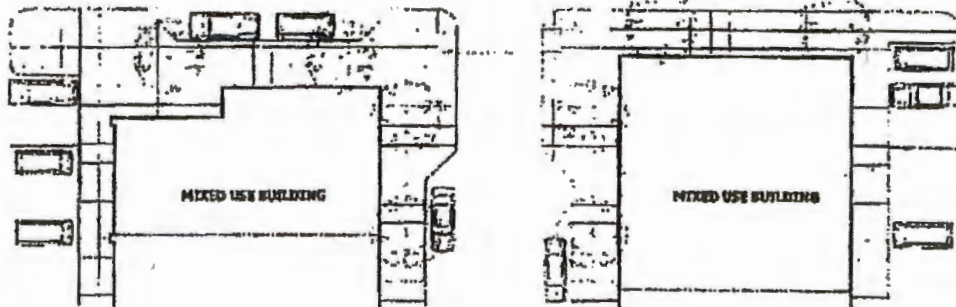
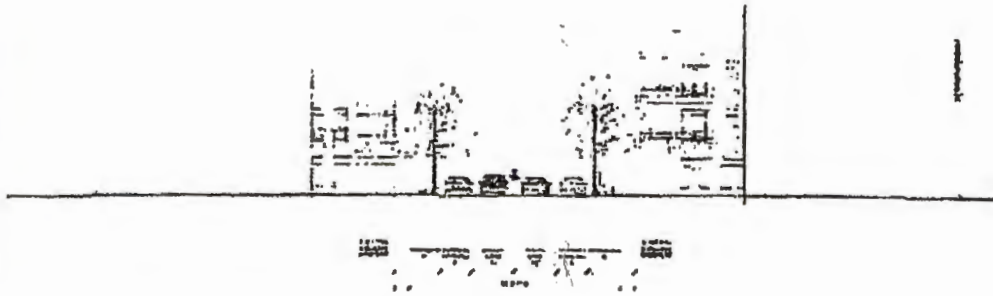
Exhibit P-5 - Page 38

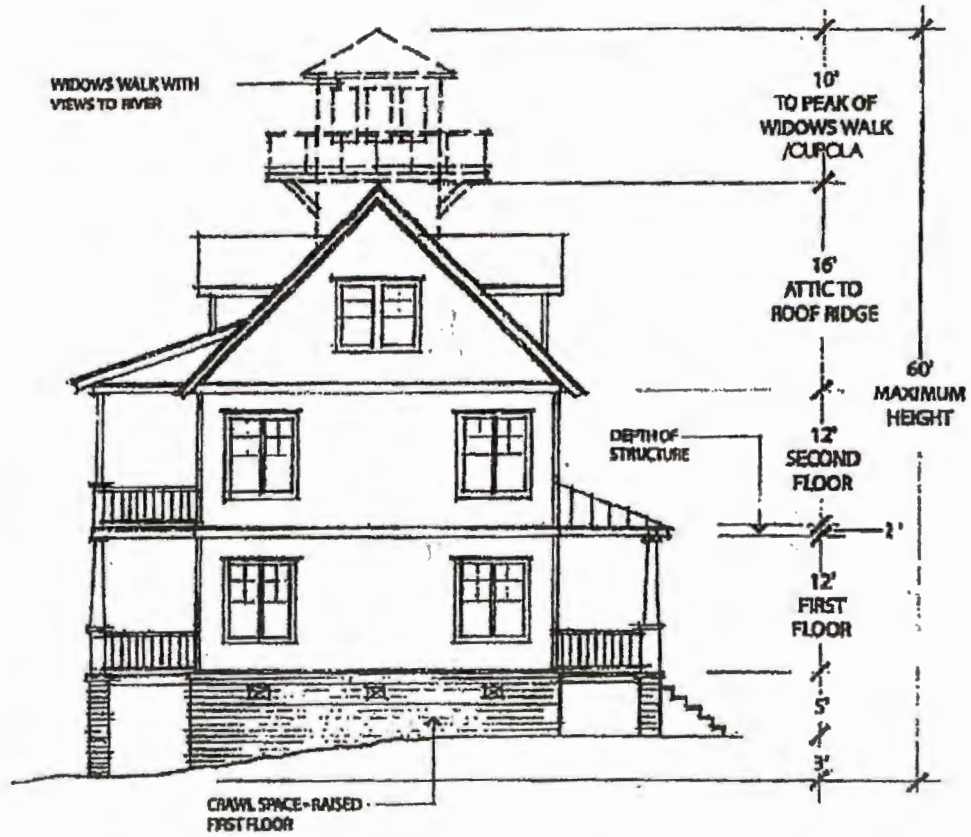


MIXED USE STANDARDS 3

Planned Unit Development

MIXED USE STANDARDS 4



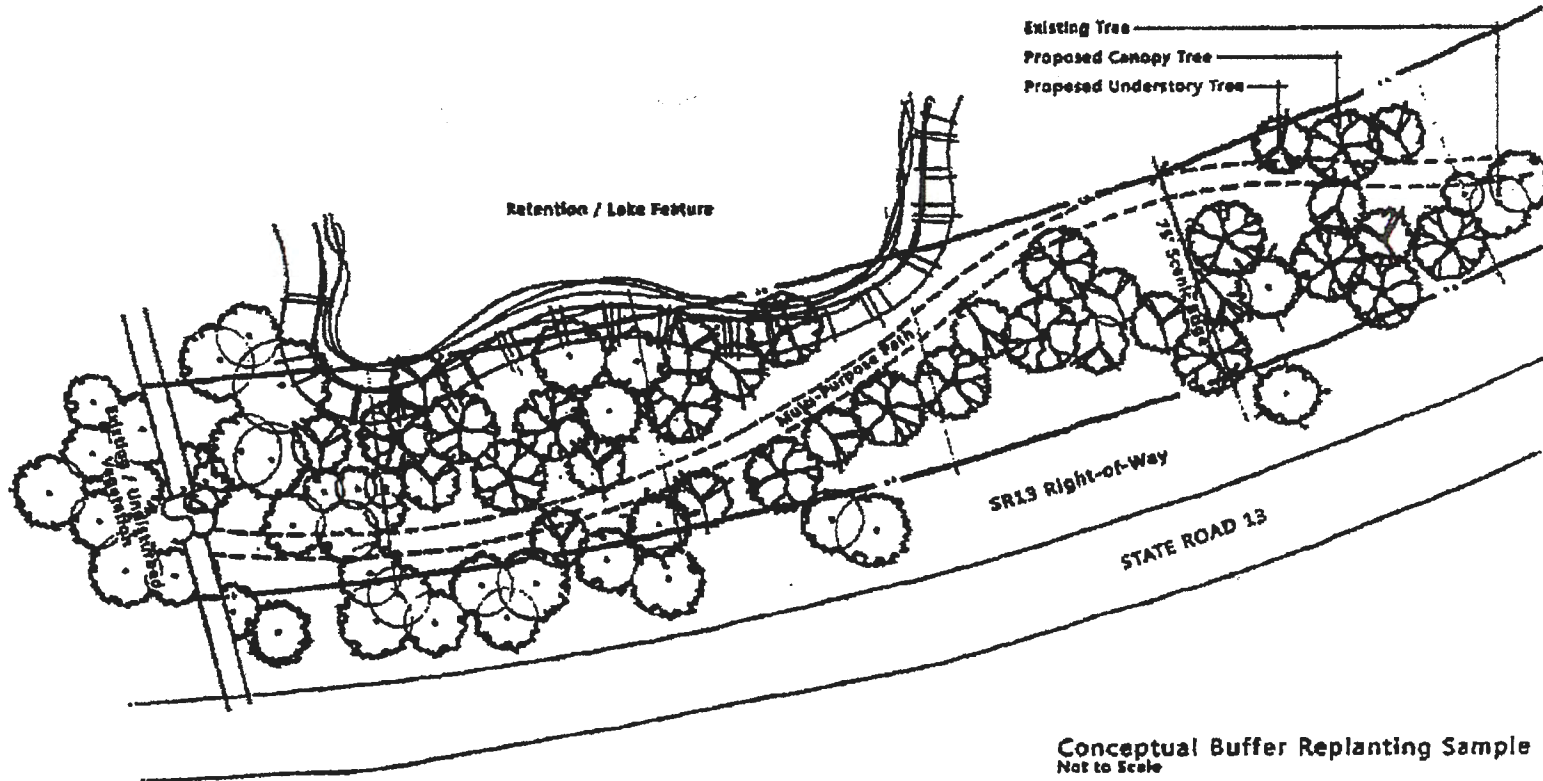


60' BUILDING HEIGHT JUSTIFICATION

- 1). Buffer replanting to meet scenic edge planting requirement of 4 Canopy Trees + 4 Understory Trees per 100 LF of road edge.
- 2). Scenic Edge plantings may include, but are not limited to, tree species of the following type:

- Canopy Trees**
- Oak (Live, Shumard, Turkey, etc)
 - Red Maple
 - Sweet Gum
 - Pine (Slash)
 - Cypress
 - Tulip Poplar

- Understory Trees**
- Sweet Bay Magnolia
 - Southern Magnolia
 - Fringe Tree
 - Hollies (Dahoon, East Palmetto, etc)
 - Red Bud
 - Dogwood



Conceptual Buffer Replanting Sample
Not to Scale



FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

March 4, 2005

Mr. Robert E. Johnson
Florida Archaeological Services, Inc.
4250 Melrose Avenue
Jacksonville, Florida 32210

Re: DHR No. 2005-2094 / Date Received by DHR: March 4, 2005
The Rivertown Development Project: Archaeological Data Recovery at Site 8SJ3218, St. Johns County, Florida
The Spanish Mission of San Diego de Salamototo

Dear Mr. Johnson:

Our office received and reviewed the above referenced survey report in accordance with this agency's responsibilities under Section 380.06, *Florida Statutes*, for assessment of possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the *National Register of Historic Places (NRHP)*, or otherwise of historical, architectural or archaeological value.

We have reviewed the proposed research design for an archaeological data recovery of site 8SJ3218. We find the proposal consistent with current archaeological research methods and maintain no objections to the proposed project.

If you have any questions concerning our comments, please contact Claire Nanfro, Historic Sites Specialist, at cenanfro@dos.state.fl.us or (850) 245-6333. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

for Fredrick P. Gaske, Director, and
State Historic Preservation Officer

I HEREBY CERTIFY THAT THIS DOCUMENT IS A TRUE AND CORRECT COPY AS APPEARS ON RECORD IN ST. JOHNS COUNTY, FLORIDA. WITNESS MY HAND AND OFFICIAL SEAL THIS 4th DAY OF March 2023
ST. JOHNS COUNTY CLERK OF COURT
Ex-Officio Clerk of the Board of County Commissioners



By: Crystal Smith, Deputy Clerk

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

- Director's Office (850) 245-6300 • FAX: 245-6436
- Archaeological Research (850) 245-6444 • FAX: 245-6436
- Historic Preservation (850) 245-6333 • FAX: 245-6437
- Historical Museums (850) 245-6400 • FAX: 245-6433
- Southeast Regional Office (904) 467-4990 • FAX: 467-4991
- Northeast Regional Office (904) 825-5045 • FAX: 825-5044
- Central Florida Regional Office (813) 272-3843 • FAX: 272-2340

LOCALiQ

FLORIDA

PO Box 631244 Cincinnati, OH 45263-1244

PROOF OF PUBLICATION


Ellen Avery-Smith
ELLEN AVERY-SMITH
100 Whetstone PL # 200
Saint Augustine FL 32086-5775

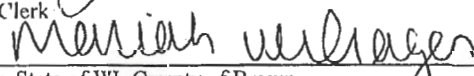
STATE OF FLORIDA, COUNTY OF ST JOHNS

The St Augustine Record, a daily newspaper published in St Johns County, Florida; and of general circulation in St Johns County; and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issues dated or by publication on the newspaper's website, if authorized, on:

01/08/2023

and that the fees charged are legal.
Sworn to and subscribed before on 01/08/2023



Legal Clerk


Notary, State of WI, County of Brown
8-25-26

My commission expires

Publication Cost: \$287.52
Order No: 8275314 # of Copies:
Customer No: 784746 1
PO #:

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

MARIAH VERHAGEN
Notary Public
State of Wisconsin

NOTICE OF A PROPOSED MAJOR MODIFICATION

NOTICE IS HEREBY GIVEN that a public hearing will be held on 2/2/2023 at 1:30 pm before the Planning and Zoning Agency in the St. Johns County Auditorium located at 500 San Sebastian View, St. Augustine, Florida and on 3/7/2023 at 9:00 am before the Board of County Commissioners in the St. Johns County Auditorium located at 500 San Sebastian View, St. Augustine, Florida to consider a request to modify the RiverTown Planned Unit Development (PUD) to modify the PUD for consistency with the DRI Modification, which include: revise the school mitigation requirements, remove the abandoned Eagle nest protection measures from the MDP Text and Map, clarify the residential entitlements include age restricted units, and revise proposed roundabout locations on SR 13.

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, APPROVING A MAJOR MODIFICATION TO THE RIVERTOWN PLANNED UNIT DEVELOPMENT (PUD), ORDINANCE NUMBER 2005-100, AS AMENDED; MAKING FINDINGS OF FACT; PROVIDING A SAVINGS CLAUSE; REQUIRING RECORDATION; AND PROVIDING FOR AN EFFECTIVE DATE.

The subject property is located South of Greenbriar Road, along State Road 13 and east and west of Longleaf Pine Parkway. See attached map (Exhibit A). This file and the proposed ordinance are maintained in the Planning and Zoning Division of the Growth Management Department located at the St. Johns County Permit Center, 4040 Lewis Speedway, St. Augustine, Florida 32084 and may be inspected by interested parties prior to said public hearing. Items not heard by 6 pm shall automatically be continued until 9 am the following day, unless otherwise directed by the Board.

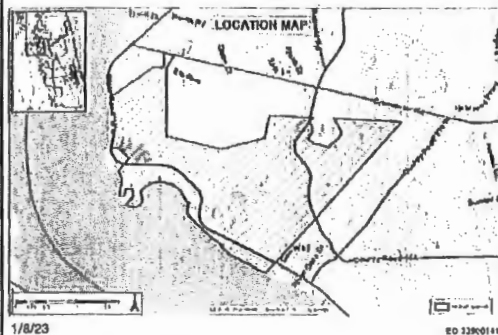
Interested parties may appear at the meeting and be heard with respect to the proposed ordinance.

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

This matter is subject to court imposed quasi-judicial rules of procedure. Interested parties should limit contact with the Board of County Commissioners or the Planning and Zoning Agency members on this topic, except in compliance with Resolution 95-126, to properly noticed public hearings or to written communication, care of SJC Planning and Zoning Division, 4040 Lewis Speedway, St. Augustine, Florida, 32084.

NOTICE TO PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL HEARING-IMPAIRED PERSONS: In accordance with the Americans with Disabilities Act, persons needing special accommodations or an interpreter to participate in this proceeding should contact the County's ADA Coordinator at (904) 209-0650 or visit St. Johns County Facilities Management at 2416 Dobbs Road, 32086. Hearing impaired persons, call Florida Relay Service (1-800-955-8770), no later than 5 days prior to the meeting.

PLANNING AND ZONING AGENCY	BOARD OF COUNTY COMMISSIONERS
ST. JOHNS COUNTY, FLORIDA	ST. JOHNS COUNTY, FLORIDA
GREG MATOVINA, CHAIR	CHRISTIAN WHITEHURST, CHAIR
FILE NUMBER: MAJMOD-2022000009	PROJECT NAME: RiverTown PUD





FLORIDA DEPARTMENT of STATE

RON DESANTIS
Governor

CORD BYRD
Secretary of State

FILED **MAR 08 2023**
St. Johns County
Clerk of Court

By: *Crystal Smith*
Deputy Clerk

March 9, 2023

Honorable Brandon Patty
Clerk of Courts
St. Johns County
500 San Sebastian View
St. Augustine, FL 32084

Attention: Crystal Smith

Dear Honorable Brandon Patty,

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of St. Johns Ordinance No. 2023-10, which was filed in this office on March 8, 2023.

Sincerely,

Anya Owens
Program Administrator

ACO/rra