

RESOLUTION NO. 96- 102

A resolution of the County of St. Johns, State of Florida, modifying the Saint Johns DRI Development Order as previously approved by St. Johns County Resolution No. 91-130, and as previously modified by St. Johns County Resolution Nos. 91-183, 94-211, and 95-06; finding the modifications are consistent with St. Johns County Comprehensive Plan 1990-2005, ordinance 90-53 and consistent with the St. Johns County Zoning Ordinance; finding that the modifications do not constitute a substantial deviation; combining phases 1 through 5 into a single phase modifying specific conditions A, FF, II, and Z of the Development Order, deleting Map H-1, changing references to Map H-1 to Map H, and providing for an effective date.

WHEREAS, on August 27, 1991, a Development of Regional Impact Development Order (the "Development Order") was issued by the Board of County Commissioners of St. Johns County, pursuant to Resolution No. 91-130, authorizing development of the property known as Saint Johns by SJH Partnership, Ltd. and Dunavant Enterprises, Inc. (collectively the "Developer"); and,

WHEREAS, the Development Order was modified by the Board by adoption of Resolution No. 91-183, incorporating Development Order changes pursuant to the Settlement Agreement between the Department of Community Affairs (the "DCA"), the Developer, and St. Johns County; and,

WHEREAS, the Development Order was further modified by the Board by adoption of Resolution No. 94-211 and Resolution No. 95-06; and,

WHEREAS, the Developer has submitted a Notice of Proposed Change (a/k/a Application for Non-substantial Change) to the Development of Regional Impact dated April 16, 1996, as revised May 22, 1996, requesting modification of certain terms of the Development Order (the "Notice of Proposed Change"); and,

WHEREAS, the Developer submits that the changes proposed in the Notice of Proposed Change do not constitute a substantial deviation; and,

WHEREAS, the Board has reviewed the Notice of Proposed Change and has considered the issue whether such modifications constitute a substantial deviation requiring further development of regional impact review at a public hearing held on June 11, 1996.

NOW, THEREFORE, be it resolved by the Board of County Commissioners of St. Johns County, Florida:

1. The following facts are determined in connection with this Resolution;

(a) The proposed development, as modified by this Resolution, is consistent with the St. Johns County Comprehensive Plan 1990-2005, adopted September 14, 1990, in Ordinance 90-53.

(b) The proposed development, as modified by this Resolution, is consistent with the St. Johns County Zoning Ordinance.

2. The Notice of Proposed Change provides clear and convincing evidence that the requested changes do not constitute a substantial deviation to the Development Order, because there will be no additional regional impact resulting from any of the requested changes.

3. The Development Order adopted by Resolution No. 91-130, as amended by Resolution No. 91-183, Resolution No. 94-211, and Resolution No. 95-06, is hereby modified by approval of the Notice of Proposed Change and adoption of the following specific changes:

(a) Specific Condition "A" of the Development Order is hereby replaced by adoption of revised Specific Condition "A" attached as Schedule "1".

(b) Specific Condition "FF" of the Development Order is hereby replaced by adoption of revised Specific Condition "FF" attached as Schedule "2".

(c) Specific Condition "II" of the Development Order is hereby replaced by adoption of revised Specific Condition "II" attached as Schedule "3".

(d) Specific Condition "Z" of the Development Order is hereby replaced by adoption of the revised Specific Condition "Z" attached as Schedule "4."

(e) Map H-1, depicting the location of various phases, shall not be considered part of the Development Order from and after the date of this Resolution, because the project is to be developed in a single phase.

(f) The reference to Map H-1 in Specific Condition "F" and Specific Condition "Q" shall be deemed to refer instead to Map H.

(g) The reference in Revised Specific Condition "FF" to transportation analysis zones (TAZs) refer to the TAZs depicted on Figure 31.C.1 of the ADA, a copy of which is attached as Schedule "5"

4. Except as modified by this Resolution, the Saint Johns DRI Development Order shall remain in full force and effect.

5. This Resolution shall become effective immediately upon adoption.

Passed and approved by the Board of County Commissioners of St. Johns County, Florida, this 11 day of, June, 1996.

BOARD OF COUNTY COMMISSIONERS OF  
ST. JOHNS COUNTY, FLORIDA

By: *Ronald Jordan*  
Chairman

ATTEST:

Carl "Bud" Markel, Clerk

By: *Irma Parrott*  
Deputy Clerk

**APPLICATION FOR NON-SUBSTANTIAL CHANGE  
SAINT JOHNS DEVELOPMENT OF REGIONAL IMPACT**

**Exhibit B to Resolution**

**SUBMITTED BY:** Davidson Development, Inc. on  
behalf of SJH Partnership, Ltd.  
and Dunavant Enterprises, Inc.  
April 16, 1996  
Revised May 22, 1996

10453.3

## I. Introduction.

This Application for Non-substantial Change to the Saint Johns Development of Regional Impact is submitted by Davidson Development, Inc. on behalf of SJH Partnership, Ltd. and Dunavant Enterprises, Inc. (collectively the "Developer") and consists of a completed State of Florida Department of Community Affairs Form RPM-BSP-PROPCHANGE-1 (the "DCA Notification Form"), a proposed resolution (the "Resolution"), and this application text identified as Exhibit "B" to the Resolution (the "Text").

The Saint Johns Development of Regional Impact Development Order was approved by the St. Johns County Board of County Commissioners (the "Board") by Resolution 91-130 adopted August 27, 1991, (the "Original Saint Johns Development Order"). Subsequent to adoption of the Original Saint Johns Development Order, the Department of Community Affairs (the "DCA") appealed the original Saint Johns Development Order. The Developer, the DCA, and the Board entered into a Settlement Agreement dated November 26, 1991, (the "Settlement Agreement"). Pursuant to the terms of the Settlement Agreement, the Board adopted Resolution 91-130 on November 26, 1991, adding Specific Condition "LL", Specific Condition "MM", modifying Specific Condition "A", and modifying the date of the first annual traffic report (the "First Modification"). As agreed in the Settlement Agreement, the DCA appeal was dismissed on December 19, 1991. A second modification was requested by the Developer in an application dated August 30, 1994, revised October 11, 1994, and November 4, 1994, which was approved by the Board on November 10, 1994, by Resolution 94-211 (the "Second Modification"). A third modification was adopted by the Board on January 10, 1995, under Resolution 95-06 to attach Schedule 1 (the "Phasing Schedule") revising Specific Condition "A" which had been inadvertently omitted from Resolution 94-211 (the "Third Modification"). All of the above-modifications were rendered to the DCA in accordance with the applicable provision of Chapter 380, Florida Statutes and the rules of the DCA. The development order applicable to the Saint Johns project currently consists of the Original Saint Johns Development Order as modified by the First Modification, Second Modification, and Third Modification (the "Saint Johns Development Order").

The Developer requests approval by the Board of the changes to the Saint Johns Development Order described in this text by adoption of the attached resolution. The changes requested and the reasons for the changes are described below.

## II. Combination of Phases.

Specific Condition "A" of the Saint Johns Development Order divides the project into five (5) phases of five (5) years each commencing in 1995 and continuing through 2019. Specific Condition "A" also restricts the Developer's ability to develop "out of sequence" by prohibiting building permits for any phase of development, beyond that approved by the IDO (as described in Section "H" of the general conditions) until fifty percent (50%) of the projected non-residential development and fifty percent (50%) of the projected residential development of the previous phase has been permitted and constructed. The Developer has the opportunity to sell several large tracts to various entities that would construct different portions of the

development. The sales that are presently contemplated include sales for development of residential, commercial, industrial, office, hotel, and recreational uses. The sale and development of the various parcels will result in the development of a balanced mixed use community as contemplated in the Saint Johns Development Order, because the parcels being acquired by the various entities are restricted by the use designations on the DRI Master Plan, and by private covenants and restrictions. Each tract purchaser, however, requires assurance of being able to proceed with development of its parcel without regard to whether purchasers of other tracts meet the proposed phasing schedule. As a result, the restriction on proceeding with subsequent phases contained in Specific Condition "A" presents a significant impediment to closing of the proposed transactions, and unnecessarily threatens the success of the project.

The developer proposes to solve this problem by combining all of the phases of the development into a single phase that commenced in 1995 and will run through the project build-out in 2019. This requires a modification of Specific Condition "A". The revised Specific Condition "A" is attached as Schedule 1.

Specific Condition "FF" of the Saint Johns Development Order contains a schedule for improvements of roadways in the area that will be needed to accommodate the traffic that is expected to be generated by the project. Specific Condition "FF" ties the needed roadway improvements to the various phases of the development. If all of the phases are combined into a single phase, as requested by the Developer, Specific Condition "FF" must be modified to establish a rational sequencing for the necessary roadway improvements. The Developer proposes to substitute project traffic generation data as supplied in the Annual Monitoring Report, in place of phases, to trigger the various required roadway improvements. To do this, the Developer has substituted the quantity of project traffic that would have been generated by the original phasing schedule that was used to determine the required improvements in place of the phasing schedule in Specific Condition "FF". In addition, the Developer proposes a mechanism in Specific Condition "FF" that will allow individual projects, such as subdivisions, office buildings, and commercial structures, to proceed even if the required improvements for any project traffic milestone have not been committed, if and only if, the applicant for any such project is able to demonstrate to the Concurrency Review Committee that its project will not result in violation of any applicable level of service standards on roads in the area. The proposed revised Specific Condition "FF" is attached as Schedule "2".

Combining the project phases also makes it necessary to modify Specific Condition "II" which requires the Developer to submit an Affordable Housing Study prior to commencement of Phase 2. Instead of linking the Affordable Housing Study to commencement of Phase 2, the Developer proposes linking the Affordable Housing Study to construction of a quantity of development as reported in the Annual Monitoring Report that is expected to generate the same number of employees as Phase 1 of the project under the existing Phasing Schedule. The proposed revised Specific Condition "II" is attached as Schedule 3.

Specific Condition "Z" must also be revised, because it required documentation of electric power capacity by phase. We propose addressing this issue every five (5) years in the annual report. The proposed revised Specific Condition "Z" is attached as Schedule "4".

By combining all five phases into a single phase, DRI map H-1, which shows geographical phasing, becomes obsolete.

III. Conclusion.

The requested modifications do not constitute a substantial deviation to the Saint Johns Development Order, because there is no requested change to any land use, and no requested extension of the build-out date of the project. No additional regional impact will result from the requested combination of phases.

The applicant respectfully requests approval of the proposed changes to the Saint Johns Development Order by adoption of the resolution.

DAVIDSON DEVELOPMENT, INC.

By: \_\_\_\_\_  
Its: \_\_\_\_\_

**Schedule 1**  
**Revised Specific Condition A**

**A.** Development of the Saint Johns DRI shall not exceed the following commutatively for the entire project:

<u>Land Use</u>	<u>Scope</u>
Residential	7,200 d.u.
Office	2,493,000 s.f.
Retail/Commercial	562,000 s.f.
Industrial/Warehouse	2,464,000 s.f.
Golf	54 holes
Hotel	1,225 rooms
PGA Hall of Fame and Tour Productions	75,000 s.f.

It is the intent of this condition that the Saint Johns project be developed in a single phase, commencing in 1995 and running through project build-out in 2019.

No Final Development Permit shall be issued for these land uses which exceeds the limits established for each such land use identified in Specific Condition LL until such conditions are satisfied.



**Schedule 2**  
**Revised Specific Condition FF**

**FF.** The timing of roadway improvements necessary to allow development to proceed without requiring a level of service determination for each final development permit shall be based on the total external traffic volume generated by the project by TAZ (as defined in the ADA) as reported under Annual Monitoring Report Requirement Number 14 (see Exhibit "E" to Resolution 91-130) or the dates as specified in the conditions below. Each annual monitoring report shall distinguish between project traffic and total traffic, shall include the required traffic information for all project access points onto the external road network, and shall show the information by TAZ. The annual monitoring report shall be reviewed and approved by St. Johns County and the DCA in consultation with the NEFRPC and FDOT. The DCA and St. Johns County shall have thirty (30) days from receipt of the report to approve or request additional information. If either of these parties do not respond in thirty (30) days, this shall be recognized as approval of the annual monitoring report by that party. If additional information is submitted at the request of either party, there shall be an additional fifteen (15) days to review and approve or request additional information based on the submitted information. A roadway improvement shall be considered committed for construction if the roadway improvement is completed, under construction, or incorporated under the first three (3) years of the appropriate work program and there is a dedicated source of funding for the improvement.

St. Johns County shall not approve any additional final development permit (as defined in Section 5.35 of the St. Johns County Concurrency Management Ordinance #95-15) or any PUD Final Development Plan that establishes the applicant's right to proceed with development without further review or conditions regarding roadway improvements ("Final Development Permit") unless the following roadway improvements are committed for construction in accordance with the schedule noted in bold faced type for each such improvement, or unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating at LOS C over the next five years:

- a) Four-laning of International Golf Parkway (f/k/a Nine Mile Road) from the middle entrance of the Interchange Northwest Parcel to I-95. Interchange construction at I-95/International Golf Parkway (f/k/a Nine Mile Road) shall include the four-laning of International Golf Parkway (f/k/a Nine Mile Road) from the Interchange Northeast/Interchange Southeast entrance to I-95. **This roadway link shall be committed by 2002, or when the Annual Monitoring Report projects that the external traffic volume generated by the project in the**

ensuing year will equal or exceed eighteen thousand eight hundred eighty-one (18,881) daily trips, or when the Annual Monitoring Report projects that the external traffic volume generated by the project in the ensuing year within TAZs 1-5 will equal or exceed seventeen thousand seven hundred eighty-nine (17,789) daily trips, whichever occurs earlier. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

b) Signalization of International Golf Parkway (f/k/a Nine Mile Road)/I-95 ramp intersections. **When warranted.**

c) Signalization of International Golf Parkway (f/k/a Nine Mile Road)/Interchange Northeast Parcel Access and International Golf Parkway (f/k/a Nine Mile Road)/Interchange Northwest Parcel Access. **When warranted.**

d) Four-laning of S.R. 16 from C.R. 16A to International Golf Parkway (f/k/a Nine Mile Road). This roadway link shall be committed by 2005, or when the Annual Monitoring Report projects that the external traffic volume generated by the project in the ensuing year will equal or exceed forty-two thousand three hundred eighty-six (42,386) daily trips, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year within TAZs 6-10 will equal or exceed eight thousand two hundred sixty-eight (8,268) daily trips, whichever occurs earlier. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

e) Four-laning of International Golf Parkway (f/k/a Nine Mile Road) from Interchange Northwest Parcel entrance to S.R. 16. This roadway link shall be committed by 2005, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year will equal or exceed forty-two thousand three hundred eighty-six (42,386) daily trips, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year within TAZs 6-10 will equal or exceed eight

thousand two hundred sixty-eight (8,268) external trips per day, whichever occurs earlier. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

f) Improvements at International Golf Parkway (f/k/a Nine Mile Road)/S.R. 16 intersection including SB left and right turn lanes on International Golf Parkway (f/k/a Nine Mile Road), and WB right turn lane on S.R. 16. This roadway link shall be committed by 2005, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year will equal or exceed forty-two thousand three hundred eighty-six (42,386) daily trips, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year within TAZs 6-10 will equal or exceed eight thousand two hundred sixty-eight (8,268) external trips per day, whichever occurs earlier. Signalization when warranted and approved by FDOT, but not sooner than 2002. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

g) Signalization of International Golf Parkway (f/k/a Nine Mile Road)/U.S. 1 intersection. When warranted and approved by FDOT, but not sooner than 2000.

h) Signalization of S.R. 16/C.R. 16A intersection. When warranted and approved by FDOT, but not before an Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year within TAZs 6-10 will equal or exceed eight thousand two hundred sixty-eight (8,268) daily trips.

i) Signalization at Interchange Northwest/International Golf Parkway (f/k/a Nine Mile Road) southern access points. When warranted.

j) Signalization at S.R. 16/Six Mile Creek parcel entrance. When warranted and approved by FDOT.

k) Improvement of International Golf Parkway (f/k/a Nine Mile Road) to a two-lane arterial, to include turn lanes at major intersections and shoulder improvements from four-lane section at the Interchange

Northeast parcel entrance to U.S. 1 as approved by the St. Johns County Engineer. This roadway link shall be committed by 2010, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year will equal or exceed seventy-two thousand five hundred ninety-four (72,594) daily trips, or when the Annual Monitoring Report projects that external traffic flow generated by the project in the ensuing year within TAZs 1-5 will exceed forty-two thousand two hundred forty-four (42,244) daily trips, whichever occurs earlier. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

l) Improvement of Pacetti Road from S.R. 16 to C.R. 208 to a two-lane arterial, to include turn lanes at major intersections, shoulder improvements, and improvements to the horizontal curvature of the roadway, as approved by the St. Johns County Engineer. This roadway link shall be committed by 2010, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year will equal or exceed seventy-two thousand five hundred ninety-four (72,594) daily trips, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year within TAZs 6-10 will equal or exceed thirty thousand three hundred fifty (30,350) external trips per day, whichever occurs earlier. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

m) Signalization at C.R. 210/I-95 ramps. When warranted, but not sooner than, the earlier of 2010 or seventy-two thousand five hundred ninety-four (72,594) external trips per day.

n) Four-laning of S.R. 16 from the Six Mile Creek central entrance to C.R. 16A. This roadway link shall be committed by 2015, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year will equal or exceed ninety-one thousand five hundred (91,500) daily trips, or when the Annual Monitoring Report projects that external traffic volume generated by the project within TAZs 6-10

will equal or exceed forty-one thousand seven hundred thirty (41,730), whichever occurs earlier. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

o) Four-laning of Pacetti Road from S.R. 16 to central Six Mile Creek entrance. This roadway link shall be committed by 2015, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year will equal or exceed ninety-one thousand five hundred (91,500) daily trips, or when the Annual Monitoring Report projects that external traffic volume generated by the project within TAZs 6-10 will equal or exceed forty-one thousand seven hundred thirty (41,730), whichever occurs earlier. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

p) Signalization at Pacetti Road/C.R. 208. When warranted.

q) Improvements at C.R. 16A from Maguire Road to S.R. 16 to a two-lane arterial, including shoulder improvements and turn lanes, as necessary, as approved by the St. Johns County Engineer. This roadway link shall be committed by 2015, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year will equal or exceed ninety-one thousand five hundred (91,500) daily trips, or when the Annual Monitoring Report projects that external traffic volume generated by the project in the ensuing year within TAZs 6-10 will equal or exceed forty-one thousand seven hundred thirty, whichever occurs earlier. Until such time as the roadway is committed as required above, no further Final Development Permits shall be issued unless the applicant demonstrates to the satisfaction of FDOT, NEFRPC, St. Johns County, and DCA that the roadway will be operating as LOS C over the next five years.

r) Signalization at Pacetti Road and Six Mile Creek entrance. When warranted.

s) Signalization at C.R. 13 and Six Mile Creek entrance. When warranted.

The applicant shall be responsible for completely funding all needed intersection improvements at all project entrances. These may include signalization when warranted and as indicated above, the construction of acceleration and deceleration lanes, and the construction of separate lanes, if required. This shall not be deemed to preclude St. Johns County from requiring other developers to fund their fair share of shared entrance improvements.

The foregoing schedule of necessary roadway improvements was developed assuming that the external traffic volume generated by the project would be generated by TAZ in accordance with the following schedule:

**SAINT JOHNS TRIP SUMMARY BY TAZ (EXTERNAL TRIPS/DAY)**

<u>TAZ</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>
1	3,821	8,357	11,701	11,814
2	2,859	6,513	7,517	10,128
3	6,039	10,387	13,320	18,028
4	3,834	3,860	4,801	4,848
5	1,236	5,001	4,905	4,952
6	0	2,924	12,390	12,510
7	0	0	3,268	4,267
8	1,092	5,344	5,880	7,105
9	0	0	5,888	14,896
10	<u>0</u>	<u>0</u>	<u>2,924</u>	<u>2,952</u>
TOTAL	18,881	42,386	72,594	91,500

TAZs 1-2 represent the Interchange Southeast Parcel and Interchange Northeast Parcel, respectively, and both connect with the public road system at International Golf Parkway east of I-95. TAZs 3-5 represent the easterly, middle, and westerly portions of the Interchange Northwest Parcel, respectively, and all connect with the public road system at International Golf Parkway west of I-95. TAZs 6-9 represent various portions of the Six Mile Creek Parcel, and TAZ 10 is the public park proposed for the Turnbull Creek Parcel.

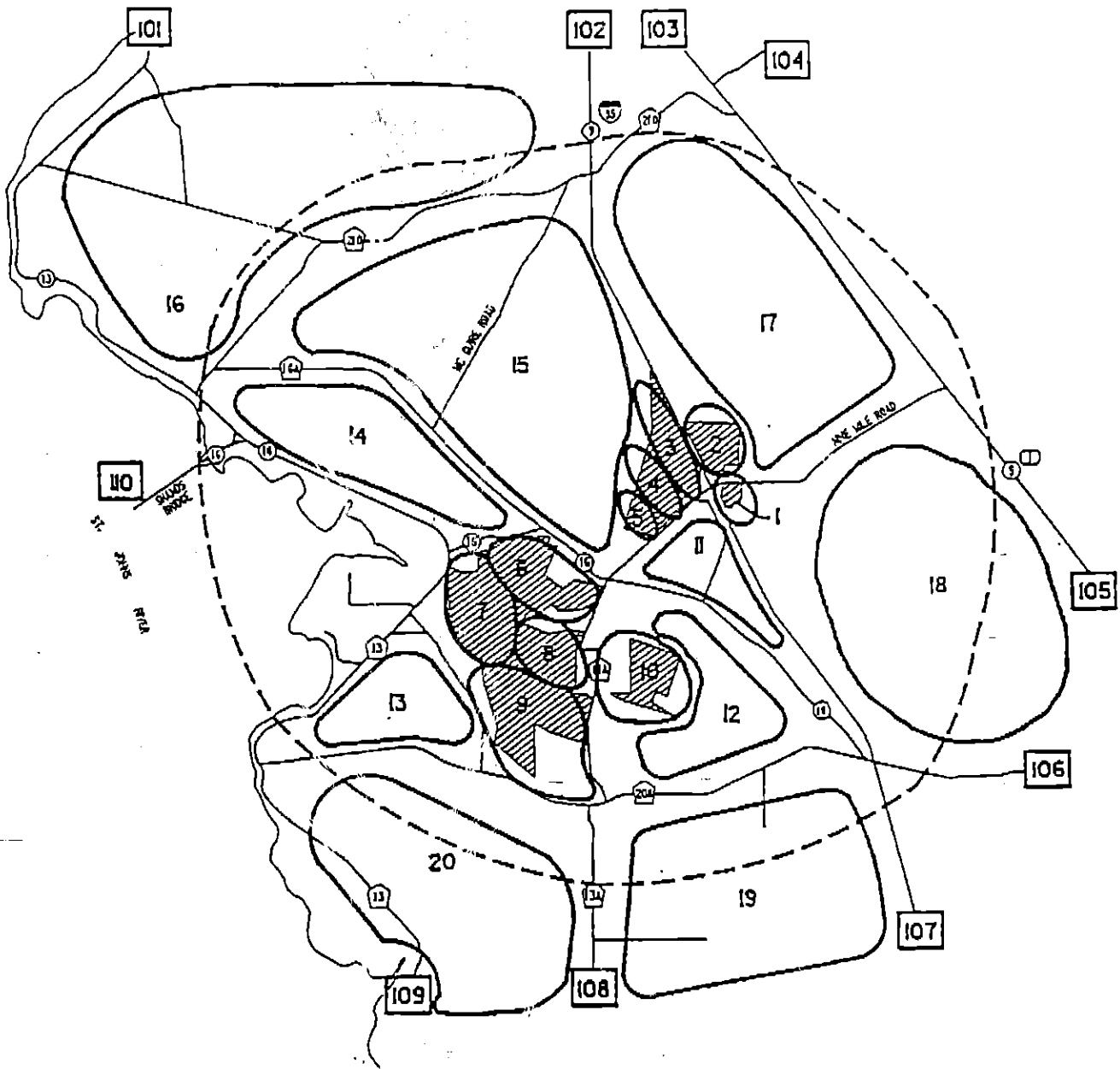
Schedule 3  
Revised Specific Condition II

II. In order to insure an adequate supply of housing affordable by low and very low income households to meet the demand for such housing generated by the Saint Johns project on, proximate to, or otherwise reasonably accessible to the Saint Johns project the applicant shall, by 2002 or within one hundred twenty (120) days of submittal of an Annual Monitoring Report which indicates that the amount of non-residential development completed through the date of that Annual Monitoring report generates an expected number of full-time equivalent, permanent employees equal to or greater than fourteen hundred seventy (1470) employees, whichever occurs earlier, the Applicant shall submit an Affordable Housing Analysis to DCA, SJC, and NEFRPC for review and approval. The expected employee numbers shall be calculated using the following rates: one employee/300 s.f. office development, one employee/500 s.f. commercial/retail development, one employee/1000 s.f. industrial/warehouse development, and one employee/one hotel room. The methodology used for the Affordable Housing Analysis shall be consistent with Rule 9J-2.048 F.A.C., or any successor rule of the DCA in effect at the time, or shall be approved by DCA, SJC, and NEFRPC. If the Affordable Housing Analysis indicates that development of the remainder of the project or an identified increment of the remainder of the project will have a significant impact on the ability of the development's very low, low, and moderate income employee households to find adequate housing on site or reasonably accessible to their place of employment (as defined in §9J-2.048(7) F.A.C.), then the Applicant shall provide reasonable assurance to DCA, NEFRPC, and SJC that such affordable housing needs will be met concurrently with the proposed development, or the Applicant shall provide acceptable mitigation for such impacts in accordance with Rule 9J-2.048 F.A.C., or any successor rule of the DCA. If the Affordable Housing Analysis covers only an increment of the remainder of the project, then the reasonable assurance or mitigation must also establish the timing of any subsequent affordable housing analysis that will be required. The reasonable assurance or mitigation and the timing of any subsequent affordable housing analysis shall be consistent with Rule 9J-2.048 F.A.C., or any successor rule of the DCA, or shall be approved by DCA, SJC, and NEFRPC, and shall be incorporated into the St. Johns Development Order pursuant to Section 380.06 (19) F.S. prior to obtaining any final local development order after January 2003, or prior to obtaining any final local development order that would cause the number of full-time equivalent, permanent employees expected to be generated cumulatively by the project to equal or exceed 1470.

Schedule 4  
Revised Specific Condition Z

Z. In the annual reports to be submitted 2000, 2005, 2010, and 2015, the developer, its successors or assigns, shall present documentation from FPL or some other electricity supplier that there is sufficient capacity to provide electrical service to the project through the projected build-out of the next five (5) years. If there is not sufficient capacity to serve the project through the next five (5) years, a substantial deviation will be deemed to have occurred.





# SAINT - JOHNS

- EXTERNAL STATION
- TAZ BOUNDARY
- - - IMPACT AREA



NOT TO SCALE

FIGURE 31.C.  
TRAFFIC ANALYSIS ZONE (TAZ) MA

# The St. Augustine Record

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

STATE OF FLORIDA,  
COUNTY OF ST. JOHNS

Before the undersigned authority personally appeared \_\_\_\_\_

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

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

that the attached copy of advertisement, being a Notice of Public Hearing

in the matter of Amend St. Johns Development of regional impact development order

in the \_\_\_\_\_ Court, was published in said newspaper in the  
issues of May 24, 1996

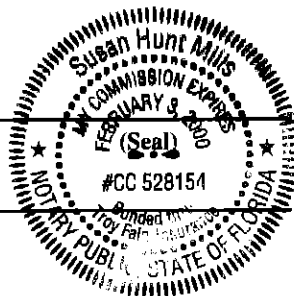
Affiant further says that the St. Augustine Record is a newspaper published at St. Augustine, in said St. Johns County, Florida, and that the said newspaper heretofore been continuously published in said St. Johns County, Florida, each day and has been entered as second class mail matter at the post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

Sworn to and subscribed before me this 24th day of May, 1996,

by Julia Meeks who is personally known to me or who has produced personally known as identification. (Type of Identification)

Susan Hunt Mills  
(Signature of Notary Public)

Susan Hunt Mills  
(Print, Type or Stamp Commissioned Name of Notary Public)



NOTICE OF PUBLIC HEARING OF THE ST. JOHNS COUNTY BOARD OF COUNTY COMMISSIONERS TO AMEND THE SAINT JOHNS DEVELOPMENT OF REGIONAL IMPACT DEVELOPMENT ORDER  
The Board of County Commissioners of St. Johns County will hold a public hearing on a Notice of Change to the Previously Approved Saint Johns Development of Regional Impact Development Order, Resolution 91-130 as amended. The Applicants, SJH Partnership, Ltd. and Dunavant Enterprise, Inc. are proposing amendments to the Resolution. The public hearing will be held during the regular meeting of the Board of County Commissioners, Tuesday, June 11, 1996 which begins at 1:30 p.m. in the County Auditorium, County Administration Building, 4020 Lewis Speedway, St. Augustine, Florida. At such hearing, the Board of County Commissioners will hear comments from the public and will consider whether the proposed changes constitute a Substantial Deviation to the Development and will require further review. The BCC will also consider and take action of the following Resolution:

RESOLUTION 96-  
A RESOLUTION OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, MODIFYING THE SAINT JOHNS DRI DEVELOPMENT ORDER AS PREVIOUSLY APPROVED BY ST. JOHNS COUNTY RESOLUTION NOS. 91-130 AND AS PREVIOUSLY MODIFIED BY ST. JOHNS COUNTY RESOLUTION NOS. 91-183, 94-211, AND 95-06; FINDING THE MODIFICATIONS ARE CONSISTENT WITH ST. JOHNS COUNTY COMPREHENSIVE PLAN 1990-2000, ORDINANCE 90-53 AND CONSISTENT WITH THE ST. JOHNS COUNTY ZONING ORDINANCE; FINDING THAT THE MODIFICATIONS DO NOT CONSTITUTE A SUBSTANTIAL DEVIATION; COMBINING PHASES THROUGH 3 INTO A SINGLE PHASE AND PROVIDING FOR AN EFFECTIVE DATE.

The Development, generally located at the intersection of I-95 and International Golf Parkway, is approved for 7,100 dwelling units, 2,493,000 square feet of office uses, 848,000 square feet of retail/commercial uses, 2,444,000 square feet of industrial warehouse uses, 84 holes of golf, 12,000 hotel rooms, and 75,000 square feet for the PGA Hall of Fame and Tour Productions. The World Golf Village is located in this Development.

The Development was approved to develop over 28 years in 3 phases, occurring in 3 year increments which started in 1993 and continues through 2019. The Amendment process to combine the 3 phases into 1 phase from years 2000-2019.

The application and Draft Resolution are available for review in the office of the Clerk of the Board of County Commissioners and the Planning Office at the County Administration Building, 4020 Lewis Speedway, St. Augustine, Florida and the County Libraries and may be examined prior to said public hearings. All interested parties shall be granted an opportunity to be heard at said public hearings.

A legal description of the development follows:

Interchange Northeast  
A part of Sections 2 and 3, together with a part of Government Lot 1, Section 11, together with all of Section 10, lying East of Interstate 95 right-of-way, together with all of Section 11 less and except the East 1/2 of and the Southeast 1/4 of the Southwest 1/4 and that part lying in and West of Interstate 95 right-of-way and Northwesterly of the Northwesterly right-of-way line of old Nine Mile Road, all lying in Township 6 South, Range 28 East, St. Johns County, Florida, more particularly described as follows:

For a Point of Reference, Commence at the Southeast corner of said Section 11; thence South 89°02'10" West along the South line of said Section 11 and along the center line of Nine Mile Road, County Road S13A (a 66 foot right-of-way as now established) a distance of 1915.72 feet; thence North 00°27'50" West a distance of 33.00 feet to a point on the Northernly right-of-way line of said Nine Mile Road and the POINT OF BEGINNING; thence along said Northernly right-of-way line of Nine Mile Road run the following five courses: Course No. 1 — thence South 89°32'10" West a distance of 1043.00 feet; Course No. 2 — thence North 00°27'50" West a distance of 17.00 feet; Course No. 3 — thence South 89°32'10" West along said Northernly right-of-way line of Nine Mile Road, County Road S13A (a 66 foot right-of-way as now established) a distance of 203.04 feet to the point of curve of a curve concave Southeasterly having a radius of 1195.92 feet; Course No. 4 — thence Southwesterly along the arc of said curve an arc distance of 347.04 feet, said arc being subtended by a chord bearing of South 81°13'33" West and a chord distance of 348.82 feet; thence leaving said Northernly right-of-way line of Nine Mile Road, South 89°32'10" West along the aforementioned Southerly line of said Section 11, a distance of 488.92 feet to the Southwest corner of aforementioned Government Lot 1; thence continue South 89°32'10" West along the aforementioned Southerly line of Section 11 a distance of 899.15 feet; thence South 44°43'30" West a distance of 292.80 feet to a point on the Northernly right-of-way line of said Interstate 95 (a 300 foot right-of-way as now established); thence North 87°33'59" West along said Northernly right-of-way line a distance of 6210.81 feet; thence North 89°18'59" East leaving said Northernly right-of-way line a distance of 494.35 feet; thence South 00°11'37" East along the West line of said East 1/2 of Section 11 and a Northernly projection thereof a distance of 4887.34 feet; thence South 89°11'13" West along the North line of said East 1/2 of Section 11 a distance of 1571.85 feet; thence South 00°33'04" West along the West line of said Southeast 1/4 of the South-

west 1/4 of Section 11, said west line also being the Westerly line of said Government Lot 1, Section 11, a distance of 988.89 feet to a point on a curve, said curve being concave Northernly having a radius of 625.00 feet; thence Easterly along the arc of said curve an arc distance of 610.40 feet, said arc being subtended by a chord bearing of North 88°27'18" East and a chord distance of 586.60 feet to the point of tangency of said curve; thence North

60°28'02" East a distance of 415.00 feet to the point of curve of a curve concave Southwesterly having a radius of 375.00 feet; thence along the arc of said curve an arc distance of 715.92 feet, said arc being subtended by a chord bearing of South 64°50'26" East and a chord distance of 612.04 feet to the end of said curve; thence South 26°09'10" East a distance of 70.00 feet; thence South 00°27'50" East a distance of 70.00 feet; thence South 79°57'27" East a distance of 531.96 feet to the POINT OF BEGINNING.

Containing 413.64 acres, more or less.

Together with:  
That portion of Section 14, Township 6 South, Range 28 East, St. Johns County, Florida, lying south of the northernly right-of-way line of old Nine Mile Road, as now abandoned, east of the easterly right-of-way line of Interstate 95, a 300.00 foot right-of-way as now established, and north of the northernly right-of-way line of Nine Mile Road, County Road S13A, a county right-of-way of varying width as now established.

Containing 6.62 acres, more or less.

LESS AND EXCEPT:  
Parcel 100, Part "A"

A part of Section 11, together with a part of Government Lots 2 and 3, Section 14, together with a part of Section 10 all lying in Township 6 South, Range 28 East, St. Johns County, Florida, more particularly described as follows:

For a Point of Reference, Commence at the Southeast corner of said Section 11; thence South 89°32'10" West along the South line of said Section 11 and along the centerline of Nine Mile Road, County Road S13A (a 66 foot right-of-way as now established) a distance of 2603.77 feet; thence North 00°27'50" West a distance of 33.00 feet to a point on the Northernly right-of-way line of said Nine Mile Road and the POINT OF BEGINNING; thence South 89°32'10" West along the said Northernly right-of-way line of Nine Mile Road a distance of 354.95 feet; thence North 00°27'50" West a distance of 17.00 feet; thence South 89°32'10" West continuing along said Northernly right-of-way line of Nine Mile Road a distance of 205.04 feet to the point of curve of a curve concave Southeasterly having a radius of 1195.92 feet and a central angle of 27°02'30"; thence Southwesterly continuing along the said Northernly right-of-way line of Nine Mile Road and along the arc of said curve an arc distance of 584.43 feet, said arc being subtended by a chord bearing of South 78°00'59" West

and a chord distance of 559.21 feet to the point of tangency of said curve; thence South 62°29'40" West continuing along said Northernly right-of-way line of Nine Mile Road a distance of 316.13 feet; thence South 65°00'23" West continuing along said right-of-way line to its intersection with the Northernly right-of-way line of Interstate 95, State Road No. 9 (a 300 foot right-of-way as now established), a distance of 650.87 feet; thence North 27°32'59" West along said Northernly right-of-way line a distance of 3539.33 feet; thence leaving said Northernly right-of-way line South 28°21'37" East a distance of 1693.35 feet to the point of curve of a curve concave Northernly having a radius of 1051.92 feet and a central angle of 28°47'48";

thence Southeasterly along the arc of said curve an arc distance of 528.69 feet, said arc being subtended by a chord bearing of South 42°45'46" East and a chord distance of 523.14 feet to the point of tangency of said curve; thence South 57°09'40" East a distance of 1048.98 feet to the point of curve of a curve concave Northernly having a radius of 706.00 feet and a central angle of 38°37'04"; thence Southeasterly along the arc of said curve an arc distance of 473.85 feet, said arc being subtended by a chord bearing of South 76°28'12" East and a chord distance of 466.89 feet to the point of tangency of said curve; thence North 84°13'16" East a distance of 259.24 feet to the beginning of a non-tangent curve, said curve being concave Southerly having a radius of 708.72 feet and a central angle of 06°34'14"; thence Northernly along the arc of said curve an arc distance of 455.12 feet, said arc being subtended by a chord bearing of North 86°14'03" East and a chord distance of 454.87 feet to the end of said curve; thence North 89°32'10" East a distance of 399.93 feet; thence South 00°27'50" East a distance of 96.00 feet to the POINT OF BEGINNING.

Containing 21.33 acres, more or less.

Parcel 101, Part "A"

A part of Section 11, Township 6 South, Range 28 East, St. Johns County, Florida, being more particularly described as follows:

For a Point of Reference, Commence at the Southeast corner of said Section 11; thence South 89°32'10" West along the South line of said Section 11 and along the centerline of Nine Mile Road, County Road S13A (a 66 foot right-of-way as now established) a distance of 1915.72 feet; thence North 00°27'50" West a distance of 33.00 feet to a point on the Northernly right-of-way line of said Nine Mile Road and the POINT OF BEGINNING; thence South 89°32'10" West along the said Northernly right-of-way line of Nine Mile Road a distance of 354.95 feet; thence North 00°27'50" West a distance of 17.00 feet; thence South 89°32'10" East, a distance of 168.61 feet; thence South 79°57'27" East a distance of 831.96 feet to the POINT OF BEGINNING.

Containing 0.95 acres, more or less.

Interchange Northeast containing 59.78 acres, more or less.

Interchange Southeast  
All of Government Lots 1, 2 and 3, Section 14, Township 6 South, Range 28 East, St. Johns County, Florida, lying East of Interstate 95, the Southerly right-of-way of Nine Mile Road (as now established with a varying right-of-way), and West of the West right-of-way of Francis Road (as now established with a 66 foot right-of-way) and a portion of Section 38, Township 6 South, Range 28 East, St. Johns County, Florida, lying East of Interstate 95 and West of Francis Road, all of the above lands being more particularly described as follows:

For a Point of Commencement use the intersection of Sections 11, 12, 13 and 14, being marked by a railroad spike and lying in the center line of said Nine Mile Road; thence South 89°34'52" West along the North line of said Section 14, 1390.91 feet; thence South 00°26'58" West, 33.00 feet to the intersection of the South right-of-way line of said Nine Mile Road and the West right-of-way line of said Francis Road, said point being the POINT OF BEGINNING; thence continue South 00°26'58" West along said West right-of-way line of Francis Road 1183.65 feet to the P.C. of a curve to the right having a radius, chord and chord bearing of 583.89 feet, 213.51 feet and South 10°59'04" West; thence Southwesterly around the arc of said curve 214.72 feet to the P.T. of said curve; thence continuing on said Westerly line South 21°31'10" West, 206.71 feet to the Northeast corner of lands as described in Official Records Volume 272, page 645, public records of said County, thence South 81°22'40" West along the North line of said lands, 198.00 feet to the Northwest corner; thence South 21°31'10" West along the West line of said lands, 216.68 feet; thence South 81°22'40" West, 435.88 feet; thence South 25°09'28" West along a fence line 281.02 feet; thence South 81°21'39" West, 647.32 feet along said fence line, thence South 12°17'14" East 149.91 feet along said fence line to the North line of lands as described in Official Records Volume 170, page 329, public records of said County; thence South 81°22'40" West along the North line of said lands, 599.89 feet to the Easterly right-of-way of I-95; thence North 27°30'20" West along said Easterly line 2077.02 feet to the Southerly right-of-way line of said Nine Mile Road; thence North 59°48'06" East along said Southerly line 650.67 feet; thence North 62°27'43" East along said line, 316.13 feet to the P.C. of a curve to the right having a radius, chord and chord bearing of 1101.46 feet, 516.49 feet and North 76°01'17" East; thence Northernly around the arc of said curve 521.34 feet to the P.T. of said curve; thence North 89°34'52" East, 200.53 feet; thence North 00°50'22" West, 16.79 feet; thence North 89°34'52" East along said Southerly line, 1567.81 feet to the POINT OF BEGINNING.

Containing 127.02 acres, more or less.

LESS AND EXCEPT:  
Parcel 100, Part "B"

A part of Lot 1 of the Antonio Huertas Grant, Section 38, together with a part of Government Lots 1, 2 and 3, Section 14, and lying in Township 6 South, Range 28 East, St. Johns County, Florida, more particularly described as follows:

For a Point of Reference, Commence at the Northeast corner of said

Section 14; thence South 89°32'10" West along the North line of said Section 14 and along the centerline of Nine Mile Road, County Road S13A (a 66 foot right-of-way as now established) a distance of 2603.77 feet; thence South 00°27'50" East a distance of 33.00 feet to a point on the Southerly right-of-way line of Nine Mile Road and the POINT OF BEGINNING; thence continue South 00°27'50" East a distance of 96.00 feet; thence South 89°32'10" West a distance of 399.93 feet to the beginning of a non-tangent curve concave Southerly having a radius of 3690.72 feet and a central angle of 04°29'08"; thence Southwesterly along the arc of said curve an arc distance of 417.77 feet, said arc being subtended by a chord bearing of South 89°17'36" West and a chord distance of 417.55 feet to the end of said curve; thence South 78°06'12" West a distance of 210.20 feet to the point of curve of a curve concave Southeasterly having a radius of 336.00 feet and a central angle of 70°21'11"; thence Southwesterly along the arc of said curve an arc distance of 412.57 feet, said arc being subtended by a chord bearing of South 42°58'36" West and a chord distance of 387.14 feet to the point of tangency of said

curve; thence South 07°43'01" West a distance of 682.79 feet to the point of curve of a curve concave Northernly having a radius of 1051.92 feet and a central angle of 32°18'00"; thence Southwesterly along the arc of said curve an arc distance of 593.01 feet; said arc being subtended by a chord bearing of South 08°23'59" East and a chord distance of 585.19 feet to the point of tangency of said curve; thence South 24°32'59" East along a line to its intersection with the Northernly right-of-way line of Interstate 95, State Road No. 9 (a 300 foot right-of-way as now established) a distance of 676.83 feet; thence North 27°32'59" West along said Northernly right-of-way line of Interstate 95 to its intersection with the Southerly right-of-way line of aforementioned Nine Mile Road, a distance of 1922.37 feet; thence North 59°47'52" East along said Southerly right-of-way line of Nine Mile Road a distance of 650.52 feet; thence North 62°24'17" East continuing along said Southerly right-of-way line a distance of 317.24 feet to the beginning of a non-tangent curve said curve being concave Southeasterly having a radius of 1093.00 feet and a central angle of 27°04'48"; thence Northernly continuing along said Southerly right-of-way line, an arc distance of 816.57 feet, said arc being subtended by a chord bearing of North 78°29'48" East and a chord distance of 811.78 feet to the end of said curve; thence North 89°32'10" West continuing along said Southerly right-of-way line, a distance of 806.88 feet; thence North 00°47'04" West a distance of 17.00 feet; thence North 89°32'10" East continuing along said Southerly right-of-way line, a distance of 344.85 feet to the POINT OF BEGINNING.

Containing 11.37 acres, more or less.  
Parcel 101, Part "B".  
A part of Government Lot 1, Section 14, Township 6 South, Range 28 East, St. Johns County, Florida, more particularly described as follows:

For a Point of Reference, Commence at the Northeast corner of said Section 14, thence South 89°32'10" West along the North line of said Section and along the centerline of Nine Mile Road, County Road 513A (a 160 foot right-of-way as now established) a distance of 170.00 feet, thence South 27°32'59" East a distance of 170.00 feet to a point in the boundary right-

of-way line of said Nine Mile Road and the POINT OF BEGINNING; thence South 71°47'27" West a distance of 314.95 feet, thence South 89°32'10" West a distance of 483.10 feet thence North 00°27'50" East along a line to its intersection with the aforementioned Southerly right-of-way line of Nine Mile Road, a distance of 96.00 feet; thence North 89°32'10" East along said Southerly right-of-way line, a distance of 783.10 feet to the POINT OF BEGINNING.

Containing 1.39 acres, more or less.

Interchange Southeast containing 114.06 acres, more or less.

Interchange Northwest  
All of Section 3 lying West of Interstate 95 right-of-way, all of Section 10 lying West of Interstate 95 right-of-way, all of Section 11 lying West of Interstate 95 right-of-way, all of Section 14 lying West of Interstate 95, all of Section 15, all of Section 43, all of Section 44, together with a part of Section 38 lying Northwest of Nine Mile Road, all lying in Township 6 South, Range 28 East, St. Johns County, Florida, more particularly described as follows:

For a POINT OF BEGINNING, commence at the intersection of the Northwest right-of-way line of Nine Mile Road (County Road 513A, a 160 foot right-of-way as now established) with the Southwest right-of-way line of Interstate 95 (a 300 foot right-of-way as now established); thence Southwest along said Northwest right-of-way line of Nine Mile Road, the following eight courses: Course No. 1 - thence South 60°09'09" West a distance of 752.14 feet to an angle point in said right-of-way line; Course No. 2 - thence South 62°26'20" West along said Northwest right-of-way line; line of Nine Mile Road (a 110 foot right-of-way as now established) a distance of 15.32 feet to the point of curve of a curve concave Southeast having a radius of 1185.13 feet; Course No. 3 - thence Southwest along the arc of said curve an arc distance of 170.00 feet, said arc being subtended by a chord bearing of South 58°19'47" West and a chord distance of 169.85 feet to the point of compound curve;

Course No. 4 - thence Southwest along the arc of a curve, said curve being concave Southeast and having a radius of 1185.11 feet an arc distance of 201.09 feet, said arc being subtended by a chord bearing of South 49°21'34" West and a chord distance of 200.85 feet to the point of tangency of said curve; Course No. 5 - thence South 44°29'54" West a distance of 204.46 feet; Course No. 6 - thence South 45°20'05" East a distance of 17.00 feet; Course No. 7 - thence South 44°29'54" West along said Northwest right-of-way line of Nine Mile Road (a 66 foot right-of-way as now established) a distance of 3256.56 feet to an angle point in said Northwest right-of-way line; Course No. 8 - thence South 50°29'50" West a distance of 2475.39 feet; thence North 33°13'33" West, leaving said Northwest right-of-way line, a distance of 2258.70 feet; thence North 14°55'52" East along the Northwest line of aforesaid Section 44 and its Southeast projection thereof a distance of 7123.49 feet; to the Northwest corner of said Section 44; thence North 16°14'33" East along the Northwest line of aforesaid Section 43, a distance of 2983.83 feet to a point on said Northwest right-of-way line of Section 43; thence North 01°01'14" West along the West line of aforesaid Sections 10 and 3 to the Northwest corner of said Section 3 a distance of 6098.77 feet; thence North 88°54'23" East along the line dividing Township 6 South and Township 6 North and the North line of said Section 3 to its intersection with the aforesaid Southwest right-of-way line of Interstate 95 a distance of 136.50 feet; thence South 27°32'59" East along said Southwest right-of-way line a distance of 12,538.84 feet to the POINT OF BEGINNING.

Containing 1456.88 acres, more or less.

LESS AND EXCEPT:  
Parcel 100, Part "E".

A part of Section 10, lying West of Interstate 95 right-of-way, together with all of Section 11, lying West of Interstate 95 right-of-way, together with all of Section 14, lying West of Interstate 95, together with a part of Lots 1 and 2 of the Antonio Huertas Grant, Section 38, lying Northwest of Nine Mile Road, all lying in Township 6 South, Range 28 East, St. Johns County, Florida, more particularly described as follows:

For a Point of Reference, Commence at the Northwest corner of said Section 14; thence North 89°32'10" East along the North line of said Section 14 to its intersection with the Southwest right-of-way line of Interstate 95. State Road No. 9 (a 300 foot right-of-way as now established), a distance of 128.63 feet, said intersection being the POINT OF BEGINNING; thence South 27°32'59" East, along said Southwest right-of-way line, to its intersection with the North-

westerly right-of-way line of Nine Mile Road, County Road 513A (a right-of-way of varying width), a distance of 701.62 feet; thence South 60°09'09" West along said Northwest right-of-way line of Nine Mile Road a distance of 752.14 feet; thence South 62°26'19" West continuing along said right-of-way line a distance of 18.32 feet to the point of curve of a curve concave Southeast having a radius of 1185.11 feet and a central angle of 17°56'27"; thence Southwest continuing along said Northwest right-of-way line and along the arc of said curve an arc distance of 371.08 feet, said arc being subtended by a chord bearing of South 42°30'06" West and a chord distance of

369.86 feet to the point of tangency of said curve; thence South 44°29'54" West continuing along said Northwest right-of-way line a distance of 204.46 feet; thence South 45°20'05" East a distance of 17.00 feet; thence South 44°29'54" West continuing along said Northwest right-of-way line a distance of 176.22 feet; thence North 48°30'06" West leaving said Northwest right-of-way line, a distance of 143.00 feet; thence North 44°29'54" East a distance of 362.79 feet; thence North 41°20'41" East a distance of 224.87 feet to the beginning of a non-tangent curve concave Northwest having a radius of 336.00 feet and a central angle of 30°44'59"; thence Northwesterly along the arc of said curve an arc distance of 396.87 feet, said arc being subtended by a chord bearing of North 27°32'59" West and a chord distance of 206.26 feet to the end of said curve; thence North 08°33'47" East a distance of 1120.99 feet to the point of curve of a curve concave Southwest having a radius of 1081.92 feet and a central angle of 30°08'46"; thence Northwesterly along the arc of said curve an arc distance of 353.47 feet, said arc being subtended by a chord bearing of North 09°28'36" West and a chord distance of 347.10 feet to the point of tangency of said curve; thence North 24°32'39" West along a line to its intersection with the aforementioned Southwest right-of-way line of Interstate 95, State Road No. 9 a distance of 676.83 feet; thence South 27°32'59" East along said Southwest right-of-way line of Interstate 95 a distance of 1670.07 feet to the POINT OF BEGINNING.

Containing 19.65 acres, more or less.

Parcel 101, Part "D".

A part of Lot 2 of the Antonio Huertas Grant, Section 38, Township 6 South, Range 28 East, St. Johns County, Florida, more particularly described as follows:

For a Point of Reference, Commence at the Northwest corner of Section 14 of said Township and Range; thence North 89°32'10" East along the North line of said Section 14 to its intersection with the

Southwesterly right-of-way line of Interstate 95; State Road No. 9 (a 300 foot right-of-way as now established), a distance of 128.63 feet; thence South 27°32'59" East along said Southwest right-of-way line to its intersection with the Northwest right-of-way line of Nine Mile Road, County Road 513A (a right-of-way of varying width) a distance of 701.62 feet; thence South 60°09'09" West along said Northwest right-of-way line of Nine Mile Road a distance of 752.14 feet; thence South 62°26'19" West continuing along said Northwest right-of-way line a distance of 15.32 feet to the point of curve of a curve concave Southeast having a radius of 1185.11 feet and a central angle of 17°56'25"; thence Southwest continuing along said Northwest right-of-way line, and along the arc of said curve an arc distance of 371.08 feet; said arc being subtended by a chord bearing of South 53°28'07" West and a chord distance of 369.56 feet to the point of tangency of said curve; thence South 44°29'54" West continuing along said Northwest right-of-way line a distance of 204.46 feet; thence South 45°20'05" East a distance of 17.00 feet; thence South 44°29'54" West continuing along said Northwest right-of-way line a distance of 204.46 feet; thence South 45°20'05" East a distance of 17.00 feet; thence South 44°29'54" West continuing along said Northwest right-of-way line a distance of 176.22 feet; thence North 48°30'06" West leaving said Northwest right-of-way line, a distance of 143.00 feet; thence North 44°29'54" East a distance of 362.79 feet; thence North 41°20'41" East a distance of 224.87 feet to the beginning of a non-tangent curve concave Northwest having a radius of 336.00 feet and a central angle of 30°44'59"; thence Northwesterly along the arc of said curve an arc distance of 396.87 feet; thence North 44°29'54" East a distance of 224.87 feet; thence South 45°20'05" East a distance of 143.00 feet to the POINT OF BEGINNING.

Containing 2.30 acres, more or less.

Interchange Northwest containing 1434.93 acres, more or less.

SIX MILE CREEK PARCEL

A portion of Section 18, 19, 31 and 38, Township 6 South, Range 28 East and a portion of Sections 6, 38 and 41, Township 7 South, Range 28 East, and a portion of Sections 23, 24, 25 and 46, Township 6 South, Range 27 East, all lying in St. Johns County, Florida, being more particularly described as follows:

Commence at the intersection of the Westerly line of said Section 18, with the Southerly right of way line of State Road No. 16 (a 66.0 foot right of way as now established); thence North 63 degrees 25 minutes 15 seconds East, along said Southerly right of way line, 55.67 feet to the point of curvature of a curve to the right; thence continue along said Southerly right of way line along and around the arc of a curve concave Southerly and having a radius of 922.37 feet, an arc distance of 11.83 feet, said arc being subtended by a chord bearing and distance of North 63 degrees 46 minutes 47 seconds East, 11.83 feet to the POINT OF BEGINNING; thence South 02 degrees 35 minutes 54 seconds East, 2680.00 feet to the Southeast corner of these lands described and recorded in Official

Records Book 492, page 812, of the public records of said county; thence South 87 degrees 24 minutes 06 minutes West, along the Southerly line of said lands, 1586.89 feet; thence North 45 degrees 14 minutes 26 seconds West, continuing along said Southerly line, 967.45 feet to the Easterly right of way line of State Road No. 13 (a 100.0 foot right of way as now established) said Easterly right of way line lying in a curve concave Westerly; thence Southwest along said Easterly right of way line and along and around the arc of said curve having a radius of 2342.01 feet, an arc distance of 721.77 feet, said arc being subtended by a chord bearing and distance of South 19 degrees 54 minutes 56 seconds West, 718.92 feet to a point on said curve; thence South 02 degrees 29 minutes 20 seconds East, 4147.93 feet to the Northeast corner of the Southeast 1/4 of the Northwest 1/4 of said Section 25; thence South 88 degrees 34 minutes 00 seconds West, along the Northerly line of said Section 25, 1/4 of the Northwest 1/4, 160 feet, more or less, to Easterly waters of Six Mile Creek, thence Southeast along said waters, 3450 feet more or less, to the Northerly line of these lands described and recorded in Official Records Book 492, page 847, of the public records of said County; thence North 72 degrees 24 minutes 07 seconds West, along said last line, 2220 feet, more or less, to the Westerly line of said lands; thence South 28 degrees 24 minutes 07 seconds West along said last line, 107.54 feet to the Southerly line of said lands; thence South 72 degrees 24 minutes 07 seconds West, along said Southerly line, 2110 feet, more or less, to the aforesaid Westerly waters of Six Mile Creek, thence Southeast along said waters, 1190 feet, more or less, to the Northerly line of these lands described and recorded in Official Records Book 494, page 148, of the public records of said County; thence North 61 degrees 07 minutes 29 seconds East, along said last line, 1640 feet, more or less, to the Westerly line of said lands; thence South 28 degrees 24 minutes 07 seconds East, along said last line, 200.00 feet to the Southerly line of said lands; thence South 61 degrees 07 minutes 29 seconds East, along said last line, 1078 feet, more or less, to the aforesaid Easterly waters of Six Mile Creek; thence Southwest along said waters, 1700 feet, more or less, to the line common to Sections 46, Township 6 South, Range 27 East, and Section 27 East, Township 6 South, Range 28 East, St. Johns County, Florida; thence South 02 degrees 35 minutes 54 seconds East, along said last line, 110 feet, more or less, to the center line of aforesaid Six Mile Creek; thence Southerly along said center line of Six Mile Creek, 7950 feet, more or less, to a line common to Section 6 and Section 38 of Township 7 South, Range 28 East, St. Johns County, Florida; thence Easterly along a section line common to said Section 6 and Section 38, to the Easterly waters of aforesaid Six Mile Creek; thence Southeast along said Easterly waters, 5035 feet, more or less, to the Easterly line of said

SECTION 38, TOWNSHIP 7 South, Range 28 East, St. Johns County, Florida; thence North 03 degrees 12 minutes 04 seconds West, along last said line, 1236 feet, more or less, to an angle point in said section line, thence North 03 degrees 18 minutes 26 seconds West along said Easterly section line and along the Easterly line of Section 6, Township 7 South, Range 28 East, St. Johns County, Florida, 3052.00 feet to a point on a line common to Sections 5, 6 and 41, Township 7 South, Range 28 East, St. Johns County, Florida; thence South 60 degrees 05 minutes 46 seconds East, along the line common to Section 5 and 41 of Township 7 South, Range 28 East, 1737.76 feet; thence continue along said line South 71 degrees 16 minutes 57 seconds East, 4096.79 feet to the Westerly right of way line of State Road No. S-13A (a 100.0 foot right of way as now established); thence Northeasterly along said Westerly right of way line, 4210 feet, more or less, to the Southerly line of a 20.0 foot drainage right of way as described in Deed book 182, page 133, of the public records of St. Johns County, Florida; thence Northwesterly along last said line, 1025 feet, more or less, to the Southerly line of Section 37, Township 6 South, Range 28 East, St. Johns County, Florida; thence South 88 degrees 18 minutes 38 seconds West, along last said line, 1234 feet, more or less, to the Southwest corner of said Section 37; thence North 00 degrees 54 minutes 29 seconds West, along the Westerly line of said Section 37, 50.43.0 feet, thence North 88 degrees, 28 minutes 14 seconds East, 702.28 feet to a point on the Westerly right of way line of State Road S-13A (Pacell Road, a 100.0 foot right of way as now established); thence North 19 degrees 35 minutes 08 seconds East along said Westerly right of way line, 250.48 feet; thence South 88 degrees 28 minutes 14 seconds West, 848.0 feet; thence South 77 degrees 22 minutes 56 seconds West, 1586.22 feet; thence North 40 degrees 04 minutes 50 seconds West, 110.35 feet; thence North 84 degrees 17 minutes 37 seconds West, 290.02 feet; thence South 83 degrees 23 minutes 31 seconds West, 323.42 feet; thence North 79 degrees 06 minutes 42 seconds West, 583.44 feet; thence South 10 degrees 53 minutes 18 seconds West, 13.78 feet; thence North 78 degrees 30 minutes 32 seconds North, 2622.77 feet; thence North 28 degrees 41 minutes 32 seconds East, 931.47 feet; thence North 37 degrees 33 minutes 32 seconds West, 466.13 feet; thence North 44 degrees 02 minutes 53 seconds East, 245.00 feet; thence North 31 degrees 22 minutes 33 seconds West, 202.09 feet; thence North 40 degrees 04 minutes 41 seconds West, 594.4 feet; thence North 49 degrees 58

minutes 19 seconds East, 1202.78 feet; thence South 53 degrees 44 minutes 12 seconds East, 190.00 feet; thence South 32 degrees 27 minutes 37 seconds East, 211.83 feet; thence North 54 degrees 46 minutes 53 seconds East, 339.01 feet; thence North 46 degrees 25 minutes 13 seconds East, 1060.54 feet; thence North 32 degrees 26 minutes 08 seconds East, 533.53 feet; thence South 38 degrees 15 minutes 05 seconds East, 1317.63 feet; thence North 73 degrees 16 minutes 23 seconds East, 265.00 feet; thence North 79 degrees 01 minute 51 seconds East, 1074.93 feet; thence North 65 degrees 08 minutes 13 seconds East, 581.92 feet; thence North 34 degrees 42 minutes 58 seconds East, 179.26 feet; thence South 74 degrees 23 minutes 52 seconds East; 1339.58 feet to the Westerly right of way line of State Road S-13A (Pacell road, a 100.0 foot right of way as now established); thence North 19 degrees 35 minutes 08 seconds East, along said Westerly right of way line, 2235.06 feet to the Southerly line of the North 1/2 of the Northeast 1/4 of Section 38, Township 6 South, Range 28 East, St. Johns County, Florida; thence North 72 degrees 21 minutes 19 seconds West along last said line, 2613.11 feet to the Southwest corner of the said North 1/2 of the Northeast 1/4; thence North 61 degrees 20 minutes 58 seconds West, 339.77 feet; thence South 24 degrees 01 minutes 13 seconds West, 160.99 feet; thence South 38 degrees 42 minutes 38 seconds West, 1063.03 feet; thence South 68 degrees 59 minutes 38 seconds West, 350.00 feet; thence North 30 degrees West, 2804.24 feet; thence North 33 degrees 54 minutes 24 seconds East, 2706.72 feet; thence North 70 degrees 30 minutes 54 seconds West, 679.17 feet; thence North 26 degrees 43 minutes 23 seconds East, 285.18 feet; thence North 70 degrees 30 minutes 54 seconds West, 626.57 feet; thence South 21 degrees 29 minutes 13 seconds West, 655.91 feet to the Northerly line of the South 1/2 of the Southwest 1/4 of the Southwest 1/4 of said Section 38; thence North 72 degrees 21 minutes 21 seconds West, along last said line and along the Northerly line of the South 1/2 of the Southwest 1/4 of the Southwest 1/4 of said Section 38, 2143.84 feet to the Southerly right of way line of State Road No. 16 (a 66.0 foot right of way as now established); thence South 70 degrees 39 minutes 33 seconds West, along said Southerly right of way line, 512.6 feet to the point of curvature of a curve to the right; thence continue along said Southerly right of way line and around the arc of a curve concave Northerly

and having a radius of 986.37 feet, an arc distance of 378.24 feet, said arc being subtended by a chord bearing South 72 degrees 33 seconds West, a distance of 333.00 feet to the point of tangency of said curve and the line of tangency being the Northerly line of those lands described and recorded in Official Records Book 492, page 626, of the current public records of said county; thence South 02 degrees 55 minutes 33 seconds West, along the Easterly line of said lands, 543.24 feet; thence continue along the Easterly line of said lands, South 20 degrees 15 minutes 25 seconds West, 1916.53 feet to the Southerly line of said lands; thence North 31 degrees 54 minutes 37 seconds West, along said Southerly line, 506.42 feet to the Westerly line of said lands; thence North 20 degrees 15 minutes 25 seconds East, along last said line 1700.01 feet; thence North 02 degrees 55 minutes 33 seconds East along said Westerly line, 735.00 feet to the aforesaid Southerly right of way line of State Road No. 16; thence North 87 degrees 04 minutes 27 seconds West, along said Southerly right of way line, 695.77 feet to the point of curvature of a curve to the left; thence continue along said Southerly right of way line and along and around the arc of a curve concave Southerly and having a radius of 1399.69 feet, an arc distance of 238.80 feet, said arc being subtended by a chord bearing and distance of South 86 degrees 02 minutes 18 seconds West, 238.51 feet to the point of tangency of said curve; thence South 83 degrees 09 minutes 03 seconds West, along said Southerly right of way, a distance of 155.68 feet to the Easterly line of those lands described and recorded in Official Records Book 845, page 1081, of the public records of said county; thence South 02 degrees 35 minutes 54 seconds East along said Easterly line a distance of 466.09 feet to the Southerly line of said lands; thence South 83 degrees 09 minutes 03 seconds West along the Southerly line of said lands, 300.00 feet to a point on the Easterly line of those lands described and recorded in Official Records Book 516, page 74, of the public records of said county; thence South 02 degrees 35 minutes 54 seconds East, along said Easterly line a distance of 764.91 feet; thence South 87 degrees 24 minutes 06 seconds West, 1372.21 feet; thence North 02 degrees 35 minutes 54 seconds West, 1127.97 feet to the aforesaid Southerly right of way line of State Road No. 16, said Southerly right of way line lying in a curve leading Southwesterly; thence along said Southerly right of way line and along and around the arc of a curve concave Southerly and having a radius of 922.37 feet, an arc distance of 224.52 feet, said arc being subtended by a chord bearing and distance of South 71 degrees 07 minutes 43 seconds West, 223.97 feet to the POINT OF BEGINNING.

Six Mile Creek Parcel containing 3897.37 acres, more or less.

**TURNBULL CREEK PARCEL**

A part of government Lots 15, 16 and 17, Section 38, Township 6 South, Range 28 East and that part of Government Lot 17, lying in Section 41, Township 7 South, Range 27 East, all lying in St. Johns County, Florida, being more particularly described as follows: Begin at the Westerly line of Government Lot 17, Section 38, Township 6 South, Range 28 East and the Northerly line of Scuff Road (County maintained); thence South 76 degrees 33 minutes 35 seconds East, along the Northerly line of Scuff Road, 4688.66 feet to its intersection with the Northeasterly line of said Government Lot 17, Section 41, Township 7 South, Range 28 East; thence North 72 degrees 15 minutes 59 seconds West 1942.5 feet to a point on said Northeasterly line of Government Lot 17, Section 38, Township 6 South, Range 28 East; thence North 19 degrees 01 minutes 28 seconds East, 1344.79 feet; thence South 72 degrees 19 minutes 24 seconds East, 988.52 feet; thence North 18 degrees 47 minutes 30 seconds East, 4037.03 feet to the Northeasterly line of Government Lot 16; thence North 72 degrees 29 minutes 39 seconds West, along the Northeasterly line of Government Lots 15 and 16, 2654.07 feet to the Easterly line of Section 37, Township 6 South, Range 28 East; thence South 00 degrees 36 minutes 50 seconds East, along said Easterly line of Section 37, 5073.64 feet to the Southwest corner of said Section 37; thence South 88 degrees 18 minutes 30 seconds West, along the South line of said Section 37, 1880.68 feet to its intersection with the Southwesterly line of Government Lot 15; thence South 72 degrees 15 minutes 59 seconds East, along the Southwesterly line of said Government Lot 15, 874.26 feet to the Northwesterly corner of the aforementioned Government Lot 17; thence South 19 degrees 15 minutes 32 seconds West, along the Westerly line of said Government Lot 17, 345.11 feet to the POINT OF BEGINNING.

Containing 455 acres, more or less.

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

**NOTICE OF PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL HEARING IMPAIRED PERSONS**

In accordance with the American with Disabilities Act, persons needing a special accommodation or an interpreter to participate in this proceeding should contact David H. Markel, Coordinator, at 920 Lewis Street, St. Augustine, Florida, 32080, or call (407) 285-1111, to the date of the hearing. Individuals requiring special accommodations should contact the Florida Relay Service at (800) 955-9770.

This matter is subject to court imposed procedural rules of procedure. Interested parties should limit contact with the County Commissioners and Planning and Zoning Agency members on this topic, except with compliance with Resolution 95-16, to properly noticed public hearings or to written communication sent to St. Johns County Planning Department, P.O. Drawer 249, St. Augustine, Florida, 32080.

Dated this 31st day of May, 1996.

St. Johns County Board of County Commissioners  
Ceri "Bud" Markel, Clerk  
By Patricia DeGrande, Deputy Clerk  
L226 May 24, 1996