4	**AGENDA ITEM** **ST. JOHNS COUNTY BOARD OF COUNTY COMMISSIONERS**
	Deadline for Submission - Wednesday 9 a.m. – Thirteen Days Prior to BCC Meeting

5/19/2020

BCC MEETING DATE

TO: **Hunter S. Conrad, County Administrator** **DATE:** **April 18, 2020**

FROM: **Teresa Bishop, AICP, Planning Division Manager** **PHONE:** **904 209-0581**

SUBJECT OR TITLE: **PUD 2019-12 Durbin Park PUD**

AGENDA TYPE: **Ex Parte Communications, Ordinance, Public Hearing**

BACKGROUND INFORMATION:

A request to rezone approximately 1,281 acres of land from Open Rural (OR) to Planned Unit Development (PUD) to allow for a mixed use project that includes commercial retail, office, hotel, hospital, and multi-family residential uses. The subject property is located on Race Track Road, east and west of I-95 along SR 9-B. The Planning and Zoning Agency recommended approval of the adoption of COMPAMD 2019-05 Durbin Park with a 5-1 vote, one member recused from voting. The Agency discussed items 6, 7 and 8 together. The Agency discussed the similarities of the existing Durbin Pavilion, the addition of residential uses, the continuation of commercial uses, the addition of the hospital, and the proposed transportation improvements and the long-term cost to St. Johns County. The applicant and staff addressed the comments. There was no general public comments presented at the hearing. Please see Growth Management Staff Report for project details.

1. IS FUNDING REQUIRED? No **2. IF YES, INDICATE IF BUDGETED.** No

IF FUNDING IS REQUIRED, MANDATORY OMB REVIEW IS REQUIRED:

INDICATE FUNDING SOURCE:

SUGGESTED MOTION/RECOMMENDATION/ACTION:

Motion to enact Ordinance 2020- _____, PUD 2019-12 Durbin Park, subject to nine (9) findings of fact as provided in the staff report.
Motion to deny PUD 209-12 Durbin Park, subject to ten (10) findings of fact, as provided in the staff report.

For Administration Use Only:
Legal: ACM 5/4/2020 **OMB: DC 5/4/2020** **Admin: Brad Bradley 5/5/2020**

Growth Management Department

PLANNING DIVISION REPORT

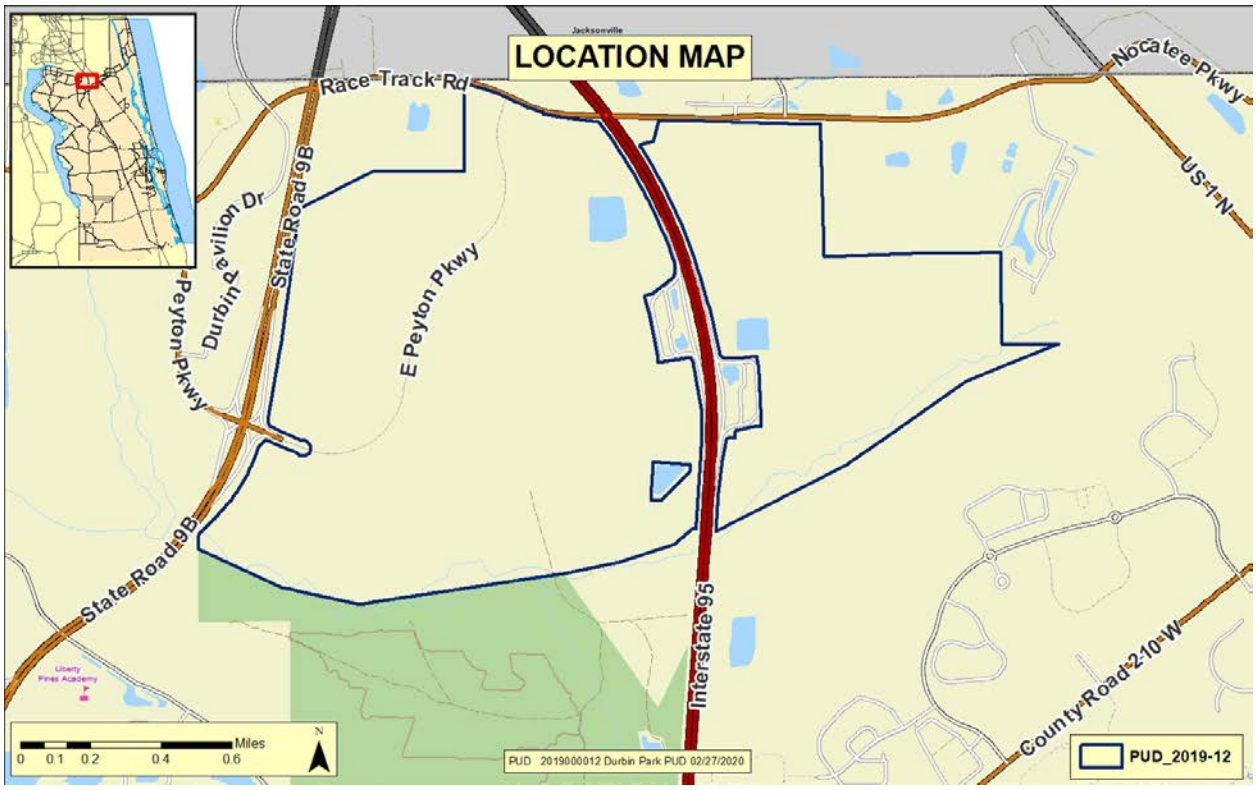
Application for Rezoning

File Number: PUD 2019-12 Durbin Park

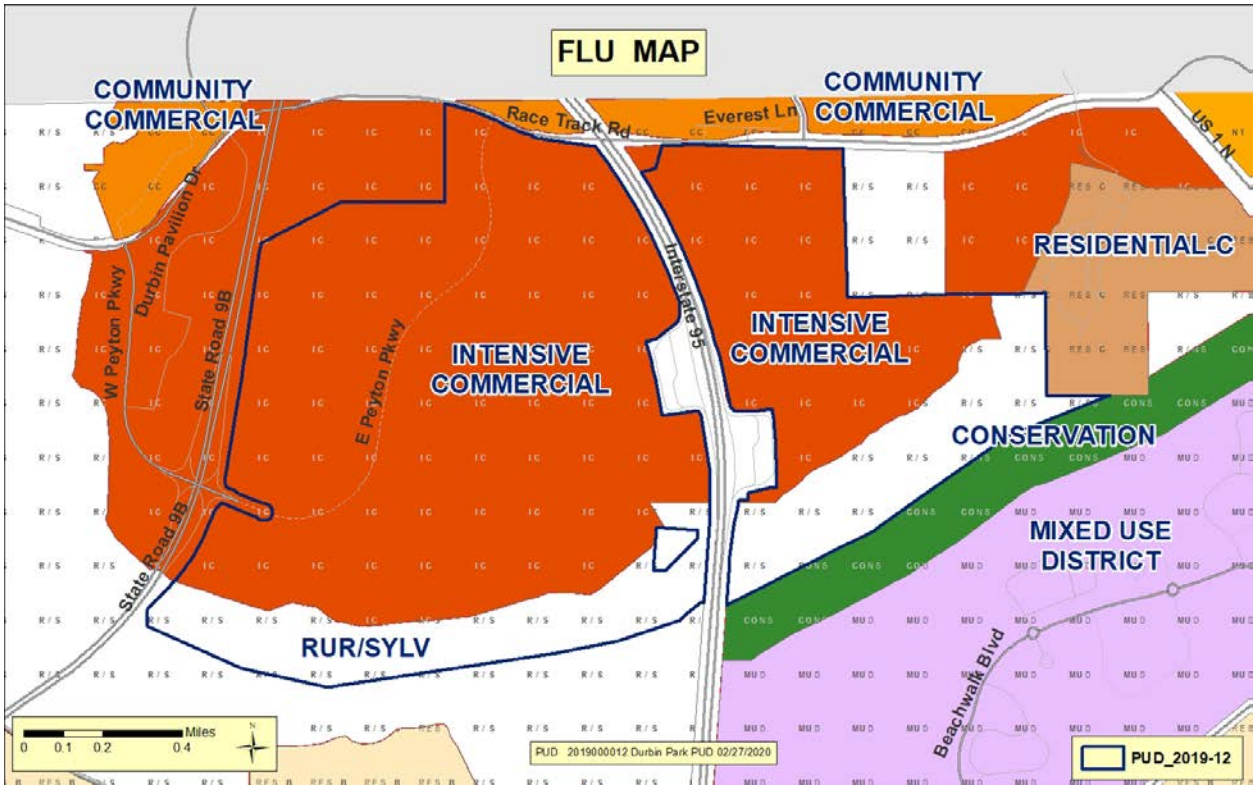
To:	Planning and Zoning Agency
From:	Teresa Bishop, AICP, Planning Division Manager
Date:	April 24, 2020
Subject:	PUD 2019-12 – Durbin Park, a request to rezone approximately 1,281 acres of land from Open Rural (OR) to Planned Unit Development (PUD) to allow for a mixed use project that includes commercial retail, office, hotel, hospital, and multi-family residential uses. The subject property is located on Race Track Road, east and west of I-95 along SR 9-B.
Applicant:	Ellen Avery-Smith, Esq. Rogers Towers, P.A.
Property Owner:	Durbin Creek National, LLC
Hearing Dates:	Planning and Zoning Agency – April 16, 2020 Board of County Commissioners – May 19, 2020
Commissioner District:	District 1

MAP SERIES

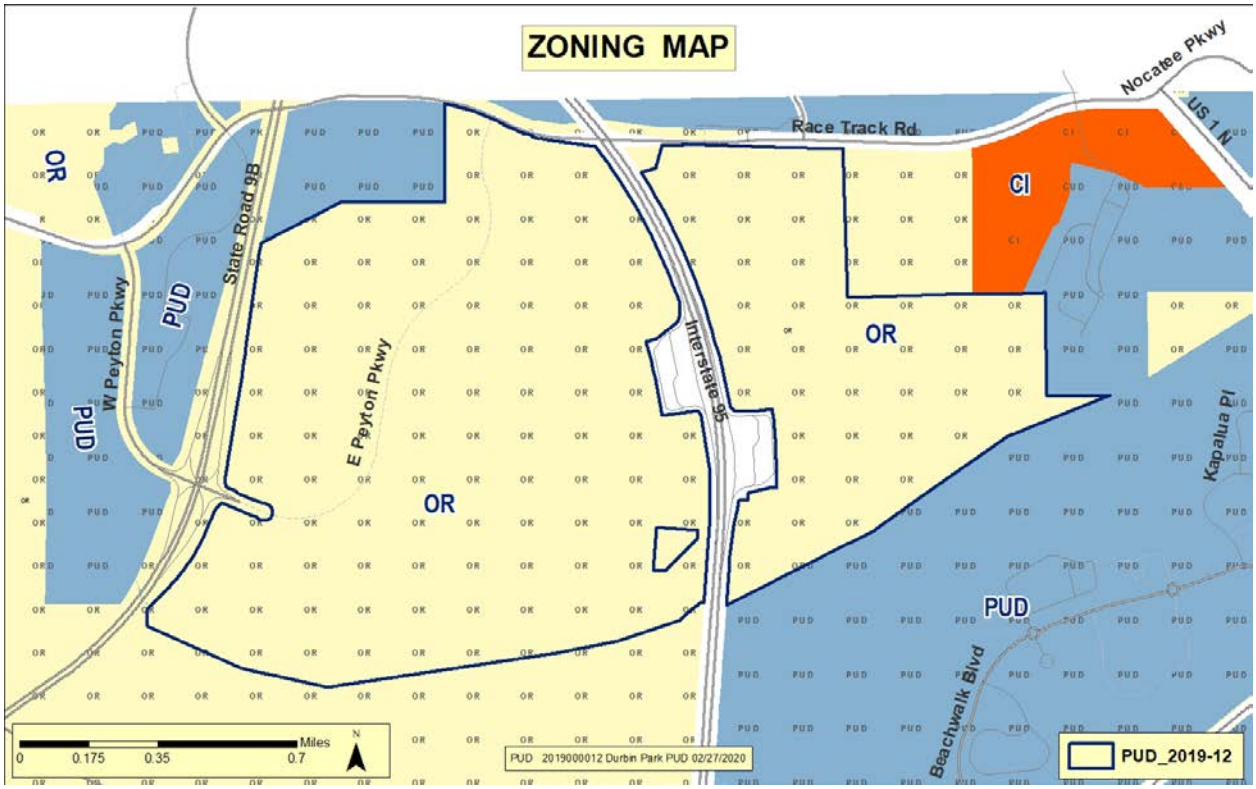
Location: The subject property is located along the south side of Race Track Road east and west of I-95 and State Road 9B.



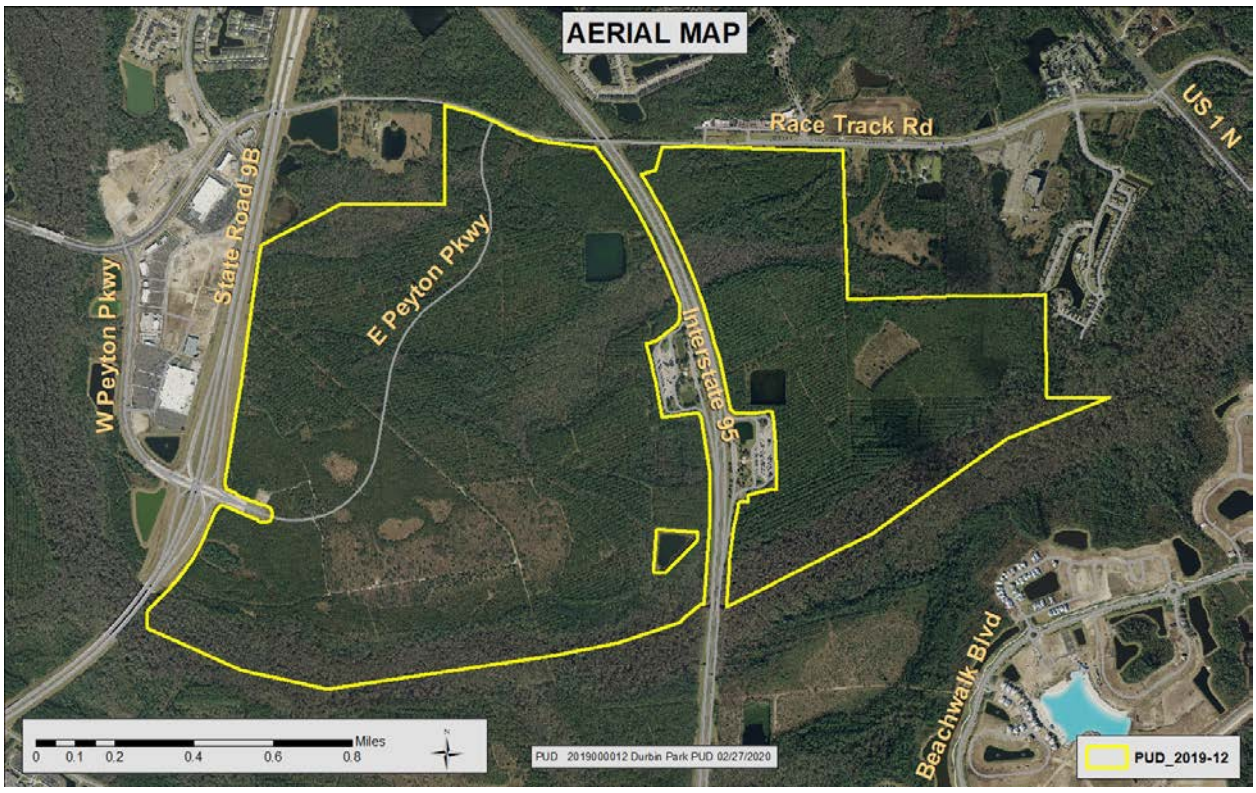
Future Land Use: The Future Land Use designation is Intensive Commercial (IC). The surrounding area is designated Rural/Silviculture (R/S) to the south and west. Community Commercial (CC) is located to the north and R/S and Residential-C is located to the east.



Zoning District: The subject property is zoned Open Rural (OR). The surrounding area is zoned OR to the south and east. The properties to the north and west are zoned Planned Unit Development (PUD). The applicant has proposed a PUD zoning for the subject property.



Aerial: The subject property is currently vacant. The property to the west is developed with the Durbin Pavilion, which is planned for approximately 700,000 square feet of office, retail and restaurant, and theater, which are either built or under construction. The property to the north is developing as the Bartram Park DRI/PUD with primarily commercial uses in this location. Residential uses are located further to the north in Duval County and also along both the north and south side of Race Track Road to the east.



BACKGROUND

The subject property was designated Intensive Commercial on the Future Land Use Map in 2000 (Ordinance No. 2000-68) and was designated an Urban Service Area (USA) in 2015. (Ordinance No. 2015-4). Pursuant to the formation of the USA, the County entered into Development Agreement, adopted the Durbin Tax Increment Ordinance (Ordinance No. 2015-5) and adopted Road Capacity Charges (Ordinance No. 2015-6). The Development Agreement was amended January 19, 2017. The Development Agreement establishes the overall development entitlements for the subject property. The Development Agreement, as amended, allows:

Multi-family dwelling units	999
Hotel Rooms	350
Office	2,795,610 square feet
Commercial Retail	2,397,130 square feet

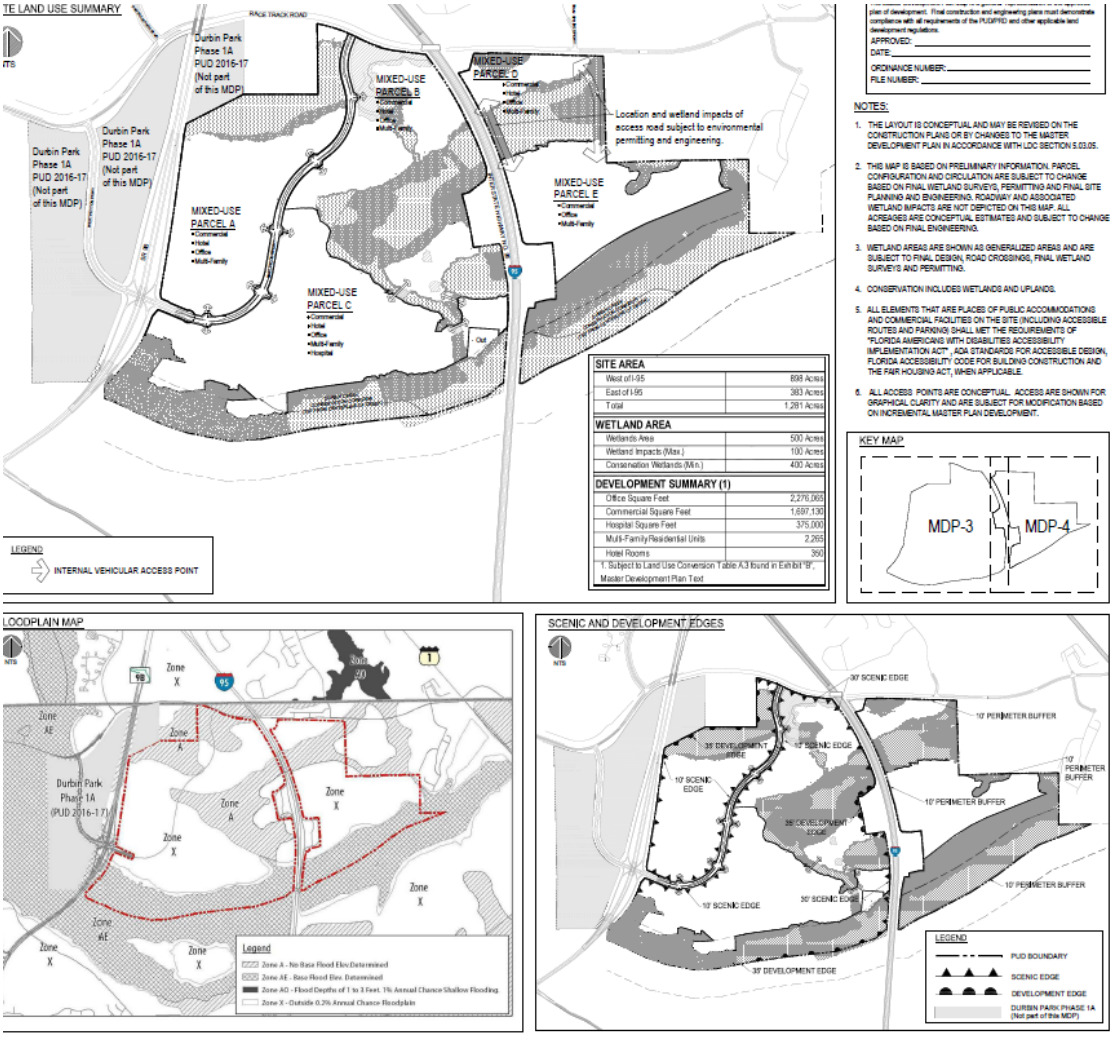
Subsequently, the Durbin Park Phase 1A PUD, now known as Durbin Pavilion, was approved in 2016 (Ordinance No. 2016-64), which allowed up to 700,000 square feet of commercial retail. The Durbin Pavilion is currently under construction, with over 600,000 square feet either in review or constructed.

APPLICATION SUMMARY

This is a request to rezone approximately 1,281 acres from Open Rural (OR) to Planned Unit Development (PUD) to allow for the construction of Phase 2 of the Durbin Park mixed use development, located at SR 9-B and Race Track Road. Phase 1 of Durbin Park is under construction, with approximately 600,000 square feet of commercial, retail and office constructed or in review with St. Johns County. Phase 2, contained within this PUD request consists of:

Multi-family Residential	2,265 units
Commercial Shopping Center	1,697,130 square feet
Office	2,276,065 square feet
Hotel	350 rooms
Hospital	375,000 square feet

The proposed Master Development Plan depicts the plan of development. The project contains a mixture of commercial, office, hotel, hospital, and multi-family uses. The Master Development, planned to be approved with this PUD is general in nature showing the type of uses and the general location of such uses; details of development will be shown on Incremental Master Development Plans as the project develops.



Non-Residential Development Standards:

Minimum Lot Width	None
Minimum Lot Area	None
Impervious Surface Ratio (ISR)	95 percent
Maximum Lot Coverage by all Buildings	None
Setbacks (Established required Yards)	0 - front, side, rear
Maximum Height	120 feet
Parking	Provided as per the LDC and may be shared

Residential Development Standards:

Minimum Lot Width	None
Minimum Lot Area	None
Impervious Surface Ratio (ISR)	75 percent
Maximum Lot Coverage by all Buildings	None
Setbacks (Established required Yards)	Front - 20 feet, Side – 5 feet, Rear - 10 feet
Maximum Height	100 feet
Parking	Provided as per the LDC and may be shared

Recreation, Open Space, Scenic edges and landscaping will be as required by the Land Development Code or as provided in this PUD by a waiver. The project is planned to begin in 2020 and be completed by 2039.

Waivers:
There are 37 waivers included with this PUD. The waivers pertain to signage, seasonal sales requirements, sale of alcoholic beverages, tree protection and tree requirements, phasing, parking and loading requirements, master development details, commercial setbacks, fire protection regulations, signage, access management requirements, scenic edges, and buffering and screening. The applicant has provided these waivers are justified and necessary for the development of a large-scale mixed use development, such as Durbin Park. The applicant has provided the Land Development Code did not consider this type of development and in some cases, would prevent it. These waivers appear consistent with the approved waivers in Phase 1.

Project Benefits:
The applicant contends the Durbin Park PUD will provide:

- First-class, mixed use regional employment and shopping
- Viable and desirable place for people to live
- First-class work place that will provide employment opportunities
- multi-family development will provide a mixture of housing types, specifically in this portion of the County
- Potential of assisting in the goal of increasing the non-residential tax base by 30 percent

DEPARTMENT REVIEW
This application was routed to all appropriate reviewing departments. There are no open comments for the proposed amendment. All site engineering, drainage and required infrastructure improvements will be reviewed pursuant to the established Development Review Process to ensure that the development has met all applicable local regulations and

permitting requirements. No permits will be issued prior to compliance with all applicable regulations.

Office of the County Attorney Review:

Planned Unit Developments are considered rezonings, and therefore the Applicant bears the initial burden for approval of demonstrating that the proposed rezoning is a) consistent with the Goals, Objectives, and Policies of the Comprehensive Plan and b) complies with the procedural requirements of the Land Development Code. The Agency/Board may approve or deny the proposed request to rezone if there is evidence that maintaining the existing zoning serves a legitimate public purpose. A legitimate public purpose for keeping the existing zoning may include that the rezoning: produces an urban sprawl pattern of development; is spot zoning; produces an incompatibility or deviation from an established or developing logical and orderly development; produces significant adverse impact upon property values of the adjacent or nearby properties; or detracts from the character and quality of life in the neighborhood by creating excessive noise, lights, vibration, fumes, odors, dust, physical activities and other detrimental effects or nuisances.

Planning and Zoning Division Review:

The applicant is requesting to rezone the subject property consistent with the surrounding area. This PUD was submitted concurrently with a Comprehensive Plan Amendment and Development Agreement modification. The Comprehensive Plan Amendment provides for hospital uses to be included within the Urban Service Area, reduced buffering for non-residential uses adjacent to portions of East Peyton Parkway and to provide enhanced landscaping in those specific areas. The scenic edge reductions are similar to those allowed in the Durbin Pavilion PUD. The applicant is maintaining an average 50 foot scenic edge adjacent to the residential uses.

The PUD zoning for the property and an amendment to the Development Agreement increases the number of multi-family residential dwelling units from 999 to 2,265 and adds hospital use. The increase in dwelling units and the additional hospital use is proposed through the conversion of office square footage. Should these amendments for the Durbin Park property be approved, the maximum entitlements will include:

Multi-family Residential	2,265 units
Commercial Shopping Center	1,697,130 square feet
Office	2,276,065 square feet
Hotel	350 rooms
Hospital	375,000 square feet

This proposed PUD is included in the Durbin Creek National Development Agreement, Durbin Creek National Tax Increment Ordinance and is part of the Road Capacity Charge Ordinance. Road improvements will be made according to these approvals. The property is also within the area designated an Urban Service Area (USA) and designated Intensive Commercial (IC) on the Future Land Use Map. The proposed PUD is consistent with the IC Future Land Use designation and appears consistent with development in the surrounding area. The development of Bartram Park, to the north; Durbin Pavilion to the east, and the opening of SR 9-B has presented opportunities for a mixture of residential and non-residential uses. In addition, the proposed PUD is within an area where fire, water, sewer and other public services are available to serve the population.

PUBLIC CORRESPONDENCE
At this writing, staff had not received correspondence.

PLANNING AND ZONING AGENCY RECOMMENDATION
The Planning and Zoning Agency recommended approval of the adoption of COMPAMD 2019-05 Durbin Park with a 5-1vote, one member recused from voting. The Agency discussed items 6, 7 and 8 together. The Agency discussed the similarities of the existing Durbin Pavilion, the addition of residential uses, the continuation of commercial uses, the addition of the hospital, and the proposed transportation improvements and the long-term cost to St. Johns County. The applicant and staff addressed the comments. There were no general public comments presented at the hearing.

RECOMMENDED ACTION
Please note that staff recommendations are not binding.

Staff has provided nine findings of fact to support your motion to approve, and ten findings of fact to deny, as provided in the Staff Report, based upon the application materials, consistency with the Comprehensive Plan and Land Development Code, and other relative information available to staff. The proposed findings may be subject to other competent substantial evidence received at this quasi-judicial hearing.

ATTACHMENTS
Recorded Documents
Application and Support Materials

FINDINGS OF FACT PUD 2019-12 Durbin Park	
APPROVE	**DENY**
1. The request for Rezoning has been fully considered after public hearing with legal notice duly published as required by law.	1. The request for Rezoning has been fully considered after public hearing with legal notice duly published as required by law.
2. The PUD is consistent with the goals, policies and objectives of the 2025 St. Johns County Comprehensive Plan, specifically Goal A.1 of the Land Use Element related to effectively managed growth, the provision of diverse living opportunities and the creation of a sound economic base.	2. The PUD is not consistent with the goals, policies and objectives of the 2025 St. Johns County Comprehensive Plan, specifically Goal A.1 of the Land Use Element related to effectively managed growth, the provision of diverse living opportunities and the creation of a sound economic base.
3. The PUD is consistent with the Future Land Use Designation of Intensive Commercial.	3. The PUD is not consistent with the Future Land Use Designation of Intensive Commercial by proposing a form of strip development under Policy A.1.11.2 not at a size and scale compatible with future residential uses.
4. The PUD is consistent with Part 5.03.00 of the St. Johns County Land Development Code, which provides standards for Planned Unit Developments.	4. The PUD is not consistent with Part 5.03.00 of the St. Johns County Land Development Code, including Section 5.03.06.A through H which provides standards for review and approval of Planned Unit Developments. Requested waivers are not approved, not supported by justification, and not consistent with the intent of the regulations.
5. The PUD is consistent with the St. Johns County Comprehensive Plan specifically Policy A.1.3.11 as it relates to compatibility of the project to the surrounding area.	5. The PUD is not consistent with the St. Johns County Comprehensive Plan specifically Policy A.1.3.11 as it relates to compatibility of the project to the surrounding area. Proposed development is too intense and is not compatible with the surrounding community. Proposed use has a substantial negative effect on the immediately surrounding residential community such that both uses cannot co-exist during a prolonged period of time.
6. The PUD meets the standards and criteria of Part 5.03.02 of the Land Development Code with respect to (B) location, (C) minimum size, (D) compatibility, and (E) adequacy of facilities.	6. The PUD does not meet the standards and criteria of Part 5.03.02 of the Land Development Code with respect to (B) location, (C) minimum size, (D) compatibility, and (E) adequacy of facilities, including, but not limited to inadequate drainage systems. Requested waivers are not approved.

	Requested waivers are not approved, not supported by justification, and not consistent with the intent of the regulations.
7. The PUD meets all requirements of applicable general zoning, subdivision and other regulations except as may be approved pursuant to Sections 5.03.02.G.1, 5.03.02.G.2, and 5.03.02.F of the Land Development Code.	7. The PUD does not meet all requirements applicable to the proposed use and other regulations except as may be approved pursuant to Sections 5.03.02.G.1, 5.03.02.G.2, and 5.03.02.F of the Land Development Code. Requested waivers are not approved. Requested waivers are not approved, not supported by justification, and not consistent with the intent of the regulations. Proposed waivers substantially and negatively affect the immediate surrounding community and are incompatible such that both uses cannot co-exist during a prolonged period of time.
8. The PUD would not adversely affect the orderly development of St. Johns County.	8. The PUD would adversely affect the orderly development of St. Johns County.
9. The PUD as proposed is consistent with Objective A.1.11 of the St. Johns County Comprehensive Plan as it relates to an efficient compact land use pattern.	9. The PUD as proposed is not consistent with Objective A.1.11 of the St. Johns County Comprehensive Plan as it relates to an efficient compact land use pattern.
	10. Consistent with *Board of County Com'rs of Brevard County v. Snyder, 627 So. 2d 469, the Board* finds a legitimate public purpose in keeping the existing zoning of Open Rural. Future Land Use and existing surrounding community contemplated transition that is compatible with the surrounding community, and proposal is in a form and intensity not compatible with proposed commercial development in the Intensive Commercial Land Use classification. Proposed waivers are not approved and proposed development would negatively impact the immediately surrounding community.

BEGIN DOCUMENTS TO BE RECORDED

ORDINANCE NUMBER 2020 - _____

AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, REZONING LANDS AS DESCRIBED HEREINAFTER FROM OPEN RURAL (OR) TO PLANNED UNIT DEVELOPMENT (PUD); PROVIDING FINDINGS OF FACT; PROVIDING A SAVINGS CLAUSE; REQUIRING RECORDATION; AND PROVIDING AN EFFECTIVE DATE.

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

WHEREAS, the development of the lands within this Planned Unit Development shall proceed in accordance with the application, dated July 2, 2019, in addition to supporting documents and statements from the applicant which are a part of **Zoning File PUD 2019-12 Durbin Park PUD,** as approved by the Board of County Commissioners, and incorporated by reference into and made part hereof this Ordinance. In the case of conflict between the application, the supporting documents, and the below described special provisions of this Ordinance, the below described provisions shall prevail.

SECTION 1. Upon consideration of the application, supporting documents, statements from the applicant, correspondence received by the Growth Management Department, recommendation of the Planning and Zoning Agency, and comments from the staff and the general public at the public hearing, the Board of County Commissioners, finds as follows:

1. The request for Rezoning has been fully considered after public hearing with legal notice duly published as required by law.
2. The PUD is consistent with the goals, policies and objectives of the 2025 St. Johns County Comprehensive Plan, specifically Goal A.1 of the Land Use Element related to effectively managed growth, the provision of diverse living opportunities and the creation of a sound economic base.
3. The PUD is consistent with the Future Land Use Designation of Mixed Use District.
4. The PUD is consistent with Part 5.03.00 of the St. Johns County Land Development Code, which provides standards for Planned Unit Developments.
5. The PUD is consistent with the St. Johns County Comprehensive Plan specifically Policy A.1.3.11 as it relates to compatibility of the project to the surrounding area.
6. The PUD meets the standards and criteria of Part 5.03.02 of the Land Development Code with respect to (B) location, (C) minimum size, (D) compatibility, and (E) adequacy of facilities.
7. The PUD meets all requirements of applicable general zoning, subdivision and other regulations except as may be approved pursuant to Sections 5.03.02(G)1.t and 5.03.02.(F).of the Land Development Code.

8. The PUD would not adversely affect the orderly development of St. Johns County.
9. The PUD as proposed is consistent with Objective A.1.11 of the St. Johns County Comprehensive Plan as it relates to an efficient compact land use pattern.

SECTION 2. Pursuant to this application File Number **PUD 2019-12 Durbin Park**, the zoning classification of the lands described within the legal description, Exhibit "A",

is hereby changed to PUD.

SECTION 3. The development of lands within the PUD shall proceed in accordance with the Master Development Plan Text, Exhibit "B" and the Master Development Plan Map, Exhibit "C".

SECTION 4. To the extent they do not conflict with the specific provisions of this PUD Ordinance, all provisions of the Land Development Code as such may be amended from time to time shall be applicable to this development; except (a) that modification to this PUD by variance or special use shall be prohibited except where allowed by the Land Development Code; and except (b) to the degree that the development may qualify for vested rights in accordance with applicable ordinances and laws. Notwithstanding any provision of this ordinance, no portion of any impact fee ordinance, concurrency provision, building code, Comprehensive Plan or any non-Land Development Code ordinance or regulation shall be deemed waived or varied by any provision herein. Notwithstanding any provision of this ordinance, no portion of any use restriction, title conditions, restriction or covenants shall be deemed waived or varied by any provision herein.

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

SECTION 6. Upon the effective date of this Ordinance, the zoning classification shall be recorded on the Zoning Atlas.

PASSED AND ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA THIS_____DAY OF _____2020.

BOARD OF COUNTY COMMISSIONERS
OF ST. JOHNS COUNTY, FLORIDA

BY: _____
Jeb S. Smith, Chair

ATTEST: BRANDON PATTY, CLERK

BY: _____
Deputy Clerk

EFFECTIVE DATE: _____

DURBIN

P · A · R · K

St. Johns County, Florida

Application for Rezoning to
Planned Unit Development

EXHIBIT "A"

Legal Description

Durbin Park Legal Description (Parcels 1A and 4)

PARCEL 1A

A PORTION OF SECTIONS 4, 5, 6, 7, 8, AND 9, AND A PORTION OF SECTION 46, THE JOSEPH PEAVETT GRANT, ALL LYING IN TOWNSHIP 5 SOUTH, RANGE 28 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF RACE TRACK ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) AND THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 9B (A VARIABLE WIDTH RIGHT OF WAY, AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, SECTION 78000, F.P. NO. 4314182); THENCE SOUTHERLY, ALONG SAID EASTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 9B, RUN THE FOLLOWING SIX (6) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 11°40'41" WEST, 1794.49 FEET TO THE POINT OF BEGINNING; COURSE NO. 2: SOUTH 11°40'41" WEST, 156.10 FEET; COURSE NO. 3: SOUTH 07°40'39" WEST, 1292.50 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING SOUTHERLY; COURSE NO. 4: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 23012.00 FEET, AN ARC DISTANCE OF 745.37 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 08°36'19" WEST, 745.34 FEET, TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 5: SOUTH 09°32'00" WEST, 1006.21 FEET; COURSE NO. 6: SOUTH 09°34'18" EAST, 96.11 FEET; TO THE NORTHERLY RIGHT OF WAY LINE OF DURBIN CONNECTOR (A 200 FOOT WIDE RIGHT OF WAY, AS SHOWN ON SAID STATE ROAD NO. 9B RIGHT OF WAY MAP: THENCE EASTERLY, SOUTHEASTERLY, SOUTHERLY AND NORTHWESTERLY ALONG THE NORTHERLY, EASTERLY AND SOUTHERLY RIGHT OF WAY LINES OF SAID DURBIN CONNECTOR, RUN THE FOLLOWING SIX (6) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 67°37'24" EAST, 140.83 FEET; COURSE NO. 2: SOUTH 54°07'40" EAST, 51.42 FEET; COURSE NO. 3: SOUTH 67°37'24" EAST, 154.65 FEET; COURSE NO. 4: SOUTH 67°37'24" EAST, 189.94 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 5: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 116.00 FEET, AN ARC DISTANCE OF 487.72 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 22°22'36" WEST, 200.00 FEET; COURSE NO. 6: NORTH 67°37'24" WEST, 510.91 FEET TO THE AFORESAID EASTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 9B; THENCE SOUTHWESTERLY AND SOUTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FOUR (4) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 41°35'31" WEST, 157.68 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 2: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 5117.50 FEET, AN ARC DISTANCE OF 282.65 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 21°20'55" WEST, 282.62 FEET TO THE POINT OF COMPOUND CURVATURE OF A CURVE LEADING SOUTHWESTERLY; COURSE NO. 3: SOUTHWESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 2386.00 FEET, AN ARC DISTANCE OF 873.48 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 33°25'06" WEST, 868.61 FEET, TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 4: SOUTH 43°54'21" WEST, 440.03 FEET TO THE WESTERLY LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 7; THENCE SOUTH 00°25'28" WEST, ALONG LAST SAID LINE, 217.87 FEET TO THE NORTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 3390, PAGE 1849; THENCE SOUTHEASTERLY, EASTERLY AND NORTHEASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THREE (3) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 65°26'37" EAST, 1356.86 FEET; COURSE NO. 2: SOUTH 77°47'44" EAST, 1202.67 FEET; COURSE NO. 3: NORTH

81°26'36" EAST, 3079.25 FEET; THENCE NORTH 78°52'22" EAST, 845.88 FEET; THENCE NORTH 71°36'06" EAST, 861.43 FEET; THENCE NORTH 49°47'16" EAST, 359.20 FEET; THENCE NORTH 88°34'50" EAST, 50.88 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY NO. 95 (STATE ROAD NO. 9, A 300 FOOT LIMITED ACCESS RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 78080-2408 AND SECTION NO. 78080-2440; THENCE NORTHERLY, NORTHWESTERLY, WESTERLY, EASTERLY AND NORTHEASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING TWELVE (12) COURSES AND DISTANCES: COURSE NO. 1: NORTH 03°59'10" EAST, 1022.66 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING NORTHERLY; COURSE NO. 2: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 7489.44 FEET, AN ARC DISTANCE OF 336.67 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 02°41'54" EAST, 336.64 FEET; COURSE NO. 3: NORTH 01°23'34" WEST, 446.71 FEET; COURSE NO. 4: NORTH 09°40'59" WEST, 701.21 FEET; COURSE NO. 5: NORTH 26°49'41" WEST, 76.28 FEET; COURSE NO. 6: SOUTH 82°03'36" WEST, 490.40 FEET TO THE ARC OF A CURVE LEADING NORTHERLY; COURSE NO. 7: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 6904.44 FEET, AN ARC DISTANCE OF 1010.17 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 12°07'53" WEST, 1009.27 FEET; COURSE NO. 8: NORTH 73°40'38" EAST, 138.96 FEET; COURSE NO. 9: NORTH 51°51'12" EAST, 370.50 FEET; COURSE NO. 10: NORTH 20°40'10" EAST, 101.72 FEET; COURSE NO. 11: NORTH 03°32'06" WEST, 145.46 FEET TO THE ARC OF A CURVE LEADING NORTHWESTERLY; COURSE NO. 12: NORTHWESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 7489.44 FEET, AN ARC DISTANCE OF 2392.44 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 28°14'08" WEST, 2382.28 FEET TO THE AFORESAID SOUTHERLY RIGHT OF WAY LINE OF RACE TRACK ROAD; THENCE WESTERLY, NORTHEASTERLY AND NORTHWESTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING SIX (6) COURSES AND DISTANCES: COURSE NO. 1: NORTH 82°50'33" WEST, 579.13 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 2: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 1959.83 FEET, AN ARC DISTANCE OF 269.74 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 78°53'59" WEST, 269.53 FEET; COURSE NO. 3: NORTH 15°02'36" EAST, 17.00 FEET TO THE ARC OF A CURVE LEADING WESTERLY; COURSE NO. 4: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 1942.83 FEET, AN ARC DISTANCE OF 386.26 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 69°15'40" WEST, 385.62 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 5: NORTH 63°33'56" WEST, 113.89 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 6: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 2828.27 FEET, AN ARC DISTANCE OF 765.51 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 71°19'10" WEST, 763.17 FEET TO THE EASTERLY LINE OF THE NORTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 5, ALSO BEING THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1225, PAGE 555 OF THE PUBLIC RECORDS OF SAID COUNTY; THENCE SOUTH 00°38'20" EAST, ALONG LAST SAID LINE, 1316.59 FEET TO THE SOUTHERLY LINE OF LAST SAID LANDS; THENCE NORTH 89°50'32" WEST, ALONG LAST SAID LINE, 1378.02 FEET; THENCE SOUTH 62°51'53" WEST, 1210.04 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT
THOSE LANDS DESIGNATED PARCEL 100C, AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1699, PAGE 720 OF SAID PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.

THE ABOVE DESCRIBED LANDS BEING SUBJECT TO ANY SUBMERGED SOVEREIGN LANDS OF THE STATE OF FLORIDA ASSOCIATED WITH DURBIN CREEK.

CONTAINING 897.80 ACRES, MORE OR LESS.

TOGETHER WITH:

PARCEL 4

A PORTION OF SECTIONS 3, 4, 5, AND 9, TOWNSHIP 5 SOUTH, RANGE 28 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF THE NORTHWEST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 3; THENCE SOUTH 89°14'38" WEST, ALONG THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 60, PAGE 689 OF THE PUBLIC RECORDS OF SAID COUNTY, 1339.97 FEET TO THE SOUTHEASTERLY CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 720, PAGE 126 OF SAID PUBLIC RECORDS; THENCE SOUTH 88°06'37" WEST, ALONG THE SOUTHERLY LINE OF LAST SAID LANDS, 1309.05 FEET TO THE WESTERLY LINE OF LAST SAID LANDS; THENCE NORTH 01°44'01" WEST, ALONG LAST SAID LINE, 1352.98 FEET TO THE SOUTHWEST CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 59, PAGE 527 OF SAID PUBLIC RECORDS; THENCE NORTH 01°28'34" WEST, ALONG THE WESTERLY LINE OF LAST SAID LANDS AND ALONG THE WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 134, PAGE 504 OF SAID PUBLIC RECORDS, 632.26 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF RACETRACK ROAD (COUNTY ROAD NO. 5, A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE WESTERLY AND SOUTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FIVE (5) COURSES AND DISTANCES; COURSE NO. 1: NORTH 88°19'04" WEST, 2143.58 FEET; COURSE NO. 2: SOUTH 01°40'56" WEST, 17.00 FEET; COURSE NO. 3: NORTH 88°19'04" WEST, 270.00 FEET; COURSE NO. 4: SOUTH 15°28'49″ WEST, 320.30 FEET; COURSE NO. 5: SOUTH 73°43'53″ WEST, 209.74 FEET TO THE EASTERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY NO. 95 (STATE ROAD NO. 9, A 300 FOOT LIMITED ACCESS RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 78080-2408 AND SECTION NO. 78080-2440), SAID POINT ALSO LYING ON THE ARC OF A CURVE LEADING SOUTHEASTERLY; THENCE SOUTHEASTERLY, SOUTHERLY, EASTERLY, WESTERLY, AND SOUTHWESTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FOURTEEN (14) COURSES AND DISTANCES; COURSE NO. 1: SOUTHEASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 7789.44 FEET, AN ARC DISTANCE OF 2459.14 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 23°35'08" EAST, 2448.94 FEET; COURSE NO. 2: SOUTH 17°38'03" EAST, 225.57 FEET; COURSE NO. 3: SOUTH 12°16'34" EAST, 687.77 FEET; COURSE NO. 4: SOUTH 46°41'58" EAST, 73.71 FEET; COURSE NO. 5: SOUTH 88°18'50" EAST, 234.77 FEET; COURSE NO. 6: NORTH 82°50'00" EAST, 268.31 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 7: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 8374.44 FEET, AN ARC DISTANCE OF 1058.76 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 03°32'41" EAST, 1058.06 FEET; COURSE NO. 8: NORTH 89°55'22" WEST, 108.55 FEET; COURSE NO. 9: SOUTH 77°16'39" WEST, 283.75 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 10: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 7989.44 FEET, AN ARC DISTANCE OF 102.16 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 00°53'39"

WEST, 102.16 FEET; COURSE NO. 11: SOUTH 89°04'35" WEST, 121.41 FEET; COURSE NO. 12: SOUTH 11°51'09" WEST, 339.23 FEET; COURSE NO. 13: SOUTH 06°46'05" WEST, 485.62 FEET; COURSE NO. 14: SOUTH 03°59'10" WEST, 587.00 FEET, TO THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2190, PAGE 1620, OF THE PUBLIC RECORDS OF SAID ST JOHNS COUNTY; THENCE NORTHEASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THREE (3) COURSES AND DISTANCES: COURSE NO. 1: NORTH 63°02'45" EAST, 2200.27 FEET; COURSE NO. 2: NORTH 54°52'27" EAST, 2182.16 FEET; COURSE NO. 3: NORTH 68°14'55" EAST, 1485.98 FEET, TO THE SOUTHERLY LINE OF THE AFORESAID NORTHWEST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SECTION 3; THENCE SOUTH 89°30'48" WEST, ALONG LAST SAID LINE, 851.18 FEET, TO THE WESTERLY LINE OF SAID NORTHWEST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SECTION 3; THENCE NORTH 00°20'20" WEST, ALONG LAST SAID LINE, 1371.41 FEET TO THE POINT OF BEGINNING;

THE ABOVE DESCRIBED LANDS BEING SUBJECT TO ANY SUBMERGED SOVEREIGN LANDS OF THE STATE OF FLORIDA ASSOCIATED WITH DURBIN CREEK.

CONTAINING 383.34 ACRES, MORE OR LESS

DURBIN

P · A · R · K

St. Johns County, Florida

Application for Rezoning to
Planned Unit Development

EXHIBIT "B"

Master Development Plan Text

Project History

This application seeks to rezone approximately 1,281 acres (the "**Property**") owned by Durbin Creek National, LLC ("**Owner**") from Open Rural ("**OR**") to Planned Unit Development ("**PUD**"). This PUD rezoning seeks to provide parameters for development of the mixed-use project within the Property over a number of years. The Property is located east and west of Interstate 95 along State Road 9B, and will connect to County Road 2209 and Race Track Road. The Property has Future Land Use Map ("**FLUM**") designations of Intensive Commercial ("**IC**") and Rural/Silviculture ("**R/S**") and is subject to the following St. Johns County approvals to date:

1. Comprehensive Plan Amendment/Urban Service Area approved by the St. Johns County Commission ("**Commission**") as Ordinance No. 2015-4.

2. Development Agreement between the Owner and St. Johns County dated February 9, 2015 and recorded in Official Records Book 3986, Page 1862, as amended by the First Amendment to Development Agreement dated January 19, 2017 and recorded in Official Records Book 4319, Page 1805, both of the Public Records of St. Johns County, Florida (collectively, the "**Development Agreement**").

3. Tax Increment/Trust Fund Ordinance approved by the Commission as Ordinance No. 2015-5.

4. Road Capacity Charges Ordinance approved by the Commission as Ordinance No. 2015-6.

The above-referenced ordinances and Development Agreement approved transportation mitigation and associated funding for the development of a maximum of 999 multi-family residential units, a maximum of 2,795,610 square feet of office space, a maximum of 2,397,130 square feet of commercial space and a maximum 350 hotel rooms (collectively, the "**Approved Development Rights**") on approximately 1,624 acres owned by the Owner (the "**Durbin Creek National Land**"). The Development Agreement and ordinances also required the Owner to dedicate right-of-way necessary to extend State Road 9B into St. Johns County and to connect State Road 9B, Interstate 95 and County Road 2209 with Race Track Road. The Owner has dedicated such right-of-way. West Peyton Parkway has also been constructed, pursuant to the Development Agreement.

The Property lies within the Durbin Creek National Land and will be developed with a majority of the Approved Development Rights, as those are proposed to be amended herein and in a companion modification to the Development Agreement. The balance of the Durbin Creek Development Rights is allocated to the adjacent Durbin Park Phase 1A Planned Unit Development (St. Johns County Ordinance No. 2016-64, County File No. PUD 2016-17, as amended).

A. Project Overview

This application seeks to rezone the Property from Open Rural to Planned Unit Development ("**PUD**"). The site is surrounded on the north by the Bartram Park Development of Regional Impact ("**DRI**") and Duval County, on the east by the Twin Creeks project and other residential and commercial uses, on the west by the Durbin Park Phase 1A PUD and Durbin Crossing project, and on the south by the Gourd Island Conservation Area owned by the St. Johns River Water Management District. The Owner has dedicated right-of-way for the extension of State Road 9B from its current terminus in Duval County south into St. Johns County, where the road connects to County Road 2209, Interstate 95 ("**I-95**"), West Peyton Parkway and Race Track Road.

Durbin Park will provide St. Johns County with a long-sought-after regional business, shopping and entertainment experience, a more intensely developed urban service area with qualities and characteristics that are very different from a conventional low-density suburban neighborhood with single-family homes and community shopping centers. The intent is to create a compact mixed-use center that serves as an interactive gathering place for those living within Durbin Park, as well as serving the primary needs of the surrounding community. Such urban characteristics include a strong pedestrian orientation, the use of civic and cultural elements, street trees, and a full mix of uses that are thoroughly integrated. Through the use of architectural elements and an extensive open space system, Durbin Park will create a new focal point for St. Johns County. Because of the unique character of the Project, it is necessary to vary from some of the provisions of the St. Johns County Land Development Code (the "**Code**" or "**LDC**") in some areas in order to achieve the character that is described above.

A legal description of the Property is attached as **Exhibit "A"**.

It is the intent to provide for the complimentary and orderly development of a planned mixed-use project which may contain a variety of retail, office, medical and residential uses mixed on-site both horizontally and vertically in accordance with an approved development plan which:

- Provides a dynamic and exciting destination at the gateway to St. Johns County offering a wide array of goods, services, significant employment opportunities and a tremendous source of sales tax revenue generation;

- Allows a diversity of uses, building types and open spaces to be developed in a manner that is both internally organized and compatible with external existing or future land uses;

- Provides the maximum opportunity for the application of innovative site planning concepts to create an aesthetically pleasing environment in which to live, work, shop and play;

- Enables the Northwest Sector to be a more complete community, helping to balance the predominant existing and planned residential development with large amounts of service, retail, employment, entertainment and recreation uses;

- Allows a more efficient use of infrastructure than is possible through the application of conventional zoning districts;
- Conforms to the limitations of use, design, density, coverage and phasing stipulated on the approved development plan; and
- Encourages increased open space areas by permitting a more efficient use of building areas than would be possible under conventional zoning.

Durbin Park will promote a North Florida Vernacular architectural style consistent with styles found in St. Augustine as well as examples found elsewhere in St. Johns County. The project architecture will have a rational and aesthetic relationship to the elevation of a structure, and be harmonious with the pattern, proportions and materials of surrounding structures. The following shall not be considered recognized architectural styles:

- Any architecture having a historical reference which is so unique and different from current design philosophy that such reference is inconsistent and incompatible with surrounding structures. Examples of such include igloos, tepees, medieval castles, caves and the like.
- Any kitsch architecture which does not resemble a typical structure, but resembles an exaggerated plant, animal, fish, edible food or other such item such as giant oranges, ice cream cones, dinosaurs and the like.

As set forth in the above Project History section, the County has approved certain development rights for the Property, as follows:

TABLE A.1
EXISTING ENTITLEMENTS, DURBIN PARK PHASE 2

Commercial/ Shopping Center (Square Feet)	Office (Square Feet)	Multi-family Residential (Units)	Hotel (Rooms)
1,697,130[(1)]	2,795,610	999	350

[(1)] Excludes 700,000 square feet of commercial space assigned to the Durbin Park Phase 1A Planned Unit Development (County File No. PUD 2016-17), Ordinance No. 2016-64.

Since the County's approval of the Durbin Park Urban Service Area in 2015, the Owner has been working with various companies to bring businesses to the project, in addition to the retailers and restaurateurs operating or about to open within the Phase 1A PUD. One of the businesses interested in locating within Durbin Park is a St. Augustine-based hospital that would like to expand its geographic footprint to the northern part of the County in order to serve residents there.

The proposed hospital and offices, laboratories, imaging centers, teaching facilities and other services needed to support the hospital will create hundreds of jobs. Those employees will

need housing in St. Johns County, so the Owner is proposing to develop multi-family workforce housing attainable by people who desire to live, work, shop and play within the community. The Owner is proposing to convert 179,426 square feet of office space to 375,000 square feet of hospital space and 355,119 square feet of office space to 1,266 multi-family units.

With the addition of 375,000 square feet of hospital space and 1,266 multi-family units, the proposed entitlements for Durbin Park will be:

TABLE A.2
PROPOSED ENTITLEMENTS, DURBIN PARK PHASE 2

Commercial/ Shopping Center (Square Feet)	Office (Square Feet)	Multi-family Residential (Units)	Hotel (Rooms)	Hospital (Square Feet)
1,697,130	2,276,065	2,265	350	375,000

The Project contributes to the vision, principles, goals and objectives of the Northwest Sector Plan by providing greenway corridors through the use of development and scenic edges that are linked to a vast linear park system that will traverse the Property; providing a regional employment center within St. Johns County; exemplifying true mixed use with a variety of land uses that reduces reliance on the regional roadway network; and significantly improves the jobs-to-housing balance by generating a number of high-paying jobs and a large amount of office, commercial, medical, and other non-residential footage within the Northwest Sector.

The Owner shall be permitted to convert between land uses within the project based on the Land Use Conversion Table (**Table A.3**) below that allows for the exchange of land uses based on trip generation for each land use and subject to the minimums and maximums set forth therein.

At the time the Owner elects to convert land uses pursuant to the Land Use Conversion Table, the Owner will notify the County in writing of such election at least 30 days before implementation (the "**Conversion Notice**"). Such Conversion Notice shall include the uses and intensities proposed, the resulting cumulative uses, intensities, and any other information required by the Land Use Conversion Table. The County will process the Conversion Notice as a Small Adjustment to this PUD pursuant to LDC Section 5.03.05.A.9. Within 30 days after receipt of the Conversion Notice, the County shall provide written confirmation to the Owner of the County's receipt of the Conversion Notice and the proposed revision's compliance with the Land Use Conversion Table. As long as the conversion is consistent with the Land Use Conversion Table, no additional approvals will be required for the conversion.

TABLE A.3 LAND USE CONVERSION TABLE					
Land Use	**Proposed**	**Minimum**	**Maximum**	**Net Trip Rate**	**Units**
Multi-Family Residential(1)	2,265 DU	799 DU	2,999 DU	0.354	DU
Office(2)	2,276,065 SF	1,128,160 SF	3,214,952 SF	1.262	1,000 SF
Commercial	1,697,130 SF	1,674,888 SF	2,636,843 SF	2.547	1,000 SF
Hotel	350 RM	0 RM	600 RM	0.379	RM
Hospital	375,000 SF	0 SF	500,000 SF	1.387	2,500 SF

(1) School concurrency review will be required for any increase in the number of residential units above 2,265 by conversion.

(2) Office uses include but are not limited to offices, research and clinical laboratories; education facilities; outpatient facilities; wellness centers; monitored hotels; inpatient facilities with surgical, diagnostic and therapeutic areas; medical resident's housing for clinicians and postdoctoral students in training; and support facilities including central records storage, maintenance activities, recreation and health facilities, conference and meeting rooms, and storage of supplies.

	Convert to:	Residential	Office	Commercial	Hotel	Hospital
Convert From:	Multi-Family Residential	-	0.280	0.139	0.934	0.255
	Office	3.565	-	0.496	3.330	0.910
	Commercial	7.195	2.018	-	6.720	1.836
	Hotel	1.071	0.300	0.149	-	0.273
	Hospital	3.918	1.099	0.545	3.660	-

Formula: (Land Use Convert From) x (Conversion Factor) = (Land Use Convert To)

Examples:
Convert 50 Residential dwellings units (DU) to Office: 50 x 0.28 = 14,000 Office square feet
Convert 32,000 Office square feet (SF) to Hotel: 32 x 3.33 = 107 Hotel rooms

B. Total Number of Acres

The Property includes approximately 1,281 acres.

C. Total Number of Wetland Acres

There are approximately 500 acres of wetlands located within the Property. This is an approximate number and likely will change based on final surveys, permitting and approval by the St. Johns River Water Management District and U.S. Army Corps of Engineers. Not less than 400 acres of the Property's higher quality wetland areas will be preserved within the conservation areas predominantly as an interconnected system. These wetland acres may be protected by a conservation easement that would be held by the St. Johns River Water Management District as part of the project's Environmental Resource Permit. The location and amount of wetland impacts will be shown on each incremental Master Development Plan.

D. Development Area & Land Use

There are approximately 781 developable acres proposed for development within the Property. The Property will be developed as a mixed-use project of hospital/medical, office, commercial, hotel and multi-family residential uses, in the densities and intensities set forth in **Section A** above. A Master Development Plan depicting the proposed locations of the various uses is attached as **Exhibit "C"** (the "**MDP Map**").

Much of the Property has been and will continue to be used for silvicultural purposes in conformance with LDC Section 4.01.02.C.10. Silvicultural practices may continue in areas of the Property where construction has not commenced (except in upland buffers and preserved upland and wetland areas) and so long as no requirements set forth herein or on the MDP are compromised. Silvicultural operations shall be subject to applicable provisions of the Code, including LDC Section 4.01.05.C.6. "Silviculture" is defined as the use of land for bona fide Silvicultural purposes as determined by the County Administrator taking into account silvicultural best management practices by the Florida Department of Agriculture and Consumer Services, Division of Forestry, the requirements of Chapters 373 and 403, Florida Statutes, and St. Johns River Water Management District silviculture rules.

E. Residential Uses and Density

The project may include 2,265 multi-family residential dwelling units. Residential densities within the Property as a whole will not exceed the densities permitted in the Commercial Intensive Future Land Use designation. Durbin Park's residential density may range from 8 to 35 dwelling units per net acre among individual development parcels; however, the overall density among the entire Property shall not exceed 13 dwelling units per developable acre.

The projected population within the Property is 5,527 residents, based on 2.44 residents for each of 2,265 multi-family residential dwelling units. The projected population of school age children is 566 (2,265 multi-family residential dwelling units times 0.25 children per multi-family unit). The Owner has the right to construct age-restricted multi-family dwelling units that expressly prohibit any permanent resident 18 years old or younger. Thus, no school-age population would require accommodation by the St. Johns County School District. In the

event age-restricted housing is constructed, the Owner shall comply with the St. Johns County School District's policies and procedures for exempting the housing from school concurrency. Prior to County construction plan approval for any age-restricted residential development, the Owner will obtain the School District's approval of appropriate covenants and restrictions for age-restricted communities.

Any land use conversion that will result in more than 2,265 multi-family residential units must demonstrate at the time of election that the conversion received acceptance from the St. Johns County School District based on its proportionate share mitigation or other mitigation formula effective when the School District receives notice of the Owner's exercise of a land use conversion. In the event the Owner elects to increase the total number of multi-family residential units above 2,265, any required school mitigation shall be approved prior to receiving construction plan approval for any multi-family units obtained through land use conversion.

Mobile homes are not allowed within Durbin Park, with the exception of temporary sales and construction trailers, and security housing for night watchman quarters.

Permitted uses and structures include:

- Multiple family dwellings, including age-restricted senior communities
- Townhouses, including age-restricted senior communities
- Condominiums, including age-restricted senior communities
- Assisted living facilities and nursing homes
- Parks, playgrounds, playfields and recreational and community structures
- Churches, including a rectory or similar use, in compliance with LDC Section 2.03.12
- Cellular telephone towers and radio towers meeting the performance standards and development criteria set forth in **Section Q.7** hereof in compliance with all of LDC Sections 2.03.26 and 6.08.12
- Temporary construction trailers and offices
- Other Accessory Uses and Structures as per LDC Section 2.02.04 consistent with **Section Q** hereof
- Essential services including roads, water, sewer, gas, telephone, stormwater management facilities, radio, television and electric and cellular communication towers

Buildings containing both residential units and non-residential uses shall be considered non-residential for the purposes of the design criteria in Table G-1.

F. Non-Residential Uses and Intensity

The Property may be developed with uses classified by the St. Johns County Comprehensive Plan and Code as Neighborhood Business and Commercial; General Business and Commercial; High Intensity Commercial; Highway Commercial; Regional Business and

Commercial; Regional Cultural and Entertainment; Mixed Use-Intensive Commercial; Neighborhood Public Service; and Office and Professional. The Project may include a series of uses including:

- **Hospital/medical space**
- **Education/resource centers**
- **Professional and business office space**
- **Commercial retail and service space**
- **Hotel rooms**

The uses set forth in this Section F shall be permitted uses. Any use listed in LDC Part 2.03.00 regarding special uses shall meet the applicable performance criteria set forth in such Part 2.03.00. For the purposes of this PUD, hospital space shall include, but not be limited to, hospital rooms, nursing stations, emergency rooms, operating rooms, administrative offices and other space for overnight care of patients customarily included within a hospital. Only those buildings licensed as a hospital by the State of Florida shall be classified as a hospital. Medical offices or medical uses in separate buildings or wings shall be considered professional and business office space. These uses are subject to permitted increases and/or decreases, as specified in the Land Use Conversion Table contained in **Section A** hereof. Permitted Accessory Uses shall be consistent with LDC Section 2.02.04 and **Section Q** hereof.

Non-residential development may offer a full range of goods and services for sale, hotels and restaurants, as well as professional/regional office, hospital/medical related uses, education/resource centers, entertainment, movie theaters, performing arts and services. Development shall encourage a pedestrian-oriented environment through building placement and massing, an integrated street network, pedestrian connections, open spaces and other development criteria. A vertical integration of land uses is permitted, allowing for office and residential uses above retail uses within the same building or structure. Such buildings or structures shall be considered non-residential for the purposes of the design criteria in Table G-1.

Restaurants, sidewalk cafés, bars, liquor stores, grocery stores, pharmacies, specialty food stores and other commercial establishments within the Project shall be permitted to sell alcoholic beverages for on-premises and off-premises consumption, as applicable. The sale of alcoholic beverages for on-premises and off-premises consumption shall not be subject to distance separation requirements prescribed in LDC Section 2.03.03 for places of worship and schools (see **Section T**. Waiver 3). Restaurants and sidewalk cafes may be located within Project public spaces.

The Project may include kiosks/movable carts/vehicles for the sales of food, beverages and merchandise; and seasonal sales of merchandise (see MDP **Section P** for limitations on these temporary uses and MDP **Section T,** Waiver 2). Cooking equipment used in fixed, mobile, or temporary concessions such as trucks, buses, pavilions, tents, or any form of roofed enclosure shall comply with NFPA 96 (Standard for Ventilation Control and Fire Protection of Commercial Cooking Operations) or NFPA 1.

Sidewalk cafés will be permitted within the Property. For the purposes of this Project, a sidewalk café is a group of tables and chairs and permitted decorative and accessory devices

situated and maintained upon the sidewalk and used for the consumption of food and beverages sold to the public. A clear path, parallel to the street shall be provided for the comfortable movement of pedestrians. The path shall be as allowed by the St. Johns County Fire Department pursuant to applicable local, state and federal requirements. Tables, chairs, umbrellas, awnings and any other objects provided within a sidewalk café shall be maintained in a clean and attractive manner and shall be in good repair at all times, ensuring a tidy appearance. Sidewalks in area where sidewalk cafes will be located will be a width appropriate to allow the above-referenced clear path. Where such sidewalks abut curbs, a minimum seven (7)-foot-wide sidewalk will be required.

Cellular telephone and other antenna towers shall be permitted within the Property, in compliance with applicable provisions of LDC Sections 2.03.26 and 6.08.12.

The Property will be governed by one or more property owners' associations ("**POA**"), which shall have architectural review and approval rights over buildings constructed, remodeled or reconstructed within the Project to ensure a uniform and aesthetically appealing appearance of businesses within the site.

G. Design Criteria

The units and square footage identified in **Section A** may be allocated throughout Durbin Park in accordance with the allowable uses and development standards listed in **Table G.1** below:

TABLE G.1
SCHEDULE OF AREA, HEIGHT, BULK, AND PLACEMENT STANDARDS

Land Use	Min. Lot Width	Min. Lot Area	Impervious Surface Ratio (1)	Max. Lot Coverage by Buildings	Min. Yard Requirements (2) Front / Side / Rear	Max. Height of Buildings (4)(5)
Non-Residential	None	None	95%	None	0 feet / 0 feet / 0 feet	120 feet
Residential	None	None	75%	None	20 feet / 5 feet (3) / 10 feet	100 feet

(1) Impervious surface ratio for the entire Durbin Park Property shall not exceed 75 percent, consistent with St. Johns County Comprehensive Plan Policy A.1.11.3 as monitored through incremental MDP.

(2) Non-residential structures will be located a minimum of 30 feet from the Race Track Road right-of-way and ten (10) feet from the East Peyton Parkway right-of-way, to be located within the scenic edges, for buildings, parking areas and storage areas along the Property's perimeter adjacent to road rights-of-way, in accordance with LDC Subsection 5.03.03.B.2. Residential structures will be located a minimum of 50 feet from Arterial and Major Collector roadways, to be located within the scenic edges, for buildings, pursuant to LDC Section 5.03.03.B.1.a.

(3) Zero (0) feet for common wall lot lines may be used for apartment buildings, townhomes, row houses, condominiums and commercial buildings.

(4) Height limitations shall not apply to any roof structures for housing elevators, stairways, tanks, ventilating fans, solar energy collectors or similar equipment required to operate and maintain the building (provided that such

structures shall not cover more than 20 percent of roof area or extend over ten (10) feet in height), or to chimneys, antennas, church spires, steeples, belfries, cupolas, domes, monuments, water towers, skylights, flag poles, vents, nor to fire parapet walls; provided, however, that such walls shall not exceed more than five (5) feet above the roof; or other appurtenances usually required to be placed above the roof level and not intended for human occupancy.

(5) No building taller than 45 feet in height shall be located within 200 feet of Race Track Road.

Maximum floor area ratio within the Property shall not exceed 50 percent PUD-wide, consistent with St. Johns County Comprehensive Plan Policy A.1.11.3. For example, certain office or commercial parcels may be developed with more than 50 percent floor area ratio, but the average floor area ratio within the PUD boundaries will not exceed 50 percent.

All development within Durbin Park will comply with all the requirements of LDC Part 3.03.00 regarding flood damage control regulations. The proposed stormwater systems shall be in compliance with the Land Development Code and other applicable public agency regulations.

All structures shall have a minimum separation of ten (10) feet, as measured from the outer wall of the structure to the outer wall of any other structure. See **Section T**, Waiver 10. Setbacks shall be measured from a point on each structure that is at least 30 inches above the general ground level.

A minimum ten (10)-foot setback will be provided between parking areas for non-residential development and adjacent road rights-of-way. See **Section T**, Waiver 11. Recreation sites will have the same building setback requirements as the other non-residential design criteria. A 20-foot setback will be provided for building, parking and/or storage areas along property lines adjacent to road rights-of-way and adjacent to residential uses, in accordance with LDC Section 5.03.03.B.2. Portions of the non-residential property may be sold as individual parcels, provided each parcel has shared property frontage for access/ingress/egress.

G.1 Parking

For individual users, who may own their sites in fee simple, parking may be provided on-street and/or off-street within Durbin Park. Parking areas for multi-family structures shall be allowed at the front, side and rear of buildings. Parking will be provided via surface parking or parking garage(s). Parking shall be provided in accordance with the Code or as outlined in the ULI Shared Parking Study analyzed by the County for the neighboring PUD 2016-17, the initial phase of Durbin Park. Where a fractional space results in the foregoing requirements, the parking space shall be the nearest whole number (e.g., 2.2 becomes 2 and 2.7 becomes 3).

TABLE G.2 PARKING SPACE DIMENSIONS			
Type of Space	**Min. Width**	**Min. Depth**	**Min. Aisle Width**
Standard	9 ft	18 ft	24 ft
Compact	8 ft	16 ft	24 ft
On-Street Parallel	8 ft	24 ft	24 ft
60-Degree Angle	9 ft	21 ft	18 ft

The Owner shall be permitted to allow shared parking among parcels within the project subject to recorded reciprocal easement agreements, pursuant to the Shared Parking Analysis considered for PUD 2016-17. See **Section T**, Waiver 8.

Parking areas shall contain terminal islands no less than twelve (12) feet wide, per **Section T,** Waiver 25 interior islands no less than eight (8) feet wide. Tandem parking shall be allowed on all drives leading to garage parking.

- **Compact spaces** shall not exceed 30 percent of the total spaces, shall be clearly differentiated from standard spaces and shall be considered only for standard layout.
- **On-street parking** may be used to satisfy minimum parking requirements but only on minor collector and neighborhood streets with speeds of 35 miles per hour or less. On-street parking shall be designed to promote traffic calming, pedestrian use and shopping convenience, and may be parallel or 60-degree angle.
- **Offsite parking** in the form of public lots, parking garages and on-street parking may be used to satisfy all or part of the minimum parking requirements. Such off-site parking shall be assigned to uses by the Owner on an equitable basis. Parking areas to satisfy these offsite parking requirements must be constructed by the Owner prior to or concurrently with the time that such uses are constructed.
- **Bike racks** shall be placed at recreation facilities, shopping centers and multi-family sites to facilitate the bicycle mode of travel. Bicycle parking facilities shall be provided within 100 feet of the main entrance to any commercial buildings, multi-family buildings and recreational facilities. Adjacent uses may co-locate and share bicycle parking structures. Bicycle parking shall conform to standards of LDC Section 6.05.02.M.

G.2 Lighting

Project lighting will comply with applicable provisions of LDC Sections 5.03.06.H.6 and 6.09.00. Lighting shall be designed and installed so as to be directed downward and reflect back to the subject property to prevent glare and /or excessive light onto surrounding property. Pole fixtures shall be flush mounted, with full cut-offs. Any light fixtures mounted on canopies shall be recessed so that the lens cover is flush with the bottom surface (ceiling) of the canopy. Lighting is not required on all canopies.

G.3 Incremental MDPs

The Property will be developed with a mix of hospital/medical, commercial, office, hotel and multi-family residential uses. The MDP Map, **Exhibit "C"**, included with this rezoning application is comprised of five (5) sheets:

Sheet MDP-1	Overall Master Development Plan
Sheet MDP-2	Legal Description
Sheet MDP-3	Master Development Plan (West of I-95)
Sheet MDP-4	Master Development Plan (East of I-95)

Due to the complexities of constructing a regional-scale employment, shopping, dining and entertainment destination with a broad range of tenants, incremental MDPs ("**IMDP**") will be submitted for individual portions of these districts in conjunction with corresponding construction plans. These IMDP maps must demonstrate compliance with all sections of this MDP and will include tracking tables noting upland and wetland acreage, land uses, development rights and other details to enable staff to determine such compliance. Each IMDP shall include a notation that building locations are general and subject to final construction plan approval. See **Section T**, Waivers 6, 9 and 14.

G.4 Architectural Design Guidelines

Durbin Park will promote a North Florida Vernacular architectural style consistent with styles found in St. Augustine as well as examples found elsewhere in St. Johns County. The project architecture will have a rational and aesthetic relationship to the elevation of a structure, and be harmonious with the pattern, proportions and materials of surrounding structures.

Pertinent to an attractive physical environment for the public is the design of the Property, use of colors and materials, signage, building orientation, architectural style and compatibility with surrounding structures. In order to ensure high quality development and to maintain and enhance an attractive physical environment within Durbin Park, the Owner shall cause all construction on the Property to comply with Architectural Design Guidelines ("**Guidelines**") contained in covenants and restrictions recorded against title to the Property.

The architectural design of all structures will comply with the requirements of these Guidelines. Architectural elevations of all facades of all structures to be constructed within Durbin Park will be a required exhibit for architectural review by an Owner-appointed architectural review board. Such exhibits will include colors, materials, building dimensions,

locations of service areas and mechanical equipment, screening devices, lighting fixtures, notes indicating compliance with these Guidelines, and any other information as determined necessary to ensure consistency with the intent of these Guidelines by the administrative official.

Final approval of all architectural designs shall be determined by the Owner's architectural review board as part of the development plan approval process. Such approval shall include, but not be limited to, roof design, colors, building orientation and signage.

H. Infrastructure

H.1 Drainage Facilities

A master stormwater management system shall be constructed and maintained by one or more **POA**s or a community development district ("**CDD**") for common infrastructure where individual parcels will be responsible for their own stormwater. The stormwater management system will be constructed in accordance with the requirements of St. Johns County and the St. Johns River Water Management District. Individual parcels which need unique stormwater features shall meet the same standards.

The stormwater management associated with East Peyton Parkway, a public facility, may be maintained by St. Johns County, one or more POAs or a CDD. If this pond accepts water from any place other than East Peyton Parkway, the County may decline to take maintenance responsibility.

Stormwater ponds shall include design elements such as natural vegetation to create wildlife habitat and passive recreation areas. Ponds shall be designed to have curvilinear perimeters and shall not be designed to be square or rectilinear in shape or appearance.

H.2 Vehicular Access

Primary vehicular access to the site will be provided via State Road 9B and Race Track Road, in the locations depicted on the MDP Map, **Exhibit "C"**, with connections to County Road 2209 and Interstate 95. East Peyton Parkway will be the primary collector road within the Project. Figures H-1 and H-2 (see next page) are cross-sections of two types of internal roadways within the PUD. See **Section T**, Waivers 15, 16 and 17. Driveway locations meeting the Code spacing standards are shown on the MDP Map, **Exhibit "C"**. Signals will be interconnected to increase operational efficiency of the signal system. Streets located within mixed use areas of the Project may contain on-street parking. All roads within the Project may be dedicated to St. Johns County for ownership and maintenance. Acceptance of any roads proposed for dedication shall be at the sole discretion of the St. Johns County Commission. The County will not accept roads which have on-street parking. See **Section T**, Waivers 19 and 20 related to timing of Owner providing second lift of asphalt on project roads.

H.3 Pedestrian/Bicycle/Other Access

Personal interaction shall be encouraged within Durbin Park through logical and aesthetically congruent pedestrian routes. Pedestrian interconnections shall be provided between adjacent land uses where it is functionally feasible and maintains the highest level of pedestrian

safety. The preferred location for pedestrian crossings is at intersections. Wherever medians are provided at intersections, they shall be wide enough to accommodate groups of pedestrians, wheelchair users, bicyclists, and people pushing strollers.

Pedestrian and bicycle circulation will be provided via sidewalks and bike lanes, in the widths and locations depicted on the MDP Map. The Owner will construct sidewalks along Race Track Road, East Peyton Parkway, internal collector roads and other roads within the Project, in the general locations depicted on the MDP Map and IMDPs. Such sidewalks will be constructed in conformance with the requirements of the Code except as provided in **Section T** hereof, Waiver No. 21 at the time of construction of either side of the road or fronting development parcels.

All pedestrian accessible routes shall meet the requirements of the Land Development Code, Florida Accessibility Code for Building Construction ("**FACBC**") and Americans Disability Act Accessibility Guidelines ("**ADAAG**") established by Florida law and 28 CFR Part 36. Transit stops with locational signage will be located within Durbin Park. The number and locations of transit stops shall be agreed upon by both the transit service provider and the Owner and depicted upon IMDPs.

H.4 Interconnectivity

Vehicular interconnectivity is provided primarily via East Peyton Parkway and West Peyton Parkway. See **Section T**, Waiver 21. Internal vehicular interconnectivity shall be provided via access drives as depicted on the MDP Map. Pedestrian interconnectivity is provided via a series of sidewalks and multi-purpose paths, in the locations and widths depicted on the MDP Map.

One (1) Type C wildlife crossing shall be located within the Mixed Use Parcel B and three (3) Type C wildlife crossings shall be located within the Mixed Use Parcel C, as illustrated on the MDP Map, **Exhibit "C"**. The crossings shall be at-grade crossings, with a traffic calming design, posted speed limit signs not to exceed 35 miles per hour and the placement of signs identifying the area as a wildlife crossing.

Figure H-1, East Peyton Parkway

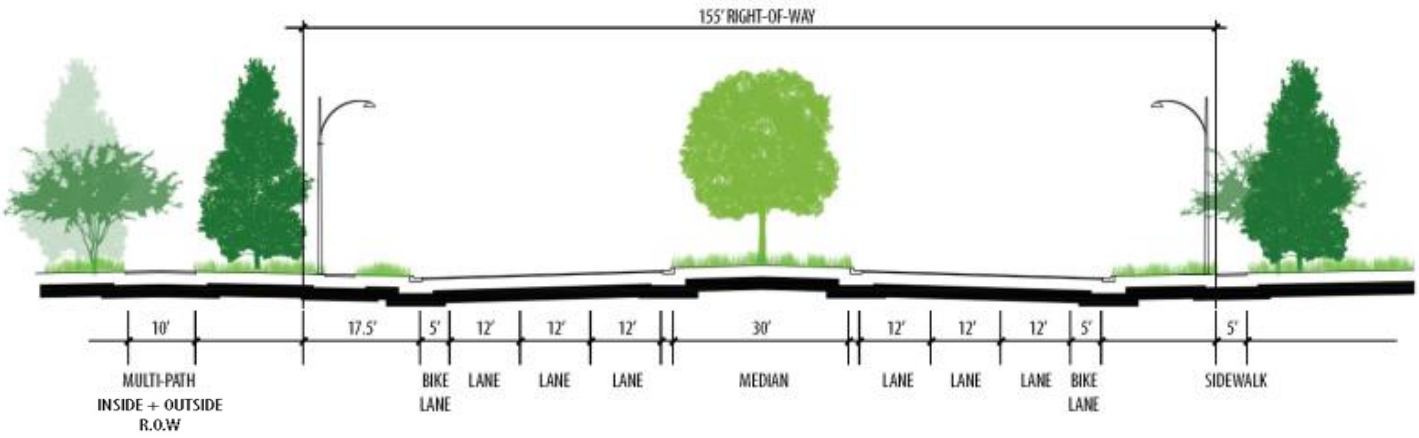
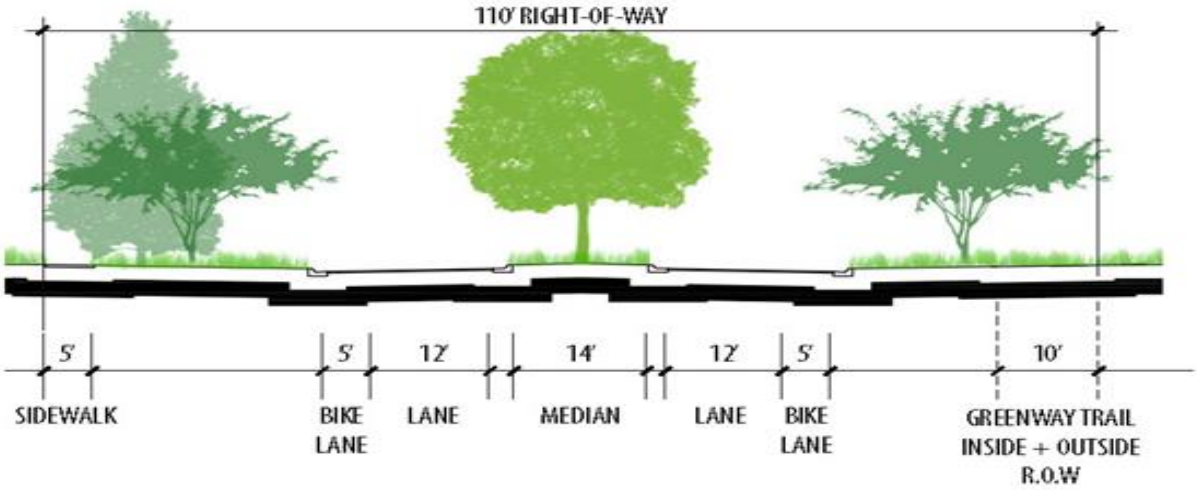


Figure H-2, Durbin Loop Road



H.5 Open Space and Recreation

Conceptual site planning has revealed the Project may have up to 5,527 residents (2,265 units x 2.44 persons per unit) and would be required to provide 30 acres of community and neighborhood parks for that population. A cumulative accounting of the recreational acreage shall be provided on each Incremental Master Development Plan. The Owner proposes to provide recreational areas and facilities suitable and compatible with the vision for Durbin Park. The recreational facilities will include recreational amenities within each multi-family residential complex and a vast pedestrian and greenway network comprised of hiking and biking trails and workout stations that traverses the entire Property.

The system will offer a journey through the Property, connecting pedestrians, joggers, bicyclists and more to various destinations, points of interest, community greens, picnic areas, playgrounds, pedestrian and greenway networks, and outdoor plazas located throughout the Property. See **Section T**, Waiver 12. Locations of the linear park and any active recreational facilities will be depicted on IMDPs. The linear park shall contain an interconnected network throughout the Property that may be composed of any combination of the four types specified in **Table H.1**.

TABLE H.1 **PEDESTRIAN AND GREENWAY NETWORK**	
Materials	**Location**
Asphalt Surfaces	Located adjacent to major thoroughfares and major greenway corridors
Concrete Surfaces	Major thoroughfares, formal park and sidewalk interconnections primarily used for park improvements, sidewalks and connections in

	constrained areas
Unpaved and Pervious Surfaces	Trail connectivity associated primarily with natural areas where low impact solutions are necessary
Mowed Trails	Informal trails intended to be marginally maintained paths consisting of existing natural materials in place such as leaf litter, dirt and vegetation

Small segments of the linear park may be located within rights-of-way (outside of the paved portion of such right-of-way) as they meander throughout the Property (see **Section T**, Waiver 12) with the provision of a right-of-way use and maintenance agreement with the County. Small segments of linear parks located within rights-of-way will not count toward the required amount (acres) of recreation land.

As set forth in the Development Agreement, 50 percent of the community park land will be dedicated to St. Johns County, acceptance of which is at the County's sole discretion, for public use. For each development phase that contains residential uses, the Owner will provide the minimum acreage of recreation required to meet or exceed Code requirements for the applicable number of residential units in such phase.

The Project will provide a minimum of five (5) percent conservation of upland natural vegetation, not including Significant Natural Communities Habitat, pursuant to LDC Section 5.03.03.A.3. The Owner shall be permitted to construct trails within preserved Significant Natural Communities Habitat areas for passive recreation purposes. The Project will provide a minimum of 25 percent open space, pursuant to LDC Section 5.03.03.A.1. All of the facilities and elements for each open space, recreational area and/or amenity center or the like, shall meet the requirements of the FACBC, adopted pursuant to Section 553.503, Florida Statutes, based on the 2010 ADA Standards for Accessibility Design.

H.6 Water and Sewer Service

The Property is located within the service area of JEA. All utility construction shall be designed in accordance with JEA standards and subject to St. Johns County approval for location within public rights-of-way.

H.7 Fire Protection

Fire protection shall be consistent with applicable provisions of the Code and current Florida Fire Prevention Code. Fire equipment accessibility will be provided in compliance with NFPA 1, Chapter 18 and the Code. All structures that exceed two (2) stories in height shall be protected with an automatic sprinkler system designed and installed in accordance with the latest edition of NFPA 13, or equivalent standard as adopted in the Florida Fire Prevention Code

H.8 Solid Waste Collection

Solid waste collection shall be provided by the County-contracted waste collection company or other private provider. Solid waste from the Project shall be stored in enclosed receptacles and appropriately screened areas.

I. Water, Sewer and Reuse

Water, sewer and reclaimed water services will be obtained from JEA via central utility systems. All on-site utilities will be public. Water and sewer lines that are to be dedicated to the JEA for ownership that are not located in public rights-of-way shall require an easement/restoration agreement. All utility construction shall be designed in accordance with JEA standards.

J. Soils

The predominant soils on this site, as determined by the Soil Survey of St. Johns County (U.S. Department of Agriculture, Soil Conservation Service, 1983) indicates that the Property contains the following 14 main soil types:

Astatula Fine Sand (0 to 8 percent slopes)
Cassia Fine Sand
Myakka Fine Sand
Pomona Fine Sand
Pottsburg Fine Sand
Smyrna Fine Sand
Sparr Fine Sand (0 to 5 percent slopes)
St. Johns Fine Sand
St. Johns Fine Sand, depressional
Tavares Fine Sand (0 to 5 percent slopes)
Terra Ceia Muck, frequently flooded slopes
Tocoi Fine Sand
Wesconnett Fine Sand, frequently flooded
Zolfo Fine Sand

K. Upland Forest and Wetland Vegetation

Wetland and upland information is included in the Environmental Report provided to County Staff. A FLUCCS Map is included in the Report.

L. Significant Natural Communities Habitat and Listed Species

Significant Natural Communities Habitat and Listed Species information for the Property are contained in the Environmental Report. There are approximately 53.9 acres of Significant Natural Communities Habitat within the Property. A minimum of ten (10) percent of such habitat will be preserved, pursuant to LDC Section 4.01.07. The Significant Natural Communities Habitat preservation area will be shown on Incremental Master Development Plans for portions of the Property in which the preserved habitat is located. The Significant Natural Communities Habitat preservation area shall be considered as community and neighborhood park space and included in the cumulative accounting of recreational acreage required in Section H.5 hereof. The Owner shall be permitted to construct trails within preserved Significant Natural Communities Habitat areas for passive recreational purposes. There are gopher tortoises present on the Property, as noted in the Project Environmental Report. The Owner will conduct an updated gopher tortoise study prior to commencing

development within various portions of the Property. The Owner will relocate any tortoises in each portion of the Property in compliance with state and federal laws.

M. Known or Observed Historic Resources

There is one historic resource group that extends into the current area of potential effect ("APE"): 5500 Race Track Road Group (8SJ05569). One historic structure is recorded within the current APE: Durbin Structure (8SJ05031). There are five archaeological sites recorded within the current APE – Hester Prynne (8SJ05023), Pearl (8SJ05024), Governor Bellingham (8SJ05027), Nathaniel Hawthorne (8SJ05029), and The Scarlet Letter (8SJ05030).

N. Buffering and Landscaping

N.1 Perimeter Buffer

A natural or preserved landscaped perimeter buffer a minimum ten (10) feet wide shall be located along the perimeters of the Property and not around the boundaries of individual development parcels. The location of the perimeter buffer is illustrated on **Exhibit "C"** (the "**MDP Map**"). This buffer may be located within, and not in addition to, any development edge or scenic edge described in **Subsection N.4**. Such buffers will meet the applicable requirements of LDC Section 6.06.04. The Owner will show all buffers on Incremental Master Development Plans. The Owner will be permitted to construct sidewalks within the perimeter buffer. Tree mitigation and landscaping will comply with LDC Section 6.06.04 and other applicable Code provisions. See **Section T**, Waiver 18 or regarding buffering within the Property.

N.2 Screening

Screening between residential parcels and Arterial and Collector roads will be provided per applicable Code provisions. Screening of mechanical equipment located on the ground and/or rooftop will be in compliance with LDC Section 6.06.04.B.9.

N.3 Upland Buffers and Building Setback

An averaged 25-foot-wide undisturbed (natural vegetative) upland buffer (minimum width of ten (10) feet) shall be maintained around all contiguous wetlands on the Property, except for unavoidable wetland impacts, measured landward from the State jurisdictional wetland line.

Other than crossings for trails and utility/drainage structures, no uses will be allowed within the required upland buffers, and all upland buffers shall be maintained in their natural vegetative condition. The landward edge of the upland buffer will be identified, and no harvesting will occur in the upland buffer. In an area where an upland buffer is or will be comprised of fill material, or the bank of a stormwater system, with permits by state and federal regulatory agencies, the area shall be reestablished as a natural upland buffer by the replanting of plants that are natural and native to the original ecological community. Turf grasses and exotic or non-native plants are expressly prohibited. Upland buffer planting plans shall be provided with development applications. Prior to commencement of any construction regardless of location, all contractors shall be required to install silt fencing on the landward

edge of the undisturbed upland buffer or landward of the undisturbed upland buffer at the physical limits of construction to protect the conserved wetlands.

Crossings of upland buffers are permitted for roadways, utility crossings, trails and pathways and drainage outfalls. The minimum amount of upland buffer vegetation may be trimmed where necessary to maintain the areas of upland buffer crossings.

A 25-foot-wide building setback shall be maintained landward of any upland buffer located within a development parcel. Reduced (no minimum) setbacks may be allowed within the portion of a parcel to be developed except for residential, as approved by the County Administrator using acceptable environmental evaluation practices. The additional 25-foot building setback from the upland buffer shall not be required if the upland buffer is not located within a development parcel (including for multi-family areas, pursuant to LDC Section 4.01.06.B.2). The upland buffer and additional building setback shall be depicted on all construction plans and shall be recorded on the plat. Provided there is no encroachment into the required upland buffer, all Accessory Uses listed in MDP **Section Q** hereof shall be permitted within this additional building setback, except buildings which have a permanent foundation. Further, provided there is no encroachment into the upland buffer, this setback requirement shall not apply to:

- The installation of sprinkler systems, utility lines, landscaping and hardscape, pool enclosures, fencing and gazebos;
- The construction of roads essential for access and the construction of stormwater retention or detention basins or other stormwater-related structures;
- The construction of recreation trails; and
- Any necessary grade finishing providing gradual slopes between the setback lines and the upland buffers.

N.4 Development and Scenic Edges

This subsection applies only to the perimeter of the portion of the Property that is located west of Interstate 95, in the County's Northwest Sector (the "**NW Sector Land**"), as depicted on the MDP Map. No scenic edge or development edge described herein shall be required around the perimeter of any portion of the Property located east of Interstate 95.

Scenic edges of a minimum 10 feet for non-residential uses and a minimum 30 feet/average 50 feet for residential uses will be provided adjacent to the rights-of-way of State Road 9B and East Peyton Parkway within the NW Sector Land, as depicted on the MDP Map. A 30-foot minimum scenic edge will be provided adjacent to the right-of-way of Race Track Road within the NW Sector Land, as depicted on the MDP.

A 35-foot-wide **development edge** will be provided around the Property's perimeter wherever no scenic edge is required. Development edges may be left in a natural state or landscaped in accordance with performance standards. Landscaped scenic edges may be designed to provide either a natural or manicured appearance. Shrubs and groundcover planted within the scenic edge shall provide a continuous screen of parking and service areas. Plant materials shall be selected from the St. Johns River Water Management District's Florida Waterwise Plant Database and as appropriate to the local climate.

No development edge is required where a scenic edge is provided. No development edge or scenic edge is required along any roadway internal to the Property except for East Peyton Parkway, as detailed above. Development edges may include signs; drainage, utility or access easements; multi-purpose paths; trails; walking paths; drainage outfalls; and stormwater ponds designed as amenities (for example, with fountains, gazebos, benches or similar improvements).

Breaks in the scenic edge are allowed in otherwise continuous edges to allow for pond maintenance paths, access and associated entrance features, including signage and fencing incorporated into entry features, and to provide views corresponding to parks, scenic areas and other publicly accessible areas. Tree mitigation and landscaping will comply with applicable provisions of the Code at the time of permitting.

Portions of any scenic edge that are less than 30 feet wide shall contain enhanced landscaping and hardscaping consistent with Comprehensive Plan Future Land Use Policy A.2.1.4(a). Any enhanced landscaping and hardscaping within the rights-of-way of East Peyton Parkway or Race Track Road shall be considered on-site landscaping and eligible for tree mitigation credit. Further, because the Owner is preserving over 200 wetland acres within the Durbin Creek Conservation Corridor, in conformance with Comprehensive Plan Policy A.2.1.6, and the vast linear park that maintains a vast network of green space throughout the Property, this PUD offers flexibility in scenic edge dimensions in exchange for strengthening and protecting the County's greenway system in the Northwest Sector. Except for East Peyton Parkway, no scenic edge shall be required along any other internal roadway located upon the Property. Requiring rural character along internal roadways runs contrary to the intention and design necessary to create a mixed-use urban center.

The Owner will provide enhanced landscaping and hardscaping within the scenic edges within the portion of the Property west of Interstate 95, as required by Comprehensive Plan Policy A.2.1.4(a) and LDC Subsection 6.06.02.G.2. See **Section T**, Waiver 23, which sets the enhanced landscaping and hardscaping performance standards for scenic edges within Durbin Park are as follows:

N.4.1 Scenic Edge along Race Track Road

One (1) tree for every 20 feet of scenic edge frontage, exclusive of entry drives, with a maximum spacing of 40 feet between trees (including canopy and non-canopy) trees to allow for clustering and denser screening where appropriate for that portion of the scenic edge along Race Track Road. A minimum of 70 percent of trees along Race Track Road will be canopy trees, as defined by the Code. The scenic edge shall incorporate a continuous hedge as long as it does not interfere with sight distance requirements. Shrubs and groundcovers shall be selected from the St. Johns River Water Management District's Florida Waterwise Plant Database and consistent with the local climate. Scenic edge landscaping (including trees) along East Peyton Parkway and Race Track Road may be planted within the adjacent right-of-way, subject to the County's approval of a right-of-way use permit and hold harmless agreement related to the use of such right-of-way. Hardscape embellishments, signage elements and other landscaping shall be allowed within all scenic edges. A maximum of 20 percent of the landscaping required within the scenic edge along Race Track Road may be planted in the right-of-way in order to enhance the project view from the roadway.

N.4.2 Scenic Edge along State Road 9B and East Peyton Parkway

One (1) tree for every 30 feet of scenic edge frontage, exclusive of entry drives, with maximum spacing of trees (canopy and non-canopy) not exceeding 40 feet. Trees may consist of any combination of canopy trees, Palms, and non-canopy trees, with 70 percent of trees being canopy trees. Palm trees may be planted with a minimum spacing of five (5) feet when planted as a cluster, and non-canopy trees may be planted no closer than ten (10) feet of a canopy tree. Scenic edges shall incorporate a continuous hedge in areas with visible vehicular use and service areas as long as the hedge does not interfere with sight distance requirements. Shrubs and groundcovers within the scenic edge shall be selected from the St. Johns River Water Management District's Florida Waterwise Plant Database and consistent with the local climate. Scenic edge plantings may be located within the 10-foot-wide scenic edge or adjacent to the scenic edge either within the Property or within the right-of-way, subject to the County's approval of a right-of-way use permit and hold harmless agreement related to the use of such right-of-way. Landscaping within rights-of-way will meet the FDOT roadside recovery and clear zone standards. Landscape planted within a scenic edge may satisfy up to 20 percent of the landscape requirements within the adjacent East Peyton Parkway right-of-way or adjacent development parcel.

N.5 Landscaping

Landscaping for Durbin Park will be designed to establish a high-quality environment that provides for visibility, safety and low maintenance. The landscape will be designed to enhance the Property and to coordinate with the proposed architecture. The design of the landscape shall provide a pleasant appearance from the adjacent roadways, and special emphasis will be placed on screening service areas from these roads. Landscaping will be consistent with typical plantings found in northwestern St. Johns County.

The parking areas will be landscaped at the required minimum five (5) percent of vehicle use area, utilizing parking islands and green space interspersed throughout the parking fields. Terminal islands will be a minimum of 12 feet in width and internal islands being a minimum of eight (8) feet in width, both types of islands containing at least one (1) tree. Maximum spacing of internal islands shall be 130 feet or 14 spaces. See **Section T**, Waiver 25.

Scenic edges will be planted in a configuration consisting of one (1) tree planted at a rate of based on 1 tree per 30 linear feet of scenic edge (excluding driveways). Scenic edges may consist of trees, shrubs and groundcovers where breaks in the planting may be up to 40 feet in length allowing views within the development parcels. The breaks in the scenic edges will consist of either shrubs or groundcover. Scenic edge trees (canopy or non-canopy) will be planted at a maximum distance of 40 feet. See **Section T**, Waivers 4 and 23.

Tree plantings shall be a mixture of canopy and non-canopy trees intermingled throughout the project (including scenic edges) with a minimum of 70 percent of the trees being canopy trees and 30 percent non canopy. The 70 percent allocation of canopy trees may consist of both canopy trees and palm trees. The allocation of palm trees in this mix may include up to a minimum of 55 percent canopy trees and 45 percent palm trees. Palm trees used to satisfy this requirement shall be a minimum of 12 feet clear trunk. See **Section T**, Waiver 4. No landscaped buffers will be provided internal to the site because of the mixed-use nature of Durbin Park. The non-residential uses are similar in intensity. The site is separated from

parcels not included within this Project by large expanses of conservation lands and major roadways.

Replacement trees and all trees planted to satisfy the requirements of the Code shall be planted to support the commercial nature of the project for this purpose **Section T**, Waiver 5 articulates the applicable diversity ratio for the project. To satisfy the planting requirements for spacing of canopy trees for Values Assigned to Trees, trees of the Pinus species will be permitted to be spaced ten (10) feet from all newly planted and existing trees to receive credit.

The Project will use vegetation around stormwater ponds within multi-family residential portions of the Project and the Durbin Creek Conservation Corridor to create wildlife habitat and passive recreation areas, consistent with Comprehensive Plan Policies D.3.2.6 and E.2.6.8. Commercial and office areas within the Property will have more manicured stormwater ponds that serve as amenities that add to the aesthetics of the Durbin Park.

In order to emphasize water conservation, plantings will be selected from the St. Johns River Water Management District's Florida Waterwise Plant Database as appropriate to the local climate. Landscaping shall be in conformance with LDC Section 6.06.00 and other applicable Code provisions, except as waived or otherwise relieved in **Section T,** Waivers 23, 24 and 25.

N.6 Trees and Other Vegetation

The Property shall be subject to the provisions of LDC Section 4.01.05 in effect as of the date of the County Commission's approval of this PUD Ordinance.

O. Special Districts

Durbin Park is not located within any special district as defined in LDC Article III and is not subject to any special district requirements.

P. Temporary Uses

Temporary construction and temporary leasing trailers may be located on the site during construction of the Project and for construction of State Road 9B and East Peyton Parkway by FDOT and its contractors. Temporary construction and leasing trailers shall be removed no later than 30 days following the issuance of a certificate of occupancy for all buildings within each phase. Because construction of the Project will be phased, the Owner shall be permitted to place temporary signage within portions of the Property in which construction is underway to direct residents, tenants, customers, and other visitors to other areas of the Property that are in operation. All temporary leasing offices shall meet all of the applicable requirements of the Florida Accessibility Code for Building Construction, including, but not limited to, an accessible route and accessible parking with signage. Construction staging areas may be located within any phase of the Project.

Ten (10) percent of the homes within the PUD may be constructed as model homes with approved construction plans. The model homes may be built during construction of the infrastructure and may be used for sales, administration and construction offices, subject to the provisions of MDP **Section R** hereof. Parking for the model homes and sales offices will

be located within the driveway or adjacent lot. Parking for the model homes will comply with ADA guidelines.

The Owner shall be permitted to erect temporary on-site construction and real estate signage on the Property, in conformance with LDC Subsections 7.03.01.B and C.

The Owner will be permitted to conduct Outdoor Seasonal Sales of merchandise and hold outdoor festivals and events in public greens and parks and within internal drives and their adjacent sidewalks and café areas in commercial and office areas of the Project. Temporary uses will comply with LDC Section 2.02.05, except as set forth in **Section T**, Waiver 2.

Q. Accessory Uses

Because of the mixed-use nature of the Project, locations of Accessory Uses for structures are not limited from, or assigned to, any specific location on the site. Air conditioning units and/or heating/cooling units may be placed on roofs, provided they are screened from view from adjacent public rights-of-way, or located on the ground and screened from view from any adjacent public right-of-way. Trash receptacles, dumpsters, utility meters, above-ground tanks, satellite dishes (except as provided by Florida law), antenna and other similar structures shall be similarly screened. Off-street parking and loading shall also be permitted. All loading areas will comply with LDC Section 6.05.02.K, except as provided in **Section T**, Waiver 22.

Swimming pools may be provided for recreation at any hotel or amenity center that may be constructed on the Property. Any swimming pool shall be permitted as an Accessory Use associated with the hotel, amenity center or with a commercial use such as a health club or SCUBA shop. Swimming pools shall not be located closer than 40 feet from any public right-of-way unless a continuous living landscape buffer of at least 24 inches in height is installed, in which case a minimum setback of 15 feet to the pool will be required.

Standard residential accessory uses will be allowed within residential portions of the Project, including but not limited to: decks, swimming pools, patios, air conditioning units, walkways and sidewalks. Accessory uses and structures will be allowed in accordance with the Code, except as set forth **Section T**, Waiver 1.

Accessory Uses such as private garages/mother-in-law suites and storage buildings; Home Offices; model homes; guardhouses; air conditioning units and related heating/cooling units; swimming pools and pool equipment; fences, walls or hedges; gazebos and other open-air structures; boardwalks, docks, and other similar uses shall be permitted within the Property, all as subject to the applicable standards set forth in LDC Sections 2.02.04.A.3.C, 2.02.04.B and 6.04.06.F.7.d. All Accessory structures shall comply with appropriate Florida Building Codes, including life safety issues, fire separations and Florida Accessibility Code for Building Construction requirements.

R. Phasing Schedule

Project Phase	Commercial/ Shopping Center (Square Feet)	Office (Square Feet)	Hospital (Square Feet)	Hotel (Rooms)	Multi-family Residential (Units)
Total	1,697,130	2,276,065	375,000	350	2,265
1A (2020-2024)	0	340,000	375,000	0	0
1B (2025-2029)	1,250,000	1,325,000	0	225	1,065
2 (2030-2034)	350,000	350,000	0	125	900
3 (2035-2039)	97,130	261,065	0	0	300

Note: Any of the 700,000 square feet of commercial development rights from the Durbin Park Phase 1A PUD, Ordinance No. 2016-64, as amended, that are not used in the Phase 1A PUD will carry over to this PUD. Unused development rights from a particular phase carry over into subsequent phases until build-out. Phases 1A through 3 of this PUD are the same as Phases 2A through 4 of the Development Agreement.

The Owner will commence construction of Phase 1A within four (4) years of the date on which the Board of County Commissioners approves this PUD rezoning. Commencement of construction shall be deemed to have occurred upon the County's approval of applicable infrastructure construction plans. The Owner will commence construction of the remaining phases as the real estate market dictates. Unused development rights from a particular phase carry over into subsequent phases until build-out. The Project will be completed by December 31, 2044. Completion shall be defined as receipt of approval from the County of applicable As-Built Surveys or certification of completion by the Owner's engineer. This completion date may be extended through a modification of this PUD Ordinance. See **Section T**, Waiver 7.

S. Project Impact and Benefits

The Project will provide a first-class, mixed-use regional employment and shopping district that will become a viable, desirable and attractive amenity for St. Johns County. The Project is expected to draw shoppers and diners from all over Northeast Florida. The office buildings will provide workspace for thousands of people and will generate jobs for County residents.

The residential component will provide multi-family housing where people who work within the Project can reside and will deliver much-needed market-rate rental units for the County.

The Project expands employment, entertainment and shopping opportunities for residents and greater tax and other revenues for the County and other governmental agencies. With only 11 percent of the County's tax base coming from non-residential properties, the expansion of commercial, office and hotel uses at the Project will be of assistance to the County Commission, which has a stated goal of increasing the non-residential tax base to 30 percent.

T. Waivers, Variances or Deviations

The Future Land Use Element of the St. Johns County Comprehensive Plan supports and promotes creative design concepts and innovative land use patterns such as mixed-use developments and village centers. However, because most of the provisions of the Code have not yet been amended to incorporate these highly desirable design concepts, there are many criteria within the Code that would prohibit this type of mixed-use development pattern. Until the Code is updated to incorporate these concepts, it is necessary for the Owner and others who wish to develop mixed-use projects to request waivers from many of the provisions of the Code.

The Property contains a substantial amount of wetlands associated with and located alongside Durbin Creek. Those wetlands will be placed under conservation easement to ensure their perpetual preservation, to enhance the County's Northwest Sector Greenway system and to provide wildlife habitat, recreational opportunities, natural corridors, aesthetics and open space, in conformance with St. Johns County Comprehensive Plan Policy A.2.1.6. The Policy allows the Board of County Commissioners to provide incentives like flexible setbacks, accelerated timing and phasing of development and others in exchange for provision of Greenway lands.

In order to implement Durbin Park as a mixed-use center, it is necessary for the Owner to obtain certain waivers from the provisions of the Code, as enumerated in **Table T.1**.

U. Binding All Successors

The Owner, on behalf of itself and its successors and assigns, hereby agree and stipulate to proceed with the proposed development in accordance with the PUD ordinance for this application as adopted by the St. Johns County Board of County Commissioners. The Owner also agrees to comply with all conditions and safeguards established by the St. Johns County Planning and Zoning Agency and the St. Johns County Board of County Commissioners with respect to this PUD rezoning application.

All roads, drainage facilities and common areas located within the PUD for the common use and benefit of all property owners shall initially be constructed by the Owner and will be operated and maintained by either the County, a property owners association or a community development district.

V. Future Land Use Map Designations

The Property is designated as IC (**Intensive Commercial**) and R/S (**Rural/Silviculture**) within the boundary of an Urban Service Area on the County's 2025 Future Land Use Map.

TABLE T.1 WAIVERS FROM LAND DEVELOPMENT CODE	
1	Relief from **LDC Sections 2.02.04.C and 6.04.06.F.7.b (Commercial Accessory Setbacks).** Except where easements are provided, a waiver to this minimum design standard provides relief to place commercial accessories at functional locations, irrespective of parcel lines. Under the current Code, typical commercial accessory uses are permitted, provided the uses or structures are not less than seven (7) feet from the property line. Under LDC Section 6.04.06.F.7(b), Building and Accessory Structures are limited to a minimum of three (3) feet from side and rear property lines. This waiver eliminates both section setbacks except where easements are located along property lines and provided accessories are adequately screened. The Owner will be required to maintain positive drainage.
2	Relief from **LDC Sections 2.02.05.A.2.A (Outdoor Seasonal Sales)** changing the number of temporary use permits from current Code allowance of 1 time in 1 month not to exceed three (3) days for each event and one permit per parcel. The request sets no maximum number of permits per year or parcel and maintains 45 days for each event.
3	Relief from **LDC Section 2.03.02 (Alcoholic Beverages)** distance requirements in order to develop the project in a more compact urban form with uses complimentary to one another. Should a place of worship or school be located near Durbin Park's boundaries, the internal configuration of buildings away from the perimeters of the site should be sufficiently separated from the outside house of worship or school. In the event it is not, this waiver will protect the vested property rights of Durbin Park.
4	Relief from **LDC Section 4.01.05.E.1. Note 6(a) 70 Percent Canopy Trees; LDC Section 6.06.02.C.4 Palms and LDC Section 6.06.03.A Canopy Trees.** Because of the commercial nature of the site (requirements for visibility, security of property and maintenance of paved surfaces), this waiver allows up to 45 percent of the mandatory 70 percent canopy tree standard to be met with palm trees a minimum of 12 feet clear trunk height at time of planting. Canopy trees will be included within the landscaping plan where appropriate while maintaining sight lines and maximizing safety and security. Tree percentage requirement will be calculated using the following formulas: Total Trees Required by LDC — 70% canopy + 30% non-canopy Total Canopy — 55% (min.) canopy + 45% (max.) palm tree cluster (three (3) palm trees) Total Non-Canopy — 30% single non-canopy trees This waiver also seeks to eliminate the 30 percent cap for Palm Trees. Percentage calculations will be tracked Property-wide within construction plans. In support, the Code permits the County Administrator to waive this standard based upon site conditions (i.e., safety, security, visibility and planting space limitations). The PUD clusters development to maintain large, contiguous areas of conserved lands that frame each development parcel and maintain the character of Northwest St. Johns County.

5	Relief from **LDC Section 4.01.05.E.1. Note 6(d)** that requires canopy trees not to be planted closer than 20 to 30 feet from other trees. The Owner is requesting that trees of the *Pinus* species be allowed to be planted ten (10) feet from other trees. This request is justified based on the growth habit of pine trees, and the latitude provided to the County Administrator to make these determinations.
6	Relief from **LDC Section 5.02.03.G.2 (MDP Map)** having to illustrate the initial phase of construction on the MDP Map. Incremental Master Development Plan (MDP) Maps shall be submitted depicting in detail the initial phase of development and all subsequent phases prior to construction plan approved by the County.
7	Relief from **LDC Section 5.03.02.G.1.r (Phasing)** to allow the Project to be developed over time and pursuant to real estate market conditions. The Property is subject to a 30-year Development Agreement. Therefore, the Owner has requested a waiver to this Code provision to allow the Project to be completed by December 31, 2044.
8	Relief from **LDC Sections 5.03.02.G.1.g and G.2.f**, **6.05.02 and Table 6.17 (Parking).** The Project is a mixed-use development which incorporates multiple (e.g. commercial and office) uses within individual buildings and within common parcels within the site. This mixed-use style development promotes an efficient use of parking spaces since the spaces are likely to be occupied by different users at different times of the day. This concept specifically addressed in the Urban Land Institutes' publication "Shared Parking, Second Edition" and is fully integrated in the design and creation of the Project, as set forth in the Shared Parking Analysis provided to the County for consideration as part of PUD 2016-17 (Durbin Park Phase 1A PUD).
9	Relief from **LDC Section 5.03.02.G.2 (Master Development Plan Details)** to allow the details of development of the Project to be reviewed and approved through Incremental Master Development Plans. The initial development of the Urban Service Area is being accomplished within the Durbin Park Phase 1A PUD. The Owner has not fully planned the remaining parcels within the Urban Service Area at this time. The Owner will file and obtain approval of incremental Master Development Plans for parcels within the Property prior to construction plan approval.
10	Relief from **LDC Sections 5.03.03.B.1.b and 6.03.01 (Fire Protection Regulations/Building Setbacks)** to allow for a minimum separation between structures as measured from the outer wall of one structure to the outer wall of another structure, 30 inches above grade. To ensure adequate public safety, the Owner will provide either protection with an automatic fire sprinkler system or fire hydrants capable of providing an additional 500 gallons per minute at 20 PSI, in addition to meeting applicable requirements of NFPA 1, Chapter 18.
11	Relief from **LDC Section 5.03.03.B.2 (Commercial Setbacks between Buildings, Parking and Storage Areas)** This waiver seeks to reduce the required PUD setback from 20 feet to ten (10) feet along the property lines adjacent to road rights-of-way for SR 9B and East Peyton Parkway, and from 20 feet to zero (0) feet on any internal roadway, to create an urban edge/experience. The scenic edges planned along SR 9B and East Peyton Parkway have been requested to be reduced to the referenced widths. All commercial buildings will be situated to allow fire department access pursuant to applicable provisions of the Code and all other applicable local, state and federal fire protection standards.

12	Relief from **LDC Section 5.03.03.E.2 and E.3 (Active Recreation)** to allow the recreation facilities within the PUD to be consistent with the vision for Durbin Park and not be ball fields and multi-purpose fields that are more appropriate for suburban settings. The Owner will demonstrate that the planned recreational uses are more appropriate for the residents of Durbin Park. The required recreational facilities will include recreational amenities within each multi-family residential complex, plazas, greens, linear parks, and a vast pedestrian network and greenway system comprised of hiking and biking trails that traverses the entire Property. The pedestrian system will offer a journey through the PUD connecting pedestrians, joggers, bicyclists and more to various destinations, points of interest, community greens, picnic areas, playgrounds, and outdoor plazas located throughout the Property. Small segments of linear parks located within rights-of-way will not count toward the required amount (acres) of recreation land.
13	Relief from **LDC Section 5.03.03.F (Unified Sign Plan)**. Signage provided in Durbin Park will be located within the Property and on adjacent lands owned by the Owner. Likewise, signage located within the Property may apply to businesses located on adjacent lands owned by the Owner. Thus, the Unified Sign Plan, as may be modified from time to time, shall apply to all lands subject to this PUD Ordinance, as may be amended from time to time.
14	Relief from **LDC Section 5.03.07 (PUD Progress Report)** to waive the five (5)-year phase guideline and this section requires a report based on the five (5)-year phase. The information sought with the progress report is tracked through the County construction plan submittal process.
15	Relief from **LDC Section 6.04.05.D (Driveway Grades)** maximum grade changes established in LDC Figure 6.03 because the algebraic break is too flat and will necessitate long driveways. Alternatively, the Owner elects to adhere to FDOT driveway criteria.
16	Relief from **LDC Section 6.04.05.H (Auxiliary Lanes)** to provide roundabouts in lieu of right and left turn lanes, subject to County approval of Incremental Master Development Plans that include rationale and analysis of roundabouts.
17	Relief from **LDC Section 6.04.05.K (Access Management Classifications for Major Collectors)** to alleviate East Peyton Parkway from Access Class 5 median opening and signal spacing. Construction plans will show dimensions between proposed full median openings and be accompanied by a traffic study that supports acceptable level-of-service and queuing at built-out condition.
18	Relief from **LDC Section 6.04.06 (Compatible Use Buffers)** to eliminate buffering between uses because of the mixed commercial use nature of the Project. The non-residential uses are similar in intensity, which would only result in grassed landscaping strips between uses. Exterior application of the compatible use buffer table would not apply because the site is separated from outside parcels by major roadways, large expanses of conserved wetlands, scenic/development edges, and interstate highways.
19	Relief from **LDC Section 6.04.07.A.2 (Roadway Design)** to allow temporary construction traffic to access the Property prior to the application of the second lift of asphalt being completed in all phases. This will allow construction to be completed sooner and avoid construction traffic from damaging the final roadway. The Owner will assure the removal of, or

	denied entry of, all "horizontal" construction traffic into occupied areas.
20	Relief from **LDC Section 6.04.07.F (Pavement Design)** to allow the Owner to utilize a pavement design based upon the Flexible Pavement Design Manual with an equivalent structural number.
21	Relief from **LDC Section 6.04.07.M (Existing Facilities)** to rely upon those improvements specified in the companion Amended and Restated Development Agreement for the Urban Service Area.
22	Relief from **LDC Section 6.05.02.K (Off-Street Loading Space)** reducing the required minimum number of loading berths. Durbin Park will include several large, individual retail stores that, along with tenants located within the same individual building, may exceed 100,000 square feet in size. The number of loading berths proposed for each building within Durbin Park will be depicted on construction plans.
23	Relief from **LDC Section 6.06.02.G (Scenic Edges)** to set the performance standards for scenic edges as: Scenic edges along East Peyton Parkway and State Road 9B will be planted at a rate of one (1) tree for every 30 feet of scenic edge frontage, exclusive of entry drives, with maximum spacing of trees (canopy and non-canopy) not exceeding 40 feet. Trees may consist of any combination of canopy trees, palm, and non-canopy trees with 70 percent of the trees shall be canopy or palm trees. Of the trees provided in the 70 percent allocation, a maximum of 45 percent of that 70 percent may be palm trees. Palm trees may be planted with a minimum spacing of five (5) feet when planted as a cluster and non-canopy trees may be planted no closer than ten (10) feet of a canopy tree. Scenic edges shall incorporate a continuous hedge in areas with visible vehicular use and service areas as long as the hedge does not interfere with sight distance requirements. Shrubs and groundcovers within the scenic edge shall be selected from the St. Johns River Water Management District's Florida Waterwise Plant Database and consistent with the local climate. Scenic edge plantings may be located within the 10-foot-wide scenic edge or adjacent to the scenic edge either within the Property or within the right-of-way, subject to the County's approval of a right-of-way use permit and hold harmless agreement related to the use of such right-of-way. Landscaping within rights-of-way will meet the FDOT roadside recovery and clear zone standards.
24	Relief from **LDC Section 6.06.03.E (Perimeter Buffer)** The Property meets the external standard for perimeter buffers adjacent to road rights-of-way and parking area driveways. This waiver is requested to permit shared parking fields between users and flexibility in defining outparcels. This waiver promotes internal accessibility and is consistent with the request to eliminate the incompatible use buffer. This waiver is supported by LDC Section 6.06.03.I (Variations) which empowers the County Administrator to relax this standard when alternatives are presented.
25	Relief from **LDC Section 6.06.03.G.1 & 2 (Landscape Islands)** to allow for smaller landscape islands, reducing the mandatory minimum from 15 feet to eight (8) feet in width for interior islands, and to 12 feet in width for terminal islands. These islands may contain canopy trees, palms and other non-canopy trees. The second portion of this request changes the island spacing standard from 100 feet to a maximum 130 feet or 14 parking spaces and eliminates tree islands along perimeter parking spaces with abutting landscaped areas. This is supported by increases in

	green space in other areas of the site to meet the minimum of five (5) percent of total landscape area, as well as the need to provide visibility within the Property. This waiver is supported by LDC Section 6.06.03.I (Variations) which empowers the County Administrator to relax this standard when alternatives are presented.
26	Relief from **LDC Section 7.00.04.E and 7.08.01.T (Signs and Rights-of-Way)** to allow for directional signs to be located within public rights-of-way within Durbin Park as long as the Owner enters into a maintenance agreement with the County placing maintenance responsibility for such signs on the Owner, its successors and assigns.
27	Relief from **LDC Section 7.02.04.C (Building Signs)** The Owner will have a variety of tenants in leasable spaces of varying sizes. Some of the tenant buildings will have rear elevations facing Interstate 95, East Peyton Parkway, State Road 9B, and Race Track Road. Thus, the Owner desires to provide tenants with varying sign sizes, based on linear square feet of building frontage and square footage of occupancy, and with some larger front and rear building signs so tenants are visible to passersby. See **Table 1** in **Exhibit "D"** for maximum quantity, sign area and sign height for each type of sign listed herein. The Owner has not identified all tenants to date, so it needs flexibility in buildings, and hence wall sign, locations.
28	Relief from **LDC Sections 7.02.04.E and 7.06.01 (Project and Commercial Identity Signs)** to allow Identification Feature and Identification Monument signs located along State Road 9B and East Peyton Parkway to be part of an entry feature that does not exceed 50 feet in height and 35 feet in height, respectively. The Owner has included signage on attractive entry features at Durbin Pavilion (Durbin Park Phase 1A PUD) and desires to emulate this at Durbin Park. See **Table D** in **Exhibit "D"** for maximum quantity, sign area and sign height for each type of sign listed herein.
29	Relief from **LDC Sections 7.02.01.C, 7.06.01 and 7.06.02 (Signs and Entry Features)** to allow a Durbin Identity Feature Structure to announce arrival into Durbin Park. See **Table D** for more details. Relief requested to allow Durbin Identity Feature Structures where depicted on **Exhibit "D-1**" and have a maximum height of 35 feet.
30	Relief from **LDC Section 7.02.04 (On-Premise Permanent Signs)** to allow Tenant Identity Monuments 1 and 2 and/or all Business Identity Pylons which reference businesses located within both Durbin Park Phase 1A PUD (St. Johns County Ordinance No. 2016-64) and the Property to be constructed within the Property. Durbin Park is located within the Durbin Park Urban Service Area and is intended to operate as one project. The signage permitted within the Durbin Park Phase 1A PUD and this Durbin Park PUD is almost identical and requested waiver is necessary to create a wholistic project.
31	Relief from **LDC Sections 7.02.04 C and D (On Premise Permanent Signs)** to allow ADA to not exceed 200 square feet for Tenant Identity Monuments (TIM 5). These signs are unique due based on their use as a primary campus identification sign that could include multiple elements which may include overall project branding (example: "Durbin Park"), the campus entity and additional occupants within the campus.
32	Relief from **LDC Section 7.02.05.B.1 &B.2 (On Premise Permanent Signs - Interstate)** to allow for additional sign height for all Business Identity Pylons and Specialty Commercial Icons (increase from 120 feet in height to 150 feet in height – More specifically, See enclosed graphic and criteria the request the ADA will be a maximum of 120 in height, architectural

	improvements may extend above that to 150 feet). This request is justified to allow for visibility from I-95 to allow motorist to make decisions regarding egress from the interstate. Additional relief from these sections for the Tenant Identity Monument 1 and 2 and all Business Identity Pylons to allow for ADA up to 555 square feet and 300 square feet respectively, regardless of distance from proximity to the interstate system interchange right-of-way. This request is justified based on the disposition, mixture of uses and dimensions of the Durbin Creek property. Being a very large site with a depth between I-95 and State Road 9B of approximately 1.2 miles this request is appropriate. The request for the increase to 555 is further justified to allow for consistency with the area approved for the Phase 1A PUD (Project Identity Monuments). This waiver also allows the On-Premise Interstate signs to be located farther away from Interstate 95 interchanges than set forth in LDC Section 7.02.05.B. The Durbin Park Property is bifurcated by Interstate 95, with more than 1,000 feet of frontage along the interstate. The project needs identification signage along this lengthy frontage.
33	Relief from **LDC Section 7.02.07 (Placement Limits)** so that on-premise signs may be located closer than five (5) feet on the front and ten (10) feet on the side and rear provided sight distance triangles are met for traffic safety.
34	Relief from **LDC Section 7.02.06.B (Directional Signage)** to allow larger directional signage within Durbin Park due to the size of the Property and number of tenants throughout. Such signs shall not exceed 12 feet in height. See **Table D** for more details.
35	Relief from **LDC Section 7.05.01.G (Special Event Signs)** to permit banners used in conjunction with temporary and special events that are not more than 50 square feet in size and are not limited as to number and duration. Decorative banners will also be placed on streetlight poles and shall not count toward the overall maximum advertising display area allowed for monument and pylon signs. Such banners may be displayed for more than 120 days per calendar year and for more than three (3) special events per year.
36	Relief from **LDC Section 7.02.07, 7.06.01.B, 7.06.02.A.3 and 7.08.01.T (Sign Placement Limits)** to allow for on-premise permanent signs, and/or portions thereof, to be located within public rights-of-way as long as the Owner enters into a maintenance agreement with the County placing maintenance responsibility for such signs on the Owner, its successors or assigns.
37	Relief from **LDC Sections 7.02.04.B, C and D and 7.02.04.06 (Large Signs)** to allow for signs up to 555 square feet of advertising display area. The larger signage will allow for northbound and southbound Interstate 95 and State Road 9B travelers to identify Durbin Park earlier and result in enough time to safely make the necessary exits off of the roadways. If the maximum sizes of the signs are limited to the sizes permitted in the Code, travelers may pass the off-ramps by the time they notice the signs identifying Project signage. See **Table D** for more details.

DURBIN

P · A · R · K

St. Johns County, Florida

Application for Rezoning to Planned Unit Development

EXHIBIT "C"

Master Development Plan Map

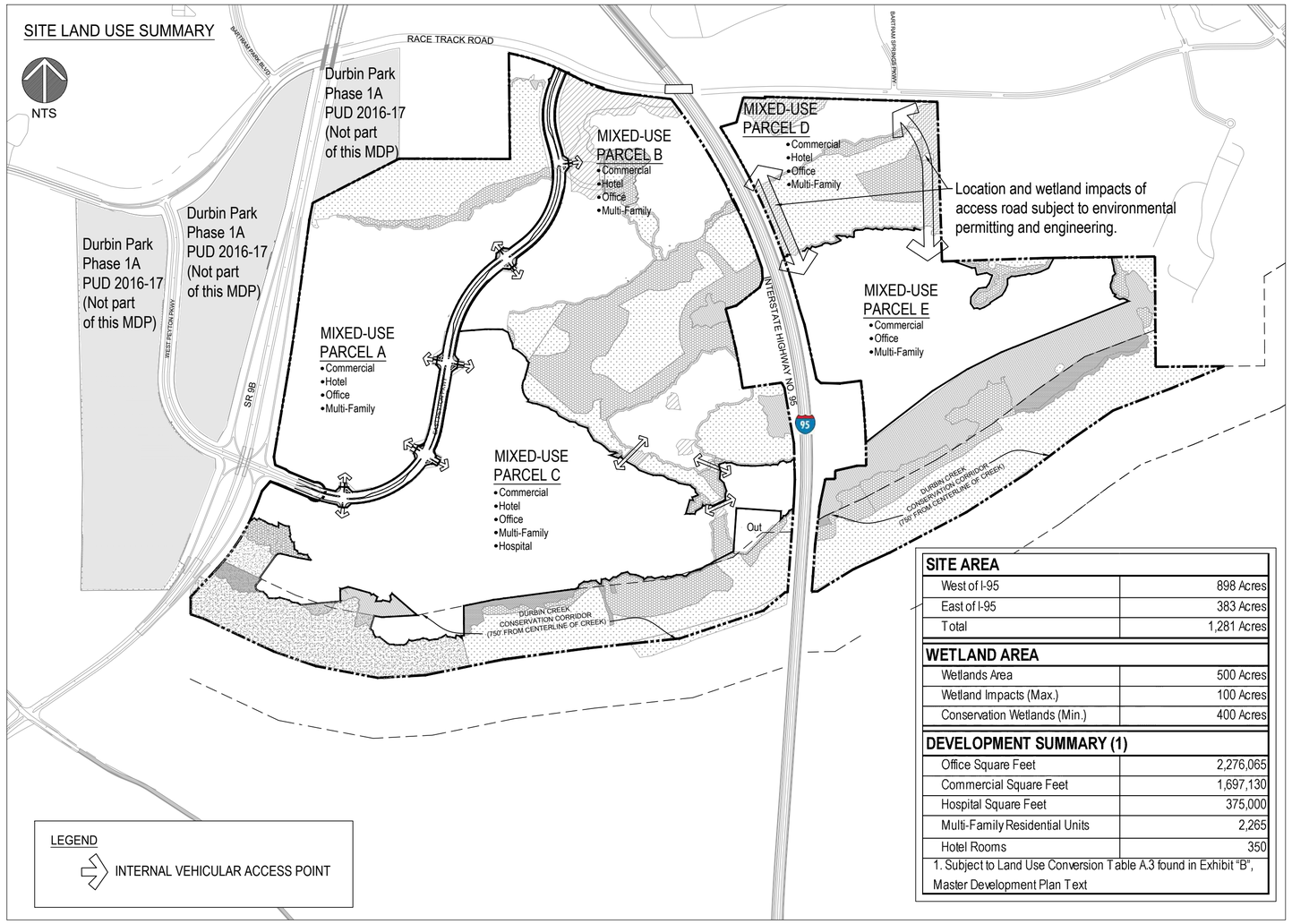
Sheet MDP-1 Overall Master Development Plan

Sheet MDP-2 Legal Description

Sheet MDP-3 Master Development Plan (West of I-95)

Sheet MDP-4 Master Development Plan (East of I-95)

SITE LAND USE SUMMARY



SITE AREA	
West of I-95	898 Acres
East of I-95	383 Acres
Total	1,281 Acres
WETLAND AREA	
Wetlands Area	500 Acres
Wetland Impacts (Max.)	100 Acres
Conservation Wetlands (Min.)	400 Acres
DEVELOPMENT SUMMARY (1)	
Office Square Feet	2,276,065
Commercial Square Feet	1,697,130
Hospital Square Feet	375,000
Multi-Family Residential Units	2,265
Hotel Rooms	350

1. Subject to Land Use Conversion Table A.3 found in Exhibit "B", Master Development Plan Text

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/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

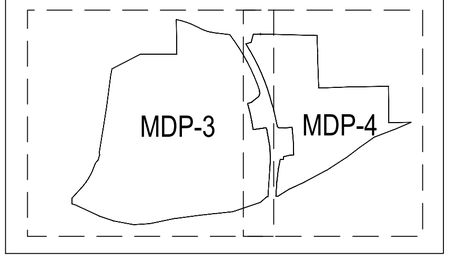
ORDINANCE NUMBER: _____

FILE NUMBER: _____

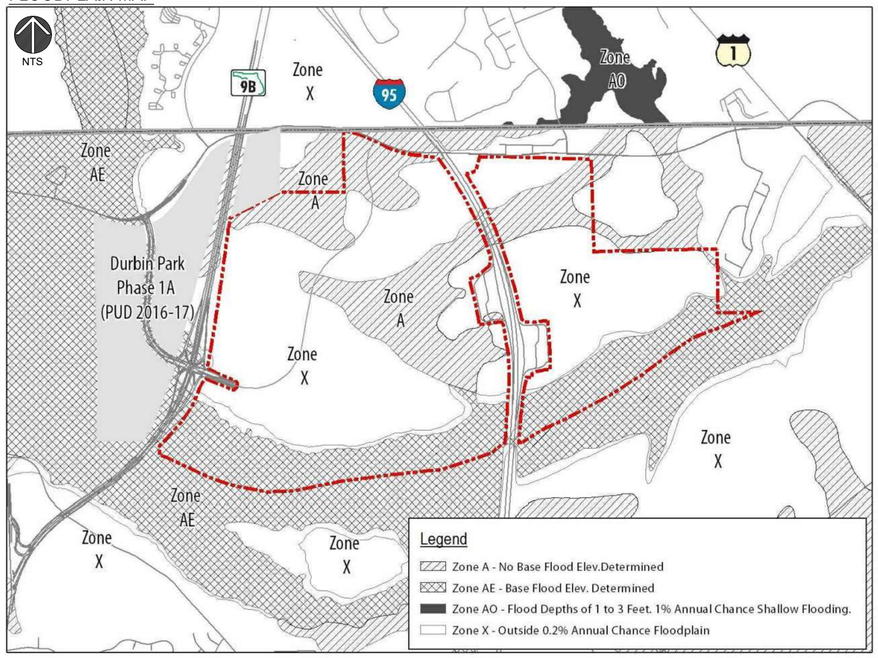
NOTES:

1. THE LAYOUT IS CONCEPTUAL AND MAY BE REVISED ON THE CONSTRUCTION PLANS OR BY CHANGES TO THE MASTER DEVELOPMENT PLAN IN ACCORDANCE WITH LDC SECTION 5.03.05.
2. THIS MAP IS BASED ON PRELIMINARY INFORMATION. PARCEL CONFIGURATION AND CIRCULATION ARE SUBJECT TO CHANGE BASED ON FINAL WETLAND SURVEYS, PERMITTING AND FINAL SITE PLANNING AND ENGINEERING. ROADWAY AND ASSOCIATED WETLAND IMPACTS ARE NOT DEPICTED ON THIS MAP. ALL ACREAGES ARE CONCEPTUAL ESTIMATES AND SUBJECT TO CHANGE BASED ON FINAL ENGINEERING.
3. WETLAND AREAS ARE SHOWN AS GENERALIZED AREAS AND ARE SUBJECT TO FINAL DESIGN, ROAD CROSSINGS, FINAL WETLAND SURVEYS AND PERMITTING.
4. CONSERVATION INCLUDES WETLANDS AND UPLANDS.
5. ALL ELEMENTS THAT ARE PLACES OF PUBLIC ACCOMMODATIONS AND COMMERCIAL FACILITIES ON THE SITE (INCLUDING ACCESSIBLE ROUTES AND PARKING) SHALL MET THE REQUIREMENTS OF "FLORIDA AMERICANS WITH DISABILITIES ACCESSIBILITY IMPLEMENTATION ACT" , ADA STANDARDS FOR ACCESSIBLE DESIGN, FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION AND THE FAIR HOUSING ACT, WHEN APPLICABLE.
6. ALL ACCESS POINTS ARE CONCEPTUAL. ACCESS ARE SHOWN FOR GRAPHICAL CLARITY AND ARE SUBJECT FOR MODIFICATION BASED ON INCREMENTAL MASTER PLAN DEVELOPMENT.

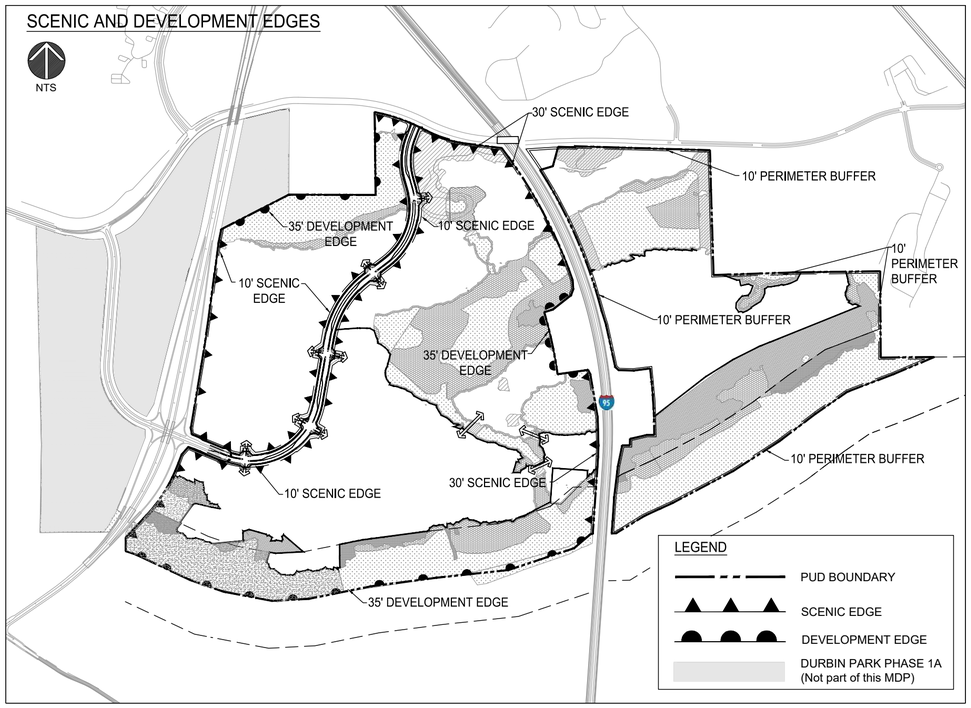
KEY MAP



FLOODPLAIN MAP



SCENIC AND DEVELOPMENT EDGES



PROSSER™
Community - Management - Energy - Relationships

13901 Sutton Park Drive South, Suite 200
Jacksonville, Florida 32224-0229

Office 904.739.3655
Fax 904.730.3413

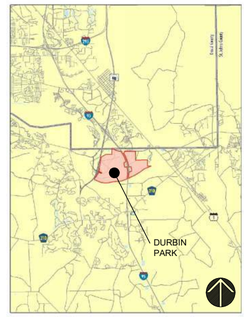
www.prosserinc.com

Florida Certificate of Authorization Number: 00004050

DURBIN PARK

EXHIBIT "C"

PUD NO. 2019-12



VICINITY MAP

DATE : MAY 28, 2019
PROJECT NO. : 113030.04
DESIGNED BY : TR/DF
DRAWN BY : BHK
SCALE : AS NOTED

No.	Date	Revision
1	11-21-19	RESPOND TO SJC COMMENTS
2	1-7-20	RESPOND TO SJC COMMENTS
3	3-19-20	REVISED DEV'T TABLE

THIS DRAWING NOT RELEASED FOR CONSTRUCTION UNLESS SO NOTED ABOVE

SHEET TITLE

OVERALL MASTER DEVELOPMENT PLAN

MDP-1

SHEET

P:\113\113030--03--DURBIN--PLANNING\CADD\CURRENT\MDP\113030.03--Durbin--MDP.dwg Mar 19, 2020 - 2:25pm

WEST OF I-95

A PORTION OF SECTIONS 4, 5, 6, 7, 8, AND 9, AND A PORTION OF SECTION 46, THE JOSEPH PEAVETT GRANT, ALL LYING IN TOWNSHIP 5 SOUTH, RANGE 28 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF RACE TRACK ROAD (A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED) AND THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 9B (A VARIABLE WIDTH RIGHT OF WAY, AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, SECTION 78000, F.P. NO. 4314182); THENCE SOUTHERLY, ALONG SAID EASTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 9B, RUN THE FOLLOWING SIX (6) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 11°40'41" WEST, 1794.49 FEET TO THE POINT OF BEGINNING; COURSE NO. 2: SOUTH 11°40'41" WEST, 156.10 FEET; COURSE NO. 3: SOUTH 07°40'39" WEST, 1292.50 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING SOUTHERLY; COURSE NO. 4: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 23012.00 FEET, AN ARC DISTANCE OF 745.37 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 08°36'19" WEST, 745.34 FEET, TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 5: SOUTH 09°32'00" WEST, 1006.21 FEET; COURSE NO. 6: SOUTH 09°34'18" EAST, 96.11 FEET; TO THE NORTHERLY RIGHT OF WAY LINE OF DURBIN CONNECTOR (A 200 FOOT WIDE RIGHT OF WAY, AS SHOWN ON SAID STATE ROAD NO. 9B RIGHT OF WAY MAP: THENCE EASTERLY, SOUTHEASTERLY, SOUTHERLY AND NORTHWESTERLY ALONG THE NORTHERLY, EASTERLY AND SOUTHERLY RIGHT OF WAY LINES OF SAID DURBIN CONNECTOR, RUN THE FOLLOWING SIX (6) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 67°37'24" EAST, 140.83 FEET; COURSE NO. 2: SOUTH 54°07'40" EAST, 51.42 FEET; COURSE NO. 3: SOUTH 67°37'24" EAST, 154.65 FEET; COURSE NO. 4: SOUTH 67°37'24" EAST, 189.94 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 5: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 116.00 FEET, AN ARC DISTANCE OF 487.72 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 22°22'36" WEST, 200.00 FEET; COURSE NO. 6: NORTH 67°37'24" WEST, 510.91 FEET TO THE AFORESAID EASTERLY RIGHT OF WAY LINE OF STATE ROAD NO. 9B; THENCE SOUTHWESTERLY AND SOUTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FOUR (4) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 41°35'31" WEST, 157.68 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 2: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 5117.50 FEET, AN ARC DISTANCE OF 282.65 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 21°20'55" WEST, 282.62 FEET TO THE POINT OF COMPOUND CURVATURE OF A CURVE LEADING SOUTHWESTERLY; COURSE NO. 3: SOUTHWESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 2386.00 FEET, AN ARC DISTANCE OF 873.48 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 33°25'06" WEST, 868.61 FEET, TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 4: SOUTH 43°54'21" WEST, 440.03 FEET TO THE WESTERLY LINE OF THE SOUTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 7; THENCE SOUTH 00°25'28" WEST, ALONG LAST SAID LINE, 217.87 FEET TO THE NORTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 3390, PAGE 1849; THENCE SOUTHEASTERLY, EASTERLY AND NORTHEASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THREE (3) COURSES AND DISTANCES: COURSE NO. 1: SOUTH 65°26'37" EAST, 1356.86 FEET; COURSE NO. 2: SOUTH 77°47'44" EAST, 1202.67 FEET; COURSE NO. 3: NORTH 81°26'36" EAST, 3079.25 FEET; THENCE NORTH 78°52'22" EAST, 845.88 FEET; THENCE NORTH 71°36'06" EAST, 861.43 FEET; THENCE NORTH 49°47'16" EAST, 359.20 FEET; THENCE NORTH 88°34'50" EAST, 50.88 FEET TO THE WESTERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY NO. 95 (STATE ROAD NO. 9, A 300 FOOT LIMITED ACCESS RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 78080-2408 AND SECTION NO. 78080-2440; THENCE NORTHERLY, NORTHWESTERLY, WESTERLY, EASTERLY AND NORTHEASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING TWELVE (12) COURSES AND DISTANCES: COURSE NO. 1: NORTH 03°59'10" EAST, 1022.66 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING NORTHERLY; COURSE NO. 2: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 7489.44 FEET, AN ARC DISTANCE OF 336.67 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 02°41'54" EAST, 336.64 FEET; COURSE NO. 3: NORTH 01°23'34" WEST, 446.71 FEET; COURSE NO. 4: NORTH 09°40'59" WEST, 701.21 FEET; COURSE NO. 5: NORTH 26°49'41" WEST, 76.28 FEET; COURSE NO. 6: SOUTH 82°03'36" WEST, 490.40 FEET TO THE ARC OF A CURVE LEADING NORTHERLY; COURSE NO. 7: NORTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 6904.44 FEET, AN ARC DISTANCE OF 1010.17 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 12°07'53" WEST, 1009.27 FEET; COURSE NO. 8: NORTH 73°40'38" EAST, 138.96 FEET; COURSE NO. 9: NORTH 51°51'12" EAST, 370.50 FEET; COURSE NO. 10: NORTH 20°40'10" EAST, 101.72 FEET; COURSE NO. 11: NORTH 03°32'06" WEST, 145.46 FEET TO THE ARC OF A CURVE LEADING NORTHWESTERLY; COURSE NO. 12: NORTHWESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 7489.44 FEET, AN ARC DISTANCE OF 2392.44 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 28°14'08" WEST, 2382.28 FEET TO THE AFORESAID SOUTHERLY RIGHT OF WAY LINE OF RACE TRACK ROAD; THENCE WESTERLY, NORTHEASTERLY AND NORTHWESTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING SIX (6) COURSES AND DISTANCES: COURSE NO. 1: NORTH 82°50'33" WEST, 579.13 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 2: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 1959.83 FEET, AN ARC DISTANCE OF 269.74 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 78°53'59" WEST, 269.53 FEET; COURSE NO. 3: NORTH 15°02'36" EAST, 17.00 FEET TO THE ARC OF A CURVE LEADING WESTERLY; COURSE NO. 4: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 1942.83 FEET, AN ARC DISTANCE OF 386.26 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 69°15'40" WEST, 385.62 FEET TO THE POINT OF TANGENCY OF SAID CURVE; COURSE NO. 5: NORTH 63°33'56" WEST, 113.89 FEET TO THE POINT OF CURVATURE OF A CURVE LEADING WESTERLY; COURSE NO. 6: WESTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 2828.27 FEET, AN ARC DISTANCE OF 765.51 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 71°19'10" WEST, 763.17 FEET TO THE EASTERLY LINE OF THE NORTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 5, ALSO BEING THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1225, PAGE 555 OF THE PUBLIC RECORDS OF SAID COUNTY; THENCE SOUTH 00°38'20" EAST, ALONG LAST SAID LINE, 1316.59 FEET TO THE SOUTHERLY LINE OF LAST SAID LANDS; THENCE NORTH 89°50'32" WEST, ALONG LAST SAID LINE, 1378.02 FEET; THENCE SOUTH 62°51'53" WEST, 1210.04 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT
THOSE LANDS DESIGNATED PARCEL 100C, AS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1699, PAGE 720 OF SAID PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.

THE ABOVE DESCRIBED LANDS BEING SUBJECT TO ANY SUBMERGED SOVEREIGN LANDS OF THE STATE OF FLORIDA ASSOCIATED WITH DURBIN CREEK.

CONTAINING 897.80 ACRES, MORE OR LESS.

EAST OF I-95

A PORTION OF SECTIONS 3, 4, 5, AND 9, TOWNSHIP 5 SOUTH, RANGE 28 EAST, ST. JOHNS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF THE NORTHWEST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SAID SECTION 3; THENCE SOUTH 89°14'38" WEST, ALONG THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 60, PAGE 689 OF THE PUBLIC RECORDS OF SAID COUNTY, 1339.97 FEET TO THE SOUTHEASTERLY CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 720, PAGE 126 OF SAID PUBLIC RECORDS; THENCE SOUTH 88°06'37" WEST, ALONG THE SOUTHERLY LINE OF LAST SAID LANDS, 1309.05 FEET TO THE WESTERLY LINE OF LAST SAID LANDS; THENCE NORTH 01°44'01" WEST, ALONG LAST SAID LINE, 1352.98 FEET TO THE SOUTHWEST CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 59, PAGE 527 OF SAID PUBLIC RECORDS; THENCE NORTH 01°28'34" WEST, ALONG THE WESTERLY LINE OF LAST SAID LANDS AND ALONG THE WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 134, PAGE 504 OF SAID PUBLIC RECORDS, 632.26 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF RACETRACK ROAD (COUNTY ROAD NO. 5, A VARIABLE WIDTH RIGHT OF WAY, AS NOW ESTABLISHED); THENCE WESTERLY AND SOUTHERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FIVE (5) COURSES AND DISTANCES; COURSE NO. 1: NORTH 88°19'04" WEST, 2143.58 FEET; COURSE NO. 2: SOUTH 01°40'56" WEST, 17.00 FEET; COURSE NO. 3: NORTH 88°19'04" WEST, 270.00 FEET; COURSE NO. 4: SOUTH 15°28'49" WEST, 320.30 FEET; COURSE NO. 5: SOUTH 73°43'53" WEST, 209.74 FEET TO THE EASTERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY NO. 95 (STATE ROAD NO. 9, A 300 FOOT LIMITED ACCESS RIGHT OF WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 78080-2408 AND SECTION NO. 78080-2440), SAID POINT ALSO LYING ON THE ARC OF A CURVE LEADING SOUTHEASTERLY; THENCE SOUTHEASTERLY, SOUTHERLY, EASTERLY, WESTERLY, AND SOUTHWESTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING FOURTEEN (14) COURSES AND DISTANCES; COURSE NO. 1: SOUTHEASTERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 7789.44 FEET, AN ARC DISTANCE OF 2459.14 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 23°35'08" EAST, 2448.94 FEET; COURSE NO. 2: SOUTH 17°38'03" EAST, 225.57 FEET; COURSE NO. 3: SOUTH 12°16'34" EAST, 687.77 FEET; COURSE NO. 4: SOUTH 46°41'58" EAST, 73.71 FEET; COURSE NO. 5: SOUTH 88°18'50" EAST, 234.77 FEET; COURSE NO. 6: NORTH 82°50'00" EAST, 268.31 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 7: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 8374.44 FEET, AN ARC DISTANCE OF 1058.76 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 03°32'41" EAST, 1058.06 FEET; COURSE NO. 8: NORTH 89°55'22" WEST, 108.55 FEET; COURSE NO. 9: SOUTH 77°16'39" WEST, 283.75 FEET TO THE ARC OF A CURVE LEADING SOUTHERLY; COURSE NO. 10: SOUTHERLY, ALONG AND AROUND THE ARC OF SAID CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 7989.44 FEET, AN ARC DISTANCE OF 102.16 FEET, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 00°53'39" WEST, 102.16 FEET; COURSE NO. 11: SOUTH 89°04'35" WEST, 121.41 FEET; COURSE NO. 12: SOUTH 11°51'09" WEST, 339.23 FEET; COURSE NO. 13: SOUTH 06°46'05" WEST, 485.62 FEET; COURSE NO. 14: SOUTH 03°59'10" WEST, 587.00 FEET, TO THE SOUTHERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2190, PAGE 1620, OF THE PUBLIC RECORDS OF SAID ST JOHNS COUNTY; THENCE NORTHEASTERLY, ALONG LAST SAID LINE, RUN THE FOLLOWING THREE (3) COURSES AND DISTANCES: COURSE NO. 1: NORTH 63°02'45" EAST, 2200.27 FEET; COURSE NO. 2: NORTH 54°52'27" EAST, 2182.16 FEET; COURSE NO. 3: NORTH 68°14'55" EAST, 1485.98 FEET, TO THE SOUTHERLY LINE OF THE AFORESAID NORTHWEST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SECTION 3; THENCE SOUTH 89°30'48" WEST, ALONG LAST SAID LINE, 851.18 FEET, TO THE WESTERLY LINE OF SAID NORTHWEST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SECTION 3; THENCE NORTH 00°20'20" WEST, ALONG LAST SAID LINE, 1371.41 FEET TO THE POINT OF BEGINNING;

THE ABOVE DESCRIBED LANDS BEING SUBJECT TO ANY SUBMERGED SOVEREIGN LANDS OF THE STATE OF FLORIDA ASSOCIATED WITH DURBIN CREEK.

CONTAINING 383.34 ACRES, MORE OR LESS

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/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NUMBER: _____

FILE NUMBER: _____

PROSSER™
Community - Management - Energy - Relationships

13901 Sutton Park Drive South, Suite 200
Jacksonville, Florida 32224-0229

Office 904.739.3655
Fax 904.730.3413

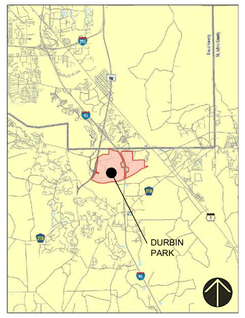
www.prosserinc.com

Florida Certificate of Authorization
Number: 00004050

DURBIN PARK

EXHIBIT "C"

PUD NO. 2019-12



VICINITY MAP

DATE : MAY 28, 2019
PROJECT NO. : 113030.04
DESIGNED BY : TR/DF
DRAWN BY : BHK
SCALE : AS NOTED

No.	Date	Revision
1	11-21-19	RESPOND TO SJC COMMENTS
2	1-7-20	RESPOND TO SJC COMMENTS
3	3-19-20	REVISED DEVT TABLE

THIS DRAWING NOT RELEASED FOR CONSTRUCTION UNLESS SO NOTED ABOVE

SHEET TITLE

LEGAL DESCRIPTION

MDP-2

SHEET

P:\113\113030-03-DURBIN-PLANNING\CADD\CURRENT\MDP\113030.03-Durbin-MDP.dwg Mar 20, 2020 - 1:55pm

GENERAL LEGEND

- PUD BOUNDARY
- PARCEL BOUNDARY
- CONSERVED WETLANDS
- WETLAND IMPACTS
- UNDISTURBED UPLAND BUFFER (25' AVERAGE WIDTH)
- ENHANCED WETLANDS
- UPLAND PRESERVATION WITHIN CONSERVATION EASEMENT
- SCENIC EDGE
- DEVELOPMENT EDGE
- 25' BUILDING SETBACK
- CONSERVATION AREA
- RECORDED OR PROPOSED CONSERVATION CORRIDOR

CE# CONSERVATION EASEMENT (CE)

CE1	BK 4607 PG 1077
CE2	BK 4274 PG 1173
CE3	BK 4274 PG 1153
CE4	BK 4607 PG 1083
CE5	BK 4274 PG 1176
CE6	PROPOSED CE (Subject to SJRWMD Approval)

- * WILDLIFE CROSSING TYPE C
- LOOP ROAD (3) (SEE NOTE 3)
- LINEAR PARK (3) (SEE NOTE 3)
- ACCESS: FULL
- ACCESS: DIRECTIONAL
- ACCESS: RIGHT IN / RIGHT OUT

NOTE:
1. ALL ACCESS POINTS ARE CONCEPTUAL. ACCESS ARE SHOWN FOR GRAPHICAL CLARITY AND ARE SUBJECT FOR MODIFICATION BASED ON INCREMENTAL MASTER PLAN DEVELOPMENT.
2. RECREATIONAL FACILITIES ARE PERMISSIBLE.
3. THE LOCATION AND ALIGNMENT OF THE LINEAR PARK AND LOOP ROAD IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAIL DESIGN, PARCEL CONFIGURATION, ENGINEERING AND PERMITTING.

RACE TRACK ROAD

BARTRAM PARK BLVD

Durbin Park Phase 1A PUD 2016-17 (Not part of this MDP)

Durbin Park Phase 1A PUD 2016-17 (Not part of this MDP)

Durbin Park Phase 1A PUD 2016-17 (No part of this MDP)

WEST PEYTON PKWY

SR 9B

EAST PEYTON PKWY

MATCHLINE MDP-3

MATCHLINE MDP-4

MIXED-USE PARCEL D
- Commerci
- Hotel
- Office
- Multi-Fami

LINEAR PARK (3)

MIXED-USE* PARCEL B
- Commercial
- Hotel
- Office
- Multi-Family

25' UPLAND BUFFER
25' BUILDING SETBACK

LINEAR PARK (3)

INTERSTATE HIGHWAY NO. 95

MIXED-USE PARCEL A
- Commercial
- Hotel
- Office
- Multi-Family

25' UPLAND BUFFER
25' BUILDING SETBACK

MIXED-USE PARCEL C
- Commercial
- Hotel
- Office
- Multi-Family
- Hospital

25' UPLAND BUFFER
25' BUILDING SETBACK

LOOP ROAD (3)

LINEAR PARK (3)

Out

CE4
CE3
CE2
CE1
CE6
CE6

Lake

Lake

DURBIN CREEK CONSERVATION CORRIDOR (750' FROM CENTERLINE OF CREEK)

750'

1500'

500 0 250 500

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/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NUMBER: _____

FILE NUMBER: _____

PROSSER™
Community - Management - Energy - Relationships

13901 Sutton Park Drive South, Suite 200
Jacksonville, Florida 32224-0229

Office 904.739.3655
Fax 904.730.3413

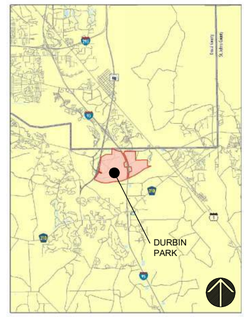
www.prosserinc.com

Florida Certificate of Authorization Number: 00004050

DURBIN PARK

EXHIBIT "C"

PUD NO. 2019-12



VICINITY MAP

DATE : MAY 28, 2019
PROJECT NO. : 113030.04
DESIGNED BY : TR/DF
DRAWN BY : BHK
SCALE : AS NOTED

No.	Date	Revision
1	11-21-19	RESPOND TO SJC COMMENTS
2	1-7-20	RESPOND TO SJC COMMENTS
3	3-19-20	REVISED DEVT TABLE

THIS DRAWING NOT RELEASED FOR CONSTRUCTION UNLESS SO NOTED ABOVE

SHEET TITLE

MASTER DEVELOPMENT PLAN (West of I-95)

MDP-3

SHEET

P:\113\113030-03-DURBIN-PLANNING\CADD\CURRENT\MDP\113030-03-Durbin-MDP.dwg Mar 19, 2020 - 2:27pm

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/PRD and other applicable land development regulations.

APPROVED: _____

DATE: _____

ORDINANCE NUMBER: _____

FILE NUMBER: _____

BARTRAM SPRINGS PKWY

RACE TRACK ROAD

MATCHLINE MDP-3

MATCHLINE MDP-4

INTERSTATE HIGHWAY NO. 95

95

500 0 250 500

MIXED-USE PARCEL B*
- Commercial
- Hotel
- Office
- Multi-Family

MIXED-USE PARCEL C
- Commercial
- Hotel
- Office
- Multi-Family
- Hospital

MIXED-USE PARCEL D
- Commercial
- Hotel
- Office
- Multi-Family

MIXED-USE PARCEL E
- Commercial
- Office
- Multi-Family

LINEAR PARK (3)

25' UPLAND BUFFER

25' BUILDING SETBACK

LOOP ROAD (3)

Out

Location and wetland impacts of access road subject to environmental permitting and engineering.

CONSERVATION

CE5

DURBIN CREEK CONSERVATION CORRIDOR (750' FROM CENTERLINE OF CREEK)

750'

1500'

NOTE:
1. ALL ACCESS POINTS ARE CONCEPTUAL. ACCESS ARE SHOWN FOR GRAPHICAL CLARITY AND ARE SUBJECT FOR MODIFICATION BASED ON INCREMENTAL MASTER PLAN DEVELOPMENT.
2. RECREATIONAL FACILITIES ARE PERMISSIBLE.
3. THE LOCATION AND ALIGNMENT OF THE LINEAR PARK AND LOOP ROAD IS CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAIL DESIGN, PARCEL CONFIGURATION, ENGINEERING AND PERMITTING.

GENERAL LEGEND

- PUD BOUNDARY
- PARCEL BOUNDARY
- CONSERVED WETLANDS
- WETLAND IMPACTS
- UNDISTURBED UPLAND BUFFER (25' AVERAGE WIDTH)
- ENHANCED WETLANDS
- UPLAND PRESERVATION WITHIN CONSERVATION EASEMENT
- SCENIC EDGE
- DEVELOPMENT EDGE
- 25' BUILDING SETBACK
- CONSERVATION AREA
- RECORDED OR PROPOSED CONSERVATION CORRIDOR
- CE# CONSERVATION EASEMENT (CE)

CE1	BK 4607 PG 1077
CE2	BK 4274 PG 1173
CE3	BK 4274 PG 1153
CE4	BK 4607 PG 1083
CE5	BK 4274 PG 1176
CE6	PROPOSED CE (Subject to SJRWMD Approval)

- WILDLIFE CROSSING TYPE C
- LOOP ROAD (3) (SEE NOTE 3)
- LINEAR PARK (3) (SEE NOTE 3)
- ACCESS: FULL
- ACCESS: DIRECTIONAL
- ACCESS: RIGHT IN / RIGHT OUT

P:\113\113030-03-DURBIN-PLANNING\CADD\CURRENT\MDP\113030.03-Durbin-MDP.dwg Mar 19, 2020 - 2:27pm

PROSSER™
Community - Management - Energy - Relationships

13901 Sutton Park Drive South, Suite 200
Jacksonville, Florida 32224-0229

Office 904.739.3655
Fax 904.730.3413

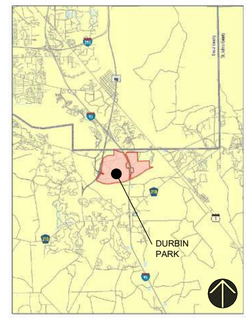
www.prosserinc.com

Florida Certificate of Authorization Number: 00004050

DURBIN PARK

EXHIBIT "C"

PUD NO. 2019-12



VICINITY MAP

DATE : MAY 28, 2019

PROJECT NO. : 113030.04

DESIGNED BY : TR/DF

DRAWN BY : BHK

SCALE : AS NOTED

No.	Date	Revision
1	11-21-19	RESPOND TO SJC COMMENTS
2	1-7-20	RESPOND TO SJC COMMENTS
3	3-19-20	REVISED DEV'T TABLE

THIS DRAWING NOT RELEASED FOR CONSTRUCTION UNLESS SO NOTED ABOVE

SHEET TITLE

MASTER DEVELOPMENT PLAN (East of I-95)

MDP-4

SHEET

DURBIN
P·A·R·K
St. Johns County, Florida

Application for Rezoning to
Planned Unit Development

EXHIBIT "D"

Unified Sign Plan

Overview

As part of the Master Development Plan for Durbin Park, this comprehensive plan for signage has been prepared to set standards and guidelines for signage elements in the Project areas. The many signs and graphics will be planned and designed to communicate with visitors and residents to facilitate orientation and wayfinding. The Unified Sign Plan ("**USP**") addresses signage for Durbin Park.

The USP is almost identical to the signage plan for Durbin Park Phase 1A PUD (St. Johns County Ordinance No. 2016-64, County File No. 2016-17) and enhances the place-making and identity-building for Durbin Park. The USP is a conceptual document that provides a signage program for the public open spaces and general recommendations for the design, scale, location and content of signage within the developed areas. This document includes criteria for project identification, specialty icons/signs, parcel identification and wayfinding signs.

For purposes of this USP, any sign located within the boundaries of the Durbin Park PUD and Durbin Park Phase 1A PUD (collectively "**Durbin Park**") will be considered an "on-premise sign", without regard to ownership of individual parcels so long as the sign content is relevant only to development within Durbin Park. See **Section T**, Waivers 13 and 36 in **Exhibit "B**". No signage shall be allowed to describe development outside of Durbin Park's boundaries; provided, however, the USP shall be applicable to any properties that may be added to Durbin Park in the future.

The successful implementation of this USP will ensure that Durbin Park will enable visitors and tenants alike to identify professional offices, commercial retail and service uses, dynamic entertainment venues and recreational opportunities, hospital/medical park, multi-family residential dwellings, and conservation lands.

Unless stated otherwise herein, signs will conform to requirements of the St. Johns County Land Development Code (the "**Code**" or "**LDC**").

Each section of the USP 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.

The general locations of larger monument/ground signs are shown on the **USP Location Map** (see **Exhibit "D-1"** at the end of this USP). Sign locations shown on the USP Location 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 County approval of a Small Adjustment 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. Smaller monument/ground signs and tenant types for wall sign purposes shall be detailed on Incremental Master Development Plans to allow for staff review of such signs in relation to this Unified Sign Plan.

While signs will be permissible within the right-of-way based on the Owner entering into a maintenance agreement with the County placing responsibility for the signs with the Owner including its successor and assigns, 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. See Section T, Waiver 26 in Exhibit "B".

Several types of signs are proposed for Durbin Park as described in this 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 the master planned development. 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 this USP.

Project signage shall be designed to be compatible and integral with the architectural design of each building.

Every effort has been made for Durbin Park signs to comply with the existing Code and unless specified herein, Durbin Park signage shall conform to Code requirements as defined on the date of this Plan's approval. Each Incremental Master Development Plan shall illustrate the general location of permanent Project signage. The following signage standards apply to all property within Durbin Park.

- **Signs within Durbin Park may be single-sided or multi-sided. The maximum ADA for multi-sided signs shall be determined separately for each sign face and not cumulatively.**
- **All signage setbacks are measured from the property line to the base of the sign.**
- **Standalone signs (monument, pylon) within Durbin Park over eight (8) feet in height and greater than 24 square feet of ADA may be illuminated using internal lights, external lights, up-lights, down lights or back-lights or "halo" lit.**
- **The ends of multi-tenant buildings (sides other than fronts and rears of such buildings) are known as "end caps". End cap units will be permitted to have front facades and side facades, with signage for each façade based on requirements set forth in this USP.**

Lettering may be:

- Mounted on inserts or panels to be attached to a sign structure or building face,
- Pin mounted or surface mounted lettering,
- Sand blasted or otherwise engraved into a surface, acrylic, 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 sand blasted 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 style and may be affixed to the sign structure in a combination of the aforementioned.

Signs may be pylons, monument signs, ground signs or may be incorporated into a wall, architectural feature, building or other structure. The sign body may be of any material having structural qualities in accordance with the most current Florida Building Code wind load requirements. The body of monument signs may be of cast concrete or epoxy/aggregate materials, 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.

An architectural feature may incorporate project signage features. Architectural features include, but not be limited to, columns, clocks, towers, waterfalls, flanking walls, landscaped areas and shelters.

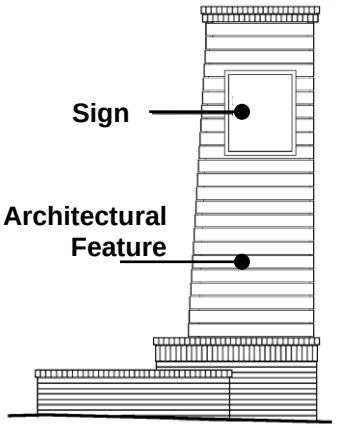


Table 1 identifies Durbin Park's permissible sign types, the maximum numbers of each sign type allowed, locations, and maximum height and ADA of each sign. The Map ID for certain signs corresponds to their respective symbols on the **USP Location Map (Exhibit "D-1")**. Business identity monuments, directional and multi-family residential signs are not depicted on **Exhibit "D-1**", but shall be illustrated on Incremental MDP Maps. Definitions of each permissible sign type follow the table. See Waivers section.

The reference to Advertising Display Area ("**ADA**") in the table below is defined by a discernable geometric shape that may be used to encompass all advertising lettering. In calculating the ADA, the area shall be broken down into simple common forms for which a mathematical formula can be applied.

Table 1 Permissible Signs

Map ID	Location	Max. Number.	Max. ADA per side (SF)	Max. Sign Height (FT)	Max. Height of Architectural Feature
Durbin Identity Feature					
DIF1	East Peyton Pky/Race Track Rd Intersection	3	100	35	35
DIF2	East Peyton Pky/SR 9B Intersection	3	100	35	35
Business Identity Pylon – Interstate 95 and State Road 9B					
BIP1	Adjacent to I-95 (west side)	2	300	120	150
BIP2	Adjacent to I-95 (east side)	2	300	120	150
	Specialty Commercial Icon	1 east of I-95 and 1 west of I-95 along interstate frontage	300	120	150
Tenant Identity Monument					
TIM1	Adjacent to SR 9B	3	555	50	50
TIM2	Adjacent to Interstate 95	3	555	50	50
TIM3	Adjacent to East Peyton Parkway	13	370	35	35

TIM4	Adjacent to Race Track Road	6	200	25	25
TIM5	Adjacent to Interior Loop Road	4	200	20	20
Business Identity Monument					
BIM1	Single Tenant	1 per business	75	10	10
BIM2	Multiple Tenant	1 per building	150	10	10
BIM3	Outparcel	1 per outparcel	75	10	10
Durbin Directional					
DIR1	East Peyton Parkway Right-of-Way and Internal Loop Road	10	60	12	12
DIR2	Race Track Road Right-of-Way	2	60	10	10
DIR3	Interior	20	30	8	8
Multi-Family Residential					
RIM	Residential Identity Monument	2 per residential parcel	35	15	15
Gas Stations					
GSIM	Gas Station Identity Monument	1 per gas station parcel	150	20	20

*For Ancillary Gasoline Stations, please see page 46.

For the purposes of regulation, the Maximum Sign Height 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.

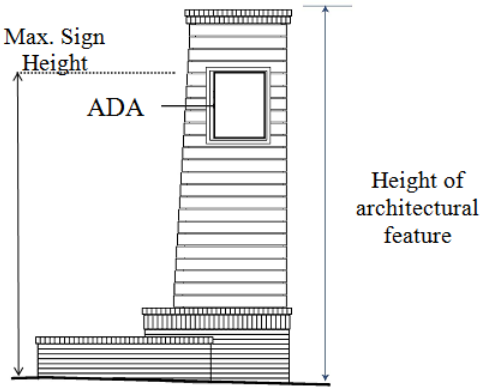


Table 1 Permissible Signs (cont.)

Wall Sign Type	General Location	Max. Quantity	Max. Area (SF)	Max. Height (FT)
Medium Tenant Signage - Front Façade	Retail tenants with leasable area between 0 SF and 8,000 SF grouped in multi-tenant buildings	1 per tenant	1.5 SF per linear foot of occupancy frontage, not to exceed 60 SF	5
Medium Tenant Secondary Signage – Rear Façade and End Caps	Retail tenants with leasable area between 0 SF and 8,000 SF grouped in multi-tenant buildings	1 per tenant at rear and 1 per tenant on endcap, if applicable	Not to exceed 75% Front Façade signage dimensions for rear facade Not to exceed 65% of Front Façade signage dimensions for corner end caps	N/A
Junior Tenant - Front Façade	Retailers with between 5,000 SF and 60,000 SF of leasable area each, grouped in-line in large, multi-tenant buildings	1 per tenant	1.5 SF per linear foot of occupancy frontage, not to exceed 150 SF	6

Junior Tenant - Rear Façade and End Caps	Retailers with between 5,000 and 60,000 SF of leasable area each, grouped in-line in large, multi-tenant buildings	1 per tenant at rear and 1 per tenant on end cap, if applicable	Not to exceed 75% Front Façade signage dimensions for rear facades Not to exceed 65% of Front Façade signage dimensions for corner end caps	N/A
Junior Tenant – Secondary Signage	Retailers with between 5,000 and 60,000 SF of leasable area each, grouped in-line in large, multi-tenant buildings	1 per major service or department	Not to exceed 25% of total Front Façade signage area	2
Anchor Tenant - Front Façade	Large retailers in freestanding buildings from 45,000 SF or more of leasable space	1 per tenant	1.5 SF per linear foot of occupancy frontage, not to exceed 300 SF	8
Anchor Tenant - Rear Façade and End Caps	Large retailers in freestanding buildings from 45,000 SF or more of leasable space	1 per tenant on rear and 1 per tenant on end cap, if applicable	Not to exceed 75% Front Façade signage dimensions on rear facades Not to exceed 65% of Front Façade signage on end caps	N/A
Anchor Tenant - Front Façade Secondary Sign – Only major services/departments allowed. No advertising or slogans	Large retailers in freestanding buildings from 45,000 SF or more of leasable space	1 per major service or department	Not to exceed 25% of total Front Façade signage area	2.5
Outparcel Tenant - Front Façade	Freestanding, primarily single tenant buildings Includes gas stations with food vendors	1 per tenant	1.5 SF per linear foot of occupancy frontage, not to exceed 150 SF	5
Outparcel Tenants - Rear Facades and End Caps	Freestanding, primarily single tenant buildings Includes gas stations with food vendors	1 per tenant on rear and 1 per tenant on end cap, if applicable	Not to exceed 75% Front Façade signage dimensions on rear facades Not to exceed 65% of Front Façade signage dimensions for end caps	N/A
Outparcel Tenants – Secondary Signage	Freestanding, primarily single tenant buildings Includes gas stations with food vendors	1 per tenant in multi-tenant or multi-use building	Not to exceed 75% of the total Front Façade sign area per sign	5
Gasoline Stations – Canopy Signs	Gas stations	Each side of the canopy over gas pump area – Maximum 3 canopy signs per site	1.5 SF per linear foot of applicable canopy, not to exceed 48 SF	2.5

Durbin Identity Features (DIF1 and DIF2) are gateway features located at the primary entrances to Durbin Park at East Peyton Parkway. DIF1 is located near the intersection of State Road 9B and East Peyton Parkway and DIF2 is located at the intersection of Race Track Road and State Road 9B. Each will function as entry features comprised of a maximum of three primary signage elements. The elements will be placed on each side of East Peyton Parkway and in the median. In the Code, this sign type is classified as a Mixed Use Project Identification Sign and functions as an entry feature.

The Owner has the right to construct two (2) Durbin Identity Feature signs at one or both intersections if traffic safety conditions warrant per the locational description above and the enclosed **Exhibit "D-1**". These signs may be placed in the right-of-way and include a central

architectural feature in the median of East Peyton Parkway flanked by additional features on each adjacent roadway shoulder to create a gateway at each location. The two exterior flanking features may be four-sided, and each side may contain a sign (100 square feet ADA total for each individual feature) that displays the branding, project name signage and/or specialty tenant signage. either internally lit, halo letter lit, shielded/niche down and/or up-lighting. The central architectural feature (located in the median) may include a sign on both sides up to 75 square feet of ADA per side either internally lit, halo letter lit, shielded/niche down and/or up-lighting. These signs will be architecturally compatible with the Durbin Park Theme which is to be determined. See Waivers 27 through 37 in **Exhibit "B**".

Business Identity Pylons – Interstate (BIP1 and BIP2) are located adjacent to Interstate 95 and shall be designed to complement the architecture within Durbin Park. Each Business Identity Pylon is permitted to display the name, logo and/or symbol of one or more businesses or organizations located within Durbin Park, including certain businesses located in the Phase 1A PUD. Such signs may be either internally lit halo letter lit, shielded/niche down and/or up-lighting. BIP's must be no closer than 100 feet from one another. See Waivers 28 and 29 in **Exhibit "B**".

Tenant Identity Monument (TIM1 and TIM2) may contain signs that display the project name and/or logo along with individual tenant name or uses on panels either internally lit, halo letter lit, shielded/niche down and/or up-lighting. In the Code, this sign type which is located along State Road 9B and Interstate 95 is not specifically classified. It is similar to the Interstate Business Sign, and the Mixed Use Project Identification Sign along East Peyton Parkway, Race Track Road and internal roads. The tenants, project name or primary tenant(s) may be aggregated onto a single ADA or separated among an architectural feature while still remaining within the maximum permissible ADA limits. All signs may be either internally lit, halo letter lit, shielded/niche down and/or up-lighting. These signs are identical in size, function and ADA to the "Project Identity Monument" approved for the Phase 1A PUD (Amended ORD. 2018-57). See Waivers 30, 31 and 36 in **Exhibit "B**".

Tenant Identity Monument (TIM3) display branding and tenant/multi-tenant signage along East Peyton Parkway. These signage elements may contain project name and/or logo along with individual tenant name/multi-tenant or uses on panels either internally lit, halo letter lit, shielded/niche down and/or up-lighting. In the code these signs closely align with those described in 7.06.01.B since they are entrances to mixed use or non-residential projects. See Waiver 28 in **Exhibit "B**".

Tenant Identity Monument (TIM4) display branding and tenant/multi-tenant signage along Race Track Road. Signage will be designed so that it is consistent with the Durbin Park theme. These signage elements may contain project name and/or logo along with individual tenant name/multi-tenant or uses on panels either internally lit, halo letter lit, shielded/niche down and/or up-lighting. In the code these signs closely align with those described in 7.06.01.B since they are entrances to mixed use or non-residential projects. See Waivers 31 and 37 in **Exhibit "B**".

Tenant Identity Monument (TIM5) display branding and tenant/multitenant signage along the Loop Road. Signage will be designed so that it is consistent with the Durbin Park theme but integrate branding elements of future users. These signage elements may contain project name and/or logo along with individual tenant name/multi-tenant or uses on panels either internally lit, halo letter lit, shielded/niche down and/or up-lighting. See Waivers 31 and 37 in **Exhibit "B**".

Business Identity Monuments (BIM1-BIM3) display the individual tenant name or multiple tenant names located on an individual development parcel. The signs may be either single or double-sided and internally lit, halo letter lit, shielded/niche down and/or up-lighting. The business and/or organization name shall be the dominant message (larger sign) with the option of including the Durbin Park name and/or logo as a subordinate message (smaller sign) while remaining within the maximum permissible ADA limits. In the Code, this sign type is classified as a Mixed Use Project Identification Sign.

Durbin Directional Signs indicate to travelers, bicyclists and pedestrians the locations of Durbin Park's major buildings, office parks, common areas, education facilities, various building entries, and recreational facilities/linear park system. Each sign may be single or double-sided and bear information related to the uses and tenants within Durbin Park (including future phases of Durbin Park) and shall be permitted within the right-of-way. The design of these signs should reflect the character of the nearby buildings and may include the Durbin Park name and/or logo either internally lit, halo letter lit, shielded/niche down and/or up-lighting. See Waivers 26 and 34 in **Exhibit "B**".

Specialty Commercial Icon. This type of architectural feature may be utilized by large-scale and free-standing commercial tenants whose businesses and brand are recognized with a unique physical structure signifying their presence in the marketplace. "Durbin Park" and "St. Johns County" may also be displayed on such icons. Such icons may include, but not be limited to, lighthouses, clock towers, and spires. These prominent architectural features must complement the business' vernacular and may display the name of the business and their logo, if applicable. Specialty Commercial Icons may not contain the names of any neighboring tenants or businesses located within Durbin Park. Each of the four Mixed-Use Parcels within Durbin Park are limited to a single (one) Specialty Commercial Icon. See Waivers 32, 37 and 38 in **Exhibit "B**".

For pedestrian directional signage, such as "informational sidewalk kiosks", 1, 2, 3, or 4 sides (or cylindrical), such signs shall be a maximum of 40 square feet ADA per side and not exceed ten (10) feet in height. All Vehicular Control Signs shall meet the requirements of the Manual on Uniform Traffic Control Devices with decorative post(s) and finials.

Residential Identity Monuments are permitted for each multi-family development within Durbin Park. These signs will display the name of the multi-family development and may be either internally lit halo letter lit, shielded/niche down and/or up-lighting.

Gas Station Identity Monuments are permitted for each outparcel on which a gas station is located. This sign type may include electronic message boards for numbers.

The following criteria apply to building signage, See Waiver 27 in **Exhibit "B**".

Medium Tenant Wall Signage. This wall signage typical is for commercial and office tenants with leasable area between 0 square feet and 8,000 square feet of leasable area grouped in multi-tenant buildings.

Junior Tenant Wall Signage. Commercial and office tenants with between 5,000 square feet and 60,000 square feet of leasable area, grouped in large, multi-tenant buildings.

Anchor Tenant Wall Signage. Large commercial, office, hotel and hospital tenants in free-standing buildings ranging from 45,000 or more square feet of leasable space.

Outparcel Tenants. This wall signage applies project-wide and is for free-standing, primarily single-tenant buildings located on outparcels.

Gas Station Canopies. This signage applies only to tenants whose primary business is the sale of gasoline. Each station shall be permitted to have signage on each side of the canopy over the gas pump area.

Ancillary Gasoline Station. This sign applies to major free-standing anchor tenants whose primary business is not the sales of gasoline. One ground sign shall be allowed not to exceed 8 feet in height, have a maximum of 2 gas price lines with letters not exceeding 12 inches in height.

Awning Signs. For the purpose of awning signage, the anchor/tenant buildings shall be deemed as one (1) single enclosed building such that the awning signage facing the pedestrian and vehicular drives within the interior of Durbin Park are deemed as interior signs. Additionally, wall signage facing public rights-of-way for each tenant within the anchor/tenant buildings will be permitted and will not exceed ten (10) percent of the square footage of the occupancy frontage or respective sides of the building facing public rights-of-way. These signs may be perpendicular to the street and may encroach into the right-of-way and/or setbacks. These signs will maintain a minimum clearance distance of at least ten (10) feet over pedestrian use areas and 18 feet over vehicle use areas. Awning sign ADA will be deducted from overall wall signage for each building.

Under the Canopy Signs. One (1) under the canopy sign per occupancy is permitted not exceeding a maximum of eight (8) square feet in ADA per side; provided, any square footage utilized for an under the canopy sign shall be subtracted from the allowable square footage that can be utilized for wall signs. These signs may be perpendicular to the street and may encroach into the right-of-way and/or setbacks. These signs will maintain a minimum clearance distance of at least ten (10) feet over pedestrian use areas and 18 feet over vehicle use areas.

Banner Signs. Banner signs will be permitted for temporary and special events. Such signs shall not exceed 50 square feet in ADA. Banner signs will be permitted in the entrances and interior of Durbin Park. The banners shall be allowed to display logos and/or the name of the Project and/or Owner. Banners placed on streetlight poles are permitted and unregulated. Banner signs do not count toward the overall maximum ADA allowable for monument and pylon signs. Banners shall be maintained by the Owner, POA or CDD to limit interference with public utilities, pedestrian and vehicle access and visibility. See Waiver 35 in **Exhibit "B**".

Flags. Up to three (3) permanent flags may be flown per business site, office site, multi-family complex and recreational facility site. The maximum distance from top to bottom of all flags situated on a single flagpole shall be 20 percent of the total height of the flagpole. For flags situated without a flagpole, the maximum distance from top to bottom of all flags shall be 20 percent of the distance from the top of the flag or insignia to the ground. The height of a flagpole shall not exceed 30 feet. Temporary flags shall adhere to the related parameters contained within the Code.

Window Signs. Signs located on the interior of a structure, but visible from the exterior of the building, are permitted and are not part of the maximum allowed sign area. Such signs are not

physically attached or painted to the window and do not obscure more than 10 percent of the ground floor street side building transparency. This 10 percent is not to exceed total glass area calculated for both unattached and temporary window signs.

Menu Boards. One (1) single-sided menu board shall be allowed per street address. Menu boards shall not exceed six (6) square feet in size and shall be placed no further than four (4) feet from the front entrance of the restaurant or take-out food establishment. Pedestal menu signs shall not impede pedestrian movement.

Murals. Murals shall be permitted on building walls, provided the painted area within any mural does not cover more than 20 percent of the applicable wall.

Signs within Rights-of-Way

In addition to the signage specifically defined in the Code, some Durbin Park signs may be located within the right-of-way due to their size and function, but only within areas for which the County has approved a right-of-way use and maintenance agreement. Any signage located within the right-of-way and subject to an aforementioned use and maintenance agreement shall be maintained by the Owner, a Property Owner's Association ("**POA**"), or a Community Development District ("**CDD**"), as applicable. The Owner, CDD and/or POA shall be responsible for any signage and associated landscaping, lighting and/or decorative hardscape elements that may be located within public rights-of-way, subject to the Owner, CDD and/or POA entering into a hold harmless agreement with St. Johns County in a form reasonably acceptable to both parties.

- The hold harmless agreement and permit shall touch and concern the land and the development within Durbin Park and shall be a covenant running with the fee interest underlying the right-of-way, whether in existence from the date hereof or constructed in the future.

General Sign Construction Requirements

1. All signs and their installation shall comply with all local building and electrical codes.

2. All electrical signs will be fabricated by an Underwriters Laboratories (U.L.) approved sign company, according to U.L. specifications and bear a U.L. label.

3. Sign companies installing such signs must be fully licensed with the County and State and shall provide proof of full Workman's Compensation and general liability insurance.

4. All penetrations of building exterior surfaces are to be sealed, waterproofed and in color and finish to match existing exterior.

5. Internal illumination to be 30 milliamp neon, fluorescent tube or LED of storefront elevations and #3500 white neon or LED halo for freeway elevations. Installed and labeled in accordance with the "National Board of Fire Underwriters Specifications".

6. Painted surfaces must have an acrylic polyurethane finish or baked-on finish.

7. Logo and letter heights shall be as specified and shall be determined by measuring the normal capital letter of a type font exclusive of swashes, ascenders and descenders.

8. All sign fabrication work shall be of excellent quality. All logo images and type styles shall be accurately reproduced.

9. All lighting must match the exact specification of the approved working drawings. No exposed conduits or race ways will be allowed.

10. Signs must be made of durable, rust-inhibited materials that are appropriate and complimentary to the building.

11. Color coatings shall exactly match the colors specified on the approved plans.

12. Joining materials (e.g., seams) shall be finished in such a way as to be unnoticeable. Visible welds shall be continuous and ground smooth. Rivets, screws and other fasteners that extend to visible surfaces shall be flush, filled and finished so as to be unnoticeable.

13. Finished surfaces of metal shall be free from canning and warping. All sign finishes shall be free from dust, orange peel, drips, and runs and shall have a uniform surface conforming to the highest standards of the industry.

14. In no case shall any manufacturer's label be visible from the street from normal viewing angles.

15. Exposed conduit is not permitted unless it is incorporated into the overall sign design.

16. Exposed junction boxes, lamps, tubing or neon crossovers of any type are not permitted.

17. All lettering shall be attached to the building surface. Existing adjacent building paint color shall not be altered in any way. There shall be no backing, plates, screens, sheets or boards behind lettering.

Shop Tenants Signage Specifications

The intent of these criteria is to encourage creativity to ensure the individuality of each tenant sign as opposed to similar sign design, construction and colors repeated throughout Durbin Park. Signs must be architecturally compatible with the entire center. The idea of using dissimilar materials and creating signs with varying colors, layers and textures will create an exciting and appealing retail environment. The following types of construction will be allowed:

- Acrylic face channel letters
- Through-face and halo channel letters
- Reverse pan channel letters
- Skeleton neon behind flat cut out shapes and letters
- Open pan channel letters (only in an artistic letter style/font)
- Push-thru letters and logos in aluminum cabinets
- Flat cut out dimensional shapes and accents

- Metal screen mesh accents
- Exposed neon accents

Building murals are allowable and are not considered signs pursuant to Durbin Park. 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 Sections 6.09.02 and 7.00.06.C shall be adhered to by all lighted sign locations within Durbin Park.

In order to allow creativity and artistic designs, ascending and descending shapes will be allowed to extend up to 25 percent beyond the envelope limits, provided that the overall allocated square footage is not exceeded. In other words, these areas have to be calculated individually.

"Ascender" shall mean the part of the lowercase letters such as b, d and h that extends above the other lowercase letters. "Descender" shall mean the part of the lowercase letters such as g, p and q that extend below the other lowercase letters.

Prohibited Signs

1. **Signs Constituting a Traffic Hazard**. No person shall install or maintain or cause to be installed or maintained, any sign which simulates or imitates in size, color, lettering or design any traffic sign or signal, or which makes use of the words "STOP", "LOOK", "DANGER" or any words, phrases, symbols or characters in such a manner as to interfere with, mislead or confuse traffic.

2. **Signs in Proximity to Utility Lines**. Signs which have less horizontal or vertical clearance from authorized communication or energized electrical power lines that are prescribed by the applicable laws and or code are prohibited. No sign shall project above or below the sign-able area.

3. **Painted Letters**. Painted letters will not be permitted.

4. **Projections**. Wall signs may not project above the top of a parapet, the roof line at the wall, or roof line.

5. **Flashing, Moving or Audible Signs**. Flashing, moving and audible signs that are not reader boards shall be prohibited.

6. **Vehicle Signs**. Signs on or affixed to trucks, automobiles, trailers, or other vehicles which are used to advertise, identify, or provide direction to a use or activity not related to its lawful activity are prohibited.

7. **Light Bulb Strings**. External displays, other than temporary decorative holiday lighting and strings above open air, outdoor seating and plazas which consists of unshielded light bulbs, are prohibited. An exception hereto may be granted upon review and at the sole discretion of the County Administrator or his designee.

8. **Banners, Pennants & Balloons Used for Advertising Purposes**. Temporary flags, banners or pennants, or a combination of same constituting an architectural feature which is an integral part of the design character of a project may be permitted subject to Code requirements.

9. **"Sale" Signs**. The use of permanent "sale" signs is prohibited. The temporary use of these signs are limited to a 30-day period and are restricted to signs affixed to the interior windows which do not occupy more than 20 percent of the window area. Each business is permitted a total of not more than 90 days of temporary window sale signs per calendar year.

10. **Storefront Decal Signs**. Signs that are affixed in a manner that covers the storefronts in full or in part in a permanent fashion. Window signs shall not be used for retail sales messages, excluding food intended for on-site consumption, and shall not cover more than 20 percent of one (1) window pane per storefront.

11. **Outdoor Advertising or Portable advertising Structures, including signs, Balloons, Flags, Etc.**

12. **Holographic Display Signs.**

13. **Obscene Signs.**

14. **Pavement Markings, Except for Official Traffic Control Markings and Building Address Markings Required by Law.**

15. **Abandoned Signs.**

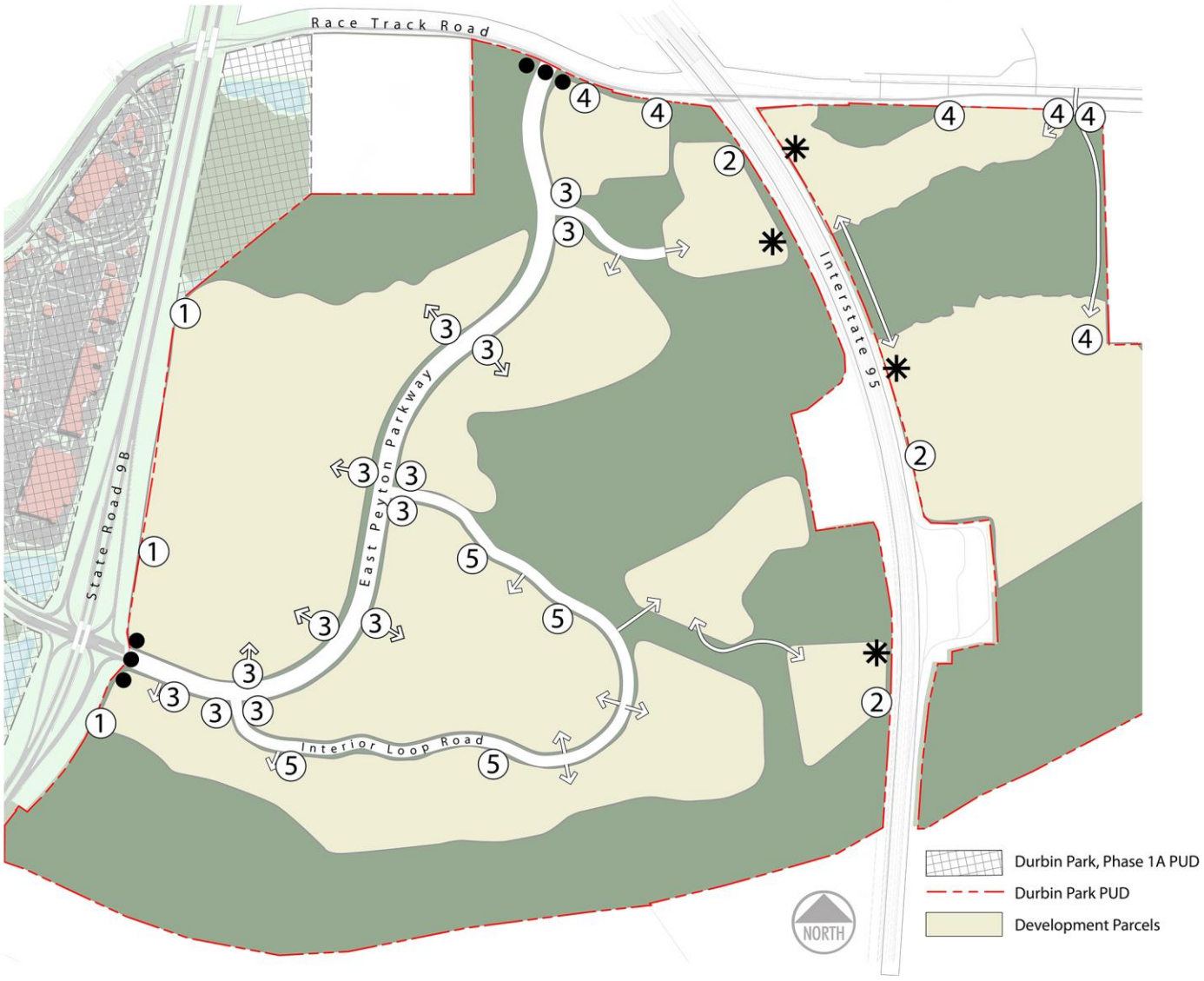
Waivers

Because Durbin Park encompasses more than 1,600 acres and may include more than 3.5 million square feet of non-residential space and more than 2,600 multi-family residential units, a variety of signs are necessary to provide for the safe and efficient movement of people through the community. Durbin Park also includes uses along Interstate 95, State Road 9B, and Race Track Road, so all signage to be installed along these roadways will be designed to complement the travel experience. In order to accomplish these goals, waivers from certain provisions of LDC Article VII are required. Please see Section T and Table T.1 of the PUD Text, **Exhibit "B"** of this PUD Ordinance for sign-related waivers.

Exhibit "D-1"
DURBIN PARK PHASE 2
UNIFIED SIGN PLAN LOCATION MAP

Map ID	Symbol	Location
Durbin Identity Feature		
DIF1	●	East Peyton Pkwy. /Race Track Rd. Intersection
DIF2	●	East Peyton Pkwy. /SR 9B Intersection
Business Identity Pylon		
BIP1	✱	Adjacent to I-95 (west side)
BIP2	✱	Adjacent to I-95 (east side)
Tenant Identity Monument		
TIM1	①	Adjacent to SR 9B
TIM2	②	Adjacent to I-95
TIM3	③	Adjacent to East Peyton Parkway
TIM4	④	Adjacent to Race Track Road
TIM5	⑤	Adjacent to Interior Loop Road

Sign locations shown are approximate and actual locations may vary according to unforeseen field conditions or to prevent conflict with existing and planned utilities. Actual sign locations shall be depicted on incremental MDPs based upon final engineering approvals.



END DOCUMENTS TO BE RECORDED

SUPPORTING DOCUMENTS

St. Johns County Growth Management Department

Application for: PUD Rezoning

Date 7-2-19 Property Tax ID No 0235400000; 0235400003; 0234800000

Project Name Durbin Park Planned Unit Development

Property Owner(s) Durbin Creek National, LLC Phone Number

Address P.O. Box 23637 Fax Number

City Jacksonville State FL Zip Code 32241-3627 e-mail dfrick@gatepetro.com

Are there any owners not listed? ☐ No ☒ Yes If yes please provide information on separate sheet.

Applicant/Representative Ellen Avery-Smith, Esq. of Rogers Towers, P.A. Phone Number 904-825-1615

Address 100 Whetstone Place, Suite 200 Fax Number 904-396-0663

City St. Augustine State FL Zip Code 32086 e-mail eaverysmith@rtlaw.com

Property Location South of Race Track Road, east and west of Interstate 95 and along State Road 9B

Major Access Race Track Road Size of Property 1,287 ac Cleared Acres (if applicable)

Zoning Class OR No. of lots (if applicable) 2,256 Overlay District (if applicable) Northwest Sector (partial)

Water & Sewer Provider JEA Future Land Use Designation IC, R/S

Present Use of Property Vacant, Timber Proposed Bldg. S.F. 5,192,740sf

Project Description (use separate sheet if necessary)

The Applicant seeks to rezone approximately 1,287 acres from Open Rural to Planned Unit Development to provide parameters for development of a mixed-use project to include hospital, office, commercial, hotel and multi-family residential uses.

Please list any applications currently under review or recently approved which may assist in the review of this application including the name of the PUD/PRD: Ord. No. 2015-04

I understand that reasonable inspections of the subject property may be made as part of the application review process. I understand that any material misrepresentations or errors contained in this application or supporting documents may void an approved application, at the reasonable determination of the County considering the Land Development Code, Comprehensive Plan, and other applicable regulations.

I HEREBY CERTIFY THAT ALL INFORMATION IS CORRECT:
Signature of owner or person authorized to represent this application:

Signed By

Printed or typed name(s) Ellen Avery-Smith, Esq.

Revised August 24, 2015

15 July 2019

Mr. Drew Frick
Durbin Creek National LLC
9540 San Jose Boulevard
Jacksonville, Florida 32257

RE: Durbin National – Phase 2
St. Johns County Assessment Report
ERS Job No. 06153.01

Dear Mr. Frick:

On 2 and 3 July 2019, Environmental Resource Solutions (ERS) performed a habitat and wildlife assessment on the Durbin National site. The purpose of the assessment was to document all on-site habitats, conduct a preliminary listed species survey, and determine whether Significant Natural Communities Habitat (SNCH) [per St. Johns County (SJC) Land Development Code (LDC) Section 4.01.07] are present within the proposed project area. The assessment included field-truthing all habitat types within the boundary. Durbin National is located north of Durbin Creek and south of Race Track Road in northern St. Johns County (Exhibit 1). Interstate 95 runs north-south, bisecting the property. A Conceptual Permit was issued by St. Johns River Water Management District (SJRWMD) for development of the site.

Mapped soil types from the *Soil Survey of St. Johns County, Florida* (U.S. Department of Agriculture – Natural Resource Conservation Service) are depicted on Exhibit 2. Jurisdictional wetland boundaries within the site were established and verified by state and federal agency staff as part of previous permitting efforts. On-site habitats were identified and classified in accordance with the *Florida Land Use, Cover, and Forms Classification System* (FLUCFCS; Florida Department of Transportation, 1999) as depicted on Exhibit 3.

Prior to the initiation of field work, Durbin National habitat and wetland boundary maps were reviewed. Documented listed species occurrences within the project vicinity were obtained from the Florida Natural Areas Inventory (FNAI), U.S. Fish and Wildlife Service (FWS), and Florida Fish and Wildlife Conservation Commission (FWC) (Exhibits 4 and 5). During the assessment, the site was evaluated for the occurrence of listed species and their habitat.

HABITAT DESCRIPTIONS

Significant Natural Communities

The following habitat types have been identified and designated by SJC as Significant Natural Communities: Beach Dune, Coastal Grasslands / Coastal Strand, Xeric Hammock, Maritime Hammock, Sandhill, and Scrub. The County defines these habitat types based on FNAI's *Guide to Natural Communities of Florida* (most recent edition 2010). The County has taken measures to ensure that these specific community types are protected, and restrictions are placed upon all developments 10 acres or greater in size that contain any of these habitat types.

No habitats classified by SJC as Significant Natural Communities occur within the Durbin National boundary.

Land Use and Cover

The following habitat types were identified within Durbin National:

Open Land (FLUCFCS 190)
Hardwood-Conifer Mixed (FLUCFCS 434)
Coniferous Plantations (FLUCFCS 441)
Reservoirs less than 10 acres (FLUCFCS 534)
Stream and Lake Swamps (FLUCFCS 615)
Mixed Wetland Hardwoods (FLUCFCS 617)
Hydric Pine Flatwoods (FLUCFCS 625)
Wetland Forested Mixed (FLUCFCS 630)

Each of these habitats are described in greater detail below.

Uplands

Open Land (FLUCFCS 190)

A mowed and maintained area around a reservoir is located at the northwest corner of the site.

Hardwood – Conifer Mixed (434)

The canopy of this community consist of slash pine (*Pinus elliottii*), turkey oak (*Quercus laevis*), live oak (*Quercus virginiana*), and laurel oak (*Quercus laurifolia*). Typical understory species include saw palmetto (*Serenoa repens*), paw paw (*Asimina incana*), highbush blueberry (*Vaccinuium corymbosum*), sparkleberry (*Vaccinium arboretum*), deerberry (*Vaccinium stamineum*). Groundcover included wiregrass (*Aristida stricta*), beakrushes (*Rhynchospora spp.*), milkpea (*Galactia erecta*), and bracken fern (Pteridium aquilinum).

Coniferous Plantation (441)

Upland slash pine (*Pinus elliottii*) plantations are the most prevalent community type throughout the study area. They consist exclusively of pine stands that result from planting or seeding operations. The plantations are typically bedded and stocked with a high number of trees per acre, all of the same age class and with a uniform appearance. The soils associated with the pine plantations are disturbed as a result of bedding manipulation and altered drainage, creating a non-uniform soil profile as a result of mechanical mixing. While the canopy consists almost exclusively of slash pine, the understory structure varies among the plantations. Due to fire suppression, the subcanopy in some areas is dominated by water oak (*Querus nigra*), loblolly bay (*Gordonia lasianthus*), and wax myrtle (*Myrica cerifera*). Live oak, sand live oak (*Quercus geminata*), and shiny blueberry (*Vaccinium myrsinites*) occur in drier areas at higher elevations. Dominant ground cover species include saw palmetto, bitter gallberry (*Ilex glabra*), fetterbush (*Lyonia lucida*), bracken fern, wiregrass, blackberry (*Rubus* spp.), and broomsedge (*Andropogon virginicus*). Common vines include greenbrier (*Smilax* spp.), yellow jessamine (*Gelsemium sempervirens*), and grape vine (*Vitis rotundifolia*). Trail roads used to access the silvicultural areas are included within the areas mapped as Coniferous Plantation (441).

Wetlands

Stream and Lake Swamps (Bottomland) (615)

These high quality forested natural communities occur in association with Durbin Creek along the southern and western boundaries, and within the confluence of Sampson and Durbin Creeks along the southern boundary west of I-95. Durbin Creek flows in a westerly direction along the northern boundary of the site to its confluence with Sampson Creek, ultimately flowing into the St. Johns River. Stream and Lake Swamps (Bottomland) (615) occur at the lowest elevations on the site. These bottomlands contain predominantly hardwood species in the canopy and subcanopy. Dominant species include red maple (*Acer rubrum*), swamp tupelo (*Nyssa sylvatica* var. *biflora*), swamp bay, sweetgum (*Liquidambar styraciflua*) and scattered cypress (*Taxodium* spp.). Ground cover within this community type is generally sparse to non-existent in semi- to permanently inundated portions, limited to emergent species such as lizard's tail (*Saururus cernuus*) and Southern blue flag (*Iris virginica*). In areas of saturated soils, sphagnum moss (*Sphagnum* spp.), royal fern (*Osmunda regalis*), netted chain fern (*Woodwardia areolata*), and Virginia chain fern (*Woodwardia virginica*) occur most often. All of these systems have been incorporated into an extensive preservation corridor that will be protected in perpetuity by conservation easement.

Mixed Wetland Hardwoods (617)

The mixed wetland hardwood community includes a canopy that is dominated by red maple, swamp tupelo (*Nyssa sylvatica* var. *biflora*), loblolly bay, and laurel oak. The understory comprises immature canopy species, wax myrtle, highbush blueberry, fetterbush, lizard's tail, red root (*Lachnanthes caroliniana*), bog button (*Lachnocaulon digynum*), cinnamon fern (*Osmunda cinnamomea*), and netted chain fern.

Hydric Pine Flatwoods (625)

The hydric pine flatwoods cover type is similar to the upland pine plantation, except that the soils exhibit hydric indicators, and the subcanopy and ground cover vegetation consist of a prevalence of wetland species. This community type occurs on the fringes of major wetland systems tributary to Durbin and Sampson Creeks and within small isolated areas scattered across the site. This community type is of low quality and is representative of areas where silvicultural operations have encroached within historical natural wetland areas. Dominant canopy species include slash pine, with less dense loblolly bay, laurel oak, water oak, and swamp bay. Subcanopy species include fetterbush, myrtle-leaf holly (*Ilex myrtifolia*), wax myrtle, and saplings of canopy species. Dominant ground cover species include highbush blueberry (*Vaccinium corymbosum*), fetterbush, cinnamon fern, netted chain fern, blackberry, bushy broom grass (*Andropogon glomeratus*), St. John's wort (*Hypericum* spp.), yellow-eyed grass (*Xyris* spp.), and sphagnum moss. The ground cover is sparse to non-existent in semi- to permanently saturated areas or in those areas that have been disturbed by feral hogs or silvicultural activities. The hydric pine flatwoods are typically stocked with a high number of trees per acre that are of the same age, with occasional areas of natural recruitment where silvicultural activities, primarily ditching and soil manipulation, have resulted in reduced hydrology.

Wetland Forested Mixed (630)

This community includes both hardwood and coniferous species, neither of which is dominant in the canopy. These wetlands occur on seepage slopes of large contiguous deep wetland systems and as isolated pockets within large tracts of planted pine. Many of these communities have reduced hydrology as a result of adjacent and internal ditching associated with silvicultural activities and may have historically contained fewer pines. Typical canopy species in the Wetland Forested Mixed communities include slash pine, loblolly pine (*Pinus taeda*),

cypress, red maple, swamp tupelo, loblolly bay, swamp bay, sweetgum, laurel oak, and water oak. The subcanopy is dominated by sapling hardwood canopy species, fetterbush, highbush blueberry, and occasional pockets of bitter gallberry. Herbaceous species cinnamon fern, beakrushes, netted chain fern, yellow-eyed grass, St. John's wort, slash pine seedlings, and fetterbush.

Other Surface Waters

Reservoirs less than 10 acres (534)

Four manmade reservoirs are located on the site, one east of I-95 and three west of the interstate. These borrow pits were likely created for the establishment of I-95, the rest areas, and local forest roads. The pond in the southeastern corner of the intersection of Race Track Road and 9B is a floodplain compensation area associated with Durbin National Phase 1.

Preliminary Listed Species Survey

Prior to the initiation of field work, FNAI's database (which includes all documented occurrences of state and federal endangered and threatened species and their Essential Habitat) was used to determine if any listed species are documented within the site. The assessment areas were then surveyed for listed species and their habitat. On-site assessments of representative areas of uplands were performed to determine the presence or likelihood of listed species occurrence. Please see Exhibits 4 and 5 for locations of documented occurrences.

The project area was evaluated in conjunction with documentation for listed wildlife species known to occur in St. Johns County and Duval County (within five miles of the project area in Duval County). Each species has been given a low, moderate, or high probability of occurrence rating within the subject site. Species with a low likelihood of occurrence within the project limits are defined as those species that are known to occur in St. Johns or Duval Counties but preferred habitat is limited or nonexistent within the assessment parcels or the species has been extirpated. Species with a moderate probability for occurrence are those species known to occur in St. Johns or Duval Counties, for which suitable habitat is well represented within or adjacent to the site, but no observations or positive indicators exist to verify their presence. Species are given a high likelihood for occurrence if their presence is suspected within the assessment site based on known ranges and existence of sufficient preferred habitat corridors, if they are known to occur adjacent to the study area, or if they have been previously observed or documented within project boundaries. Species that were observed on the site during field investigations are marked as observed.

Table 1. State- and Federally-listed and candidate species – St. Johns & Duval Counties.

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Present In Project Area	Probability of Occurrence
Fish						
Acipenser brevirostrum	Shortnose Surgeon	E	FE	Large rivers and coastal waterways. Formerly bred in the Ocklawaha River before the Rodman Dam was constructed.	None	None

Table 1. State- and Federally-listed and candidate species – St. Johns & Duval Counties.						
Scientific Name	**Common Name**	**Federal Status**	**State Status**	**Preferred Habitat**	**Habitat Present In Project Area**	**Probability of Occurrence**
*Acipenser oxyrinchus oxyrinchus**	Atlantic Sturgeon	E	FE	Atlantic Ocean and portions of large river systems.	None	None
Pristis pectinata	Smalltooth Sawfish	E	SE	Open sea, estuaries, bays, and river mouths.	None	None
Crustaceans						
*Procambarus pictus***	Black Creek Crayfish	N	ST	Small high-quality tannic streams.	None	None
Amphibians						
Ambystoma cingulatum	Frosted Flatwoods Salamander	T	FT	Flatwoods with wiregrass and interspersed wetlands; breeds in small ponds and seasonally flooded wetlands.	None	None
Reptiles						
Caretta caretta	Loggerhead Sea Turtle	T	FT	Open sea, bays, lagoons, creeks; beaches for nesting.	None	None
Chelonia mydas	Green Sea Turtle	T	FT	Open sea, inshore bays, tidal creeks; beaches for nesting.	None	None
*Dermochelys coriacea**	Leatherback Sea Turtle	E	FE	Open sea; beaches for nesting.	None	None
*Drymarchon corais couperi**	Eastern Indigo Snake	T	FT	Linked to xeric habitats and gopher tortoise burrows, but also uses other natural habitats such as swamps and freshwater marshes as foraging habitat.	Yes	Low
*Eretmochelys imbricata**	Hawksbill Sea Turtle	E	FE	Open sea, coastal lagoons and waterways, mangroves; beaches for nesting.	None	None
*Gopherus polyphemus**	Gopher Tortoise	C	ST	Sandhills, scrub, dry flatwoods, dry ruderal areas.	Yes	Observed
*Lepidochelys kempii**	Kemp's Ridley	E	FE	Open sea, bays, lagoons, inlets; beaches for nesting.	None	None

Table 1. State- and Federally-listed and candidate species – St. Johns & Duval Counties.						
Scientific Name	**Common Name**	**Federal Status**	**State Status**	**Preferred Habitat**	**Habitat Present In Project Area**	**Probability of Occurrence**
*Pituophis melanoleucus***	Pine Snake	N	ST	Sandhill, sand pine scrub and scrubby flatwoods.	Yes	Moderate
Birds						
*Amphelocoma coerulescens**	Florida Scrub-jay	T	FT	Fire-maintained scrub with scrub oaks and open areas.	None	None
*Athene cunicularia floridana***	Florida Burrowing Owl	N	ST	Open prairies with little vegetation.	None	None
Calidris canutus rufa	Red Knot	T	FT	Migratory in large flocks; requires beaches and shallow coastal waters for stopover feeding.	None	None
*Charadrius melodus**	Piping Plover	T	FT	Beaches, sandflats, and mudflats.	None	None
*Cistothorus palustris griseus***	Worthington's Marsh Wren	N	ST	Tidal marshes dominated by cordgrass.	None	None
*Egretta caerulea***	Little Blue Heron	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers freshwater habitats. Nests in mixed colonies in flooded forested wetlands or on islands.	Yes	Moderate
*Egretta tricolor***	Tricolored Heron	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers coastal habitats. Nests in mixed colonies in flooded forested wetlands or on islands.	Yes	Moderate

Table 1. State- and Federally-listed and candidate species – St. Johns & Duval Counties.

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Present In Project Area	Probability of Occurrence
*Falco sparverius paulus***	Southeastern American Kestrel	N	ST	Upland pinelands (flatwoods, sandhills, pastures, and old fields). Requires open areas for foraging, and nest cavities (dead trees, nest boxes, etc.) for breeding	None	None
*Haematopus palliatus**	American Oystercatcher	N	ST	Coastal habitats that include large beaches, sandbars, mudflats, and shellfish beds.	None	None
Laterallus jamaicensis jamaicensis	Eastern Black Rail	PT	N	Primarily occurs in tidal saltmarsh, but can also occur in freshwater wetlands, coastal prairies, and grassy fields.	None	None
Mycteria americana	Wood Stork	T	FT	Forages in a wide variety of freshwater and brackish wetlands and waterways, including ponds and ditches. Prefers waterbodies that have shallow or variable water levels to concentrate fish prey. Nests in colonies in flooded trees or on islands.	Yes	Moderate
*Picoides borealis***	Red-cockaded Woodpecker	E	FE	High quality fire-maintained upland pine forest with mature pines with heart rot for nesting.	None	None
*Platalea ajaja***	Roseate Spoonbill	N	ST	Forages in a wide variety of freshwater, brackish, and saline wetlands and waterways, including ponds and ditches. Prefers coastal habitats. Nests in mixed colonies in mangroves, willow	Yes	None

Table 1. State- and Federally-listed and candidate species – St. Johns & Duval Counties.

Scientific Name	Common Name	Federal Status	State Status	Preferred Habitat	Habitat Present In Project Area	Probability of Occurrence
				heads, or spoil islands.		
*Rynchops niger***	Black Skimmer	N	ST	Estuaries, beaches, and sandbars.	None	None
*Sternula antillarum***	Least Tern	N	ST	Coastal areas, including estuaries and bays.	None	None
Mammals						
Eubalaena glacialis	North Atlantic Right Whale	E	FE	Open ocean. Gives birth near the Atlantic shoreline between December and March.	None	None
Peromyscus polionotus phasma	Anastasia Island Beach Mouse	E	FE	Primary, secondary, and less often tertiary dunes.	None	None
*Trichechus manatus***	West Indian Manatee	T/CH	FT	Estuaries, tidal rivers, springs, and spring runs.	None	None

Legal Status and Notes

Federally-listed Species (FWS)

C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as endangered or threatened.
CH = Critical Habitat has been designated in the county in which the project is located.
E = Endangered: species in danger of extinction throughout all or a significant portion of its range.
T = Threatened: species likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
PT = Proposed threatened.
N = Not federally-listed.
* = This species is included in a FWS Recovery Plan.
Recovery plans can be found at: https://ecos.fws.gov/ecp0/pub/speciesRecovery.jsp?sort=1

State-listed Species

SAT = Listed as threatened for similarity of appearance.
SSC = Species of Special Concern.
SE = State endangered.
ST = State threatened: species listed by the state that are likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
FE = Federally endangered: species federally listed as being in danger of extinction throughout all or a significant portion of its range.
FT = Federally threatened: species federally listed as likely to become endangered within the foreseeable future throughout all or a significant portion of its range.
** = FWC has developed a specific Imperiled Species Management Plan for this species.
Imperiled species management plans can be found at: http://myfwc.com/wildlifehabitats/imperiled/management-plans/

Species with no likelihood of occurrence due to lack of suitable habitat are not discussed further. Species that were observed or that have some likelihood of occurrence are discussed below.

The gopher tortoise (*Gopherus polyphemus*) is listed as Threatened by FWC and as a candidate species for listing by FWS. Initial gopher tortoise surveys for Durbin National were conducted in 2007. Since the 2007 survey, silvicultural management practices within the property may have affected the site's suitability for gopher tortoises.

A complete (100%) survey of all suitable habitat must be conducted within 90 days of construction, and a permit from FWC to relocate all affected tortoises must be obtained. Only after completion of the 100% survey (within 90 days of construction) will the number of tortoises requiring relocation be precisely known. Exhibit 6 depicts mapped soils units suitable for gopher tortoise habitat.

The eastern indigo snake *(Drymarchon corais couperi)* listed as Threatened by both FWS and FWC. This species requires large tracts of land, as their territory can exceed 470 acres and encompass habitats such as sandhills, scrub, wet prairies and ponds. Due to the presence of suitable habitat and gopher tortoise burrows, this species has a low probability of being located on the site.

No eastern indigo snakes or evidence of their presence were observed during the formal surveys. This is a highly mobile species. Should they exist in an area proposed for development, they would likely relocate to preservation lands within the proposed conservation corridor.

The Florida pine snake (*Pituophis melanoleucus mugitus*) is listed as Threatened by FWC. This species can be found in sandhill, sand pine scrub and scrubby flatwoods. A group of neonate pine snakes was observed during the gopher tortoise relocation on Phase 1 of the Durbin National project. Due to the presence of suitable habitat and gopher tortoise burrows, this species has a moderate probability of occurring on the site.

No pine snakes or evidence of their presence was observed during the survey for Durbin National Phase 2. This is a highly mobile species. Should they exist in an area proposed for development, they would likely relocate to preservation lands within the proposed conservation corridor.

The wood stork (*Mycteria americana*) is listed as Threatened by FWS and FWC. Wood storks prefer to forage in wetlands and waterways where falling water levels concentrate food sources. In Northeast Florida, FWS considers all Suitable Foraging Habitat (SFH) within 13 miles of a documented active wood stork colony to be within the Core Foraging Area (CFA) of that colony. On-site wetlands may be SFH for wood storks and lie within the CFA of one documented active colony located approximately 8.5 miles northeast of the project site (Exhibit 4). A database search of wading bird colony sites did not indicate any occurrence records within or near the project site. The wood stork has been given a moderate likelihood of occurrence within the boundary of Durbin National. If mitigation for the project's wetland impacts is provided by an approved mitigation bank whose service area includes the project, the wood stork is not likely to be adversely affected.

Wetlands on the site may also be suitable for state-listed wading birds such as the little blue heron (*Egretta caerulea*), tricolored heron (*Egretta tricolor*), or roseate spoonbill (*Plataea ajaja*). The nearest wading bird rookery location is 5.9 miles east of the project area. These wading birds frequently forage in swamps, ponds, herbaceous wetlands, and ditches. No individuals or signs of these species were observed during the survey, and FWC data shows no documented observations within or near the study area. These species have been given a low to moderate likelihood of occurrence. Because these species are highly mobile, construction within Durbin National is unlikely to adversely affect these species, as any individuals that may be present can easily move to nearby similar suitable habitat. Therefore, no adverse impacts to this species are expected.

The bald eagle (*Haliaeetus leucocephalus*) is no longer listed as Threatened or Endangered by FWC or FWS, but restrictions remain in place for work near nests. The closest documented bald eagle nest is FWC Nest ID # SJ017, approximately 5 miles east of the site, last documented as active in 2002. No documented eagle nests occur within 660 feet of the project site; therefore, regulations for this species are unlikely to affect Durbin National Phase 2.

An osprey (*Pandion haliaetus*) nest was observed in a cell tower south of Race Track Road just outside the eastern boundary of the project site. Pictures of the nest and recordings of the ospreys' call were recorded to ensure the nest was occupied by an osprey and not by a bald eagle.

We appreciate the opportunity to assist you with this project. Please contact Jaime Northrup or me if you have any questions or require additional information.

Sincerely,

ENVIRONMENTAL RESOURCE SOLUTIONS
A Division of SES Energy Services LLC

Ryan Karish
Environmental Scientist

Attachments: FWS ECOS Species lists for Duval and St. Johns Counties
FNAI Tracking Lists for Duval and St. Johns Counties
Exhibits 1-6

RRK/06153.01_DurbinNationalSJCReport_7-15-19

U.S. Fish & Wildlife Service

Search ECOS

ECOS Environmental Conservation Online System

Conserving the Nature of America

ECOS / Species Reports / Species By County Report

Species By County Report

The following report contains Species that are known to or are believed to occur in this county. Species with range unrefined past the state level are now excluded from this report. If you are looking for the Section 7 range (for Section 7 Consultations), please visit the IPaC application.

County: Duval, Florida

CSV

Need to contact a FWS field office about a species? Follow this link to find your local FWS Office.

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Amphibians	Frosted Flatwoods salamander (*Ambystoma cingulatum*)	Wherever found	Threatened	Panama City Ecological Services Field Office			
Birds	Red-cockaded woodpecker (*Picoides borealis*)	Wherever found	Endangered	Mississippi Ecological Services Field Office	Red-cockaded Woodpecker Recovery Plan, Second Revision	Implementation Progress	Final Revision 2
Birds	Wood stork (*Mycteria americana*)	AL, FL, GA, MS, NC, SC	Threatened	North Florida Ecological Services Field Office	Revised Recovery Plan for the U.S. Breeding Population of the Wood Stork	Implementation Progress	Final Revision 1
Birds	Piping Plover (*Charadrius melodus*)	[Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.	Threatened	Office of the Regional Director	Piping Plover Atlantic Coast Population Revised Recovery Plan	Implementation Progress	Final Revision 1
Birds	Piping Plover (*Charadrius melodus*)	[Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.	Threatened	Office of the Regional Director	Volume I: Draft Revised Recovery Plan for the Northern Great Plains Piping Plover (Charadrius melodus)	Recovery efforts in progress, but no implementation information yet to display.	Draft Revision 1

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Birds	Red knot (*Calidris canutus rufa*)	Wherever found	Threatened	New Jersey Ecological Services Field Office	Recovery Outline for the Rufa Red Knot (Calidris canutus rufa)	Recovery efforts in progress, but no implementation information yet to display.	Outline
Birds	Eastern Black rail (*Laterallus jamaicensis ssp. jamaicensis*)	Wherever found	Proposed Threatened	Assistant Regional Director-Ecological Services			
Mammals	West Indian Manatee (*Trichechus manatus*)	Wherever found	Threatened	North Florida Ecological Services Field Office	Recovery Plan Puerto Rican Population of the West Indian (Antillean) Manatee	Implementation Progress	Final
Mammals	West Indian Manatee (*Trichechus manatus*)	Wherever found	Threatened	North Florida Ecological Services Field Office	Florida Manatee Recovery Plan, Third Revision	Implementation Progress	Final Revision 3
Reptiles	Hawksbill sea turtle (*Eretmochelys imbricata*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Recovery Plan for U.S. Pacific Populations of the Hawksbill Turtle	Implementation Progress	Final Revision 1
Reptiles	Hawksbill sea turtle (*Eretmochelys imbricata*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Recovery Plan for the Hawksbill Turtle in the U.S. Caribbean, Atlantic and Gulf of Mexico	Implementation Progress	Final Revision 1
Reptiles	Leatherback sea turtle (*Dermochelys coriacea*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Recovery Plan for Leatherback Turtles in the U.S. Caribbean, Atlantic, and Gulf of Mexico	Implementation Progress	Final Revision 1
Reptiles	Leatherback sea turtle (*Dermochelys coriacea*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Recovery Plan for U.S. Pacific Populations of the Leatherback Turtle	Implementation Progress	Final Revision 1

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Reptiles	Green sea turtle (*Chelonia mydas*)	North Atlantic DPS	Threatened	North Florida Ecological Services Field Office	Recovery Plan for U.S. Population of Atlantic Green Turtle	Implementation Progress	Final Revision 1
Reptiles	Loggerhead sea turtle (*Caretta caretta*)	Northwest Atlantic Ocean DPS	Threatened	North Florida Ecological Services Field Office	Recovery Plan for the Northwest Atlantic Population of the Loggerhead Sea Turtle (Caretta caretta): Second Revision	Implementation Progress	Final Revision 2
Reptiles	Eastern indigo snake (*Drymarchon corais couperi*)	Wherever found	Threatened	Georgia Ecological Services Field Office	Eastern Indigo Snake	Implementation Progress	Final
Reptiles	Gopher tortoise (*Gopherus polyphemus*)	eastern	Candidate	North Florida Ecological Services Field Office			

U.S. Fish & Wildlife Service

Search ECOS

ECOS Environmental Conservation Online System

Conserving the Nature of America

ECOS / Species Reports / Species By County Report

Species By County Report

The following report contains Species that are known to or are believed to occur in this county. Species with range unrefined past the state level are now excluded from this report. If you are looking for the Section 7 range (for Section 7 Consultations), please visit the IPaC application.

County: St. Johns, Florida

CSV

Need to contact a FWS field office about a species? Follow this link to find your local FWS Office.

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Birds	Red-cockaded woodpecker (*Picoides borealis*)	Wherever found	Endangered	Mississippi Ecological Services Field Office	Red-cockaded Woodpecker Recovery Plan, Second Revision	Implementation Progress	Final Revision 2
Birds	Wood stork (*Mycteria americana*)	AL, FL, GA, MS, NC, SC	Threatened	North Florida Ecological Services Field Office	Revised Recovery Plan for the U.S. Breeding Population of the Wood Stork	Implementation Progress	Final Revision 1
Birds	Piping Plover (*Charadrius melodus*)	[Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.	Threatened	Office of the Regional Director	Volume I: Draft Revised Recovery Plan for the Northern Great Plains Piping Plover (Charadrius melodus)	Recovery efforts in progress, but no implementation information yet to display.	Draft Revision 1
Birds	Piping Plover (*Charadrius melodus*)	[Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered.	Threatened	Office of the Regional Director	Piping Plover Atlantic Coast Population Revised Recovery Plan	Implementation Progress	Final Revision 1
Birds	Red knot (*Calidris canutus rufa*)	Wherever found	Threatened	New Jersey Ecological Services Field Office	Recovery Outline for the Rufa Red Knot (Calidris canutus rufa)	Recovery efforts in progress, but no implementation information yet to display.	Outline

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Birds	Eastern Black rail (*Laterallus jamaicensis ssp. jamaicensis*)	Wherever found	Proposed Threatened	Assistant Regional Director-Ecological Services			
Mammals	West Indian Manatee (*Trichechus manatus*)	Wherever found	Threatened	North Florida Ecological Services Field Office	Recovery Plan Puerto Rican Population of the West Indian (Antillean) Manatee	Implementation Progress	Final
Mammals	West Indian Manatee (*Trichechus manatus*)	Wherever found	Threatened	North Florida Ecological Services Field Office	Florida Manatee Recovery Plan, Third Revision	Implementation Progress	Final Revision 3
Mammals	Anastasia Island beach mouse (*Peromyscus polionotus phasma*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Anastasia Island/Southeast Beach Mice (2 spp.)	Implementation Progress	Final
Reptiles	Hawksbill sea turtle (*Eretmochelys imbricata*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Recovery Plan for the Hawksbill Turtle in the U.S. Caribbean, Atlantic and Gulf of Mexico	Implementation Progress	Final Revision 1
Reptiles	Hawksbill sea turtle (*Eretmochelys imbricata*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Recovery Plan for U.S. Pacific Populations of the Hawksbill Turtle	Implementation Progress	Final Revision 1
Reptiles	Leatherback sea turtle (*Dermochelys coriacea*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Recovery Plan for Leatherback Turtles in the U.S. Caribbean, Atlantic, and Gulf of Mexico	Implementation Progress	Final Revision 1
Reptiles	Leatherback sea turtle (*Dermochelys coriacea*)	Wherever found	Endangered	North Florida Ecological Services Field Office	Recovery Plan for U.S. Pacific Populations of the Leatherback Turtle	Implementation Progress	Final Revision 1
Reptiles	Green sea turtle (*Chelonia mydas*)	North Atlantic DPS	Threatened	North Florida Ecological Services Field Office	Recovery Plan for U.S. Population of Atlantic Green Turtle	Implementation Progress	Final Revision 1

Group	Name	Population	Status	Lead Office	Recovery Plan	Recovery Plan Action Status	Recovery Plan Stage
Reptiles	Loggerhead sea turtle (*Caretta caretta*)	Northwest Atlantic Ocean DPS	Threatened	North Florida Ecological Services Field Office	Recovery Plan for the Northwest Atlantic Population of the Loggerhead Sea Turtle (Caretta caretta); Second Revision	Implementation Progress	Final Revision 2
Reptiles	Eastern indigo snake (*Drymarchon corais couperi*)	Wherever found	Threatened	Georgia Ecological Services Field Office	Eastern Indigo Snake	Implementation Progress	Final
Reptiles	Gopher tortoise (*Gopherus polyphemus*)	eastern	Candidate	North Florida Ecological Services Field Office			

FNAI Tracking List

DUVAL COUNTY
100 Total Elements Found
Last Updated: April 2019

Key
Scientific Name is linked to the FNAI Online Field Guides when available. - links to **NatureServe Explorer**, an online encyclopedia of more than 55,000 plants, animals, and natural communities in North America, compiled by the **NatureServe** network of natural heritage programs, of which the Florida Natural Areas Inventory is a member. - links to a species distribution map (**Adobe SVG viewer** required). If your browser does not support Adobe SVG, try this **link**

New Search

SEARCH RESULTS

NOTE: This is not a comprehensive list of all species and natural communities occurring in the location searched. Only elements documented in the FNAI database are included and occurrences of natural communities are excluded. Please see FNAI Land Cover information or Reference Natural Community map for more information on communities.

Plants and Lichens			**EXPLANATION**			
Scientific Name		Common Name	Global Rank	State Rank	Federal Status	State Status
Agrimonia incisa		incised groove-bur	G3	S2		T
Asclepias viridula		southern milkweed	G2	S2		T
Balduina atropurpurea		purple honeycomb-head	G2	S1		E
Calydorea coelestina		Bartram's ixia	G2G3	S2S3		E
Coelorachis tuberculosa		Piedmont jointgrass	G3	S3		T
Ctenium floridanum		Florida toothache grass	G2	S2		E
Forestiera godfreyi		Godfrey's swampprivet	G2	S2		E
Gymnopogon chapmanianus		Chapman's skeletongrass	G3	S3		N
Hartwrightia floridana		hartwrightia	G2	S2		T
Lantana depressa var. floridana		Atlantic Coast Florida lantana	G2T1	S1		E
Litsea aestivalis		pondspice	G3?	S2		E
Matelea floridana		Florida spiny-pod	G2	S2		E
Mesadenus lucayanus		Florida Keys ladies'-tresses	GNR	S1S2		E
Myriopteris microphylla		southern lip fern	G5	S3		E
Orbexilum virgatum		pineland scurfpea	G1	S1		E
Pavonia spinifex		yellow hibiscus	G4G5	S2		N
Pecluma plumula		plume polypody	G5	S2		E

Pecluma ptilota var. bourgeauana	comb polypody	G5? TNR	S2		E
Peperomia humilis	terrestrial peperomia	G5	S2		E
Pteroglossaspis ecristata	giant orchid	G2G3	S2		T
Pycnanthemum floridanum	Florida mountain-mint	G3	S3		T
Ruellia noctiflora	nightflowering wild petunia	G3?	S2		E
Schoenolirion croceum	yellow sunnybell	G4	S2		E
Schwalbea americana	chaffseed	G2	S1	E	E
Verbesina heterophylla	variable-leaf crownbeard	G2	S2		E

Clams and Mussels				**EXPLANATION**	
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Panopea bitruncata	Atlantic Geoduck	G3G4	S2S3		N
Villosa amygdala	Florida Rainbow	G3	S3		N

Snails and Allies				**EXPLANATION**	
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Amnicola rhombostoma	Squaremouth Amnicola Snail	GH	SH		N
Dryachloa dauca	Carrot Glass Snail	G2	S1?		N

Spiders				**EXPLANATION**	
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Sphodros rufipes	Red-legged Purse-web Spider	G4	S3		N

Crabs, Crayfishes, and Shrimps				**EXPLANATION**	
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Procambarus pictus	Black Creek Crayfish	G2	S2		ST

Mayflies				**EXPLANATION**	
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Stenacron floridense	A Mayfly	G3G4	S3S4		N

Dragonflies and Damselflies				**EXPLANATION**	
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Dromogomphus armatus	Southeastern Spinyleg	G4	S3		N
Neurocordulia obsoleta	Umber Shadowfly	G5	S2		N
Progomphus alachuensis	Tawny Sanddragon	G3	S3		N

Beetles					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Aphodius aegrotus	Small Pocket Gopher Aphodius Beetle	G3G4	S3?		N
Aphodius laevigatus	Large Pocket Gopher Aphodius Beetle	G3G4	S3?		N
Ataenius wenzelii	An Ataenius Beetle	G3G5	S2S3		N
Bolbocerosoma hamatum	Bicolored Burrowing Scarab Beetle	G3G4	S3		N
Triplax alachuae	Alachua Pleasing Fungus Beetle	G2G4	S2S4		N

Caddisflies					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Oecetis daytona	Daytona Long-horned Caddisfly	G3	S2S3		N

Butterflies and Moths					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Callophrys gryneus sweadneri	Florida Olive Hairstreak	G5T2	S2		N
Callophrys niphon	Eastern Pine Elfin	G5	S2		N
Cupido comyntas	Eastern Tailed Blue	G5	S2		N
Euphyes berryi	Berry's Skipper	G2	S2		N
Euphyes dion	Dion Skipper	G4	S2S3		N
Euphyes dukesi calhouni	Calhoun's Skipper	G3T1	S1		N
Hesperia attalus slossonae	Seminole Skipper	G3G4T3	S3		N
Hesperia meskei straton	Eastern Meske's Skipper	G3G4T3	S2S3		N
Nymphalis antiopa	Mourning Cloak	G5	S2		N
Poanes viator zizaniae	Broad-winged Skipper	G5T5	S2		N
Poanes yehl	Yehl Skipper	G4	S2S3		N
Polites origenes	Crossline Skipper	G4G5	S3		N

Ants, Bees, and Wasps					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Bombus fraternus	Southern Plains Bumble Bee	G2G4	S1S2		N

Fishes					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Acipenser oxyrinchus oxyrinchus	Atlantic Sturgeon	G3T3	S1	E	FE
Microphis brachyurus	Opossum Pipefish	G4G5	S2	SC	N

Amphibians					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Ambystoma cingulatum	Frosted Flatwoods Salamander	G2	S1S2	T	FT
Lithobates capito	Gopher Frog	G3	S3		N
Notophthalmus perstriatus	Striped Newt	G2G3	S2		N

Reptiles					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Alligator mississippiensis	American Alligator	G5	S4	SAT	FT(S/A)
Caretta caretta	Loggerhead Sea Turtle	G3	S3	T	FT
Chelonia mydas	Green Sea Turtle	G3	S2S3	T	FT
Clemmys guttata	Spotted Turtle	G5	S2S3		N
Crotalus adamanteus	Eastern Diamondback Rattlesnake	G4	S3		N
Dermochelys coriacea	Leatherback Sea Turtle	G2	S2	E	FE
Drymarchon couperi	Eastern Indigo Snake	G3	S3	T	FT
Gopherus polyphemus	Gopher Tortoise	G3	S3	C	ST
Lampropeltis getula	Common Kingsnake	G5	S2S3		N
Pituophis melanoleucus	Pine Snake	G4	S3		ST

Birds					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Ammospiza maritima macgillivraii	Macgillivray's Seaside Sparrow	G4T3	S2		N
Athene cunicularia floridana	Florida Burrowing Owl	G4T3	S3		ST
Charadrius melodus	Piping Plover	G3	S2	T	FT
Charadrius wilsonia	Wilson's Plover	G5	S2		N
Cistothorus palustris griseus	Worthington's Marsh Wren	G5T3	S2		ST
Egretta caerulea	Little Blue Heron	G5	S4		ST
Egretta thula	Snowy Egret	G5	S3		N
Egretta tricolor	Tricolored Heron	G5	S4		ST
Eudocimus albus	White Ibis	G5	S4		N
Falco peregrinus	Peregrine Falcon	G4	S2	N	N
Haematopus palliatus	American Oystercatcher	G5	S2		ST
Haliaeetus leucocephalus	Bald Eagle	G5	S3		N
Mycteria americana	Wood Stork	G4	S2	T	FT
Nyctanassa violacea	Yellow-crowned Night-heron	G5	S3		N
Nycticorax nycticorax	Black-crowned Night-heron	G5	S3		N
Pandion haliaetus	Osprey	G5	S3S4		N
Passerina ciris pop. 1	Painted Bunting, eastern population	G5T3	S1S2		N
Peucaea aestivalis	Bachman's Sparrow	G3	S3		N

Platalea ajaja	Roseate Spoonbill	G5	S2		ST
Rynchops niger	Black Skimmer	G5	S3		ST
Sternula antillarum	Least Tern	G4	S3	N	ST
Thalasseus maximus	Royal Tern	G5	S3		N
Thalasseus sandvicensis	Sandwich Tern	G5	S2		N

Mammals		**EXPLANATION**			
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Eubalaena glacialis	North Atlantic Right Whale	G1	S1	E	FE
Mustela frenata olivacea	Southeastern Weasel	G5T4	S3?		N
Neovison vison lutensis	Atlantic Salt Marsh Mink	G5T3	S3		N
Sciurus niger niger	Southeastern Fox Squirrel	G5T5	S3		N
Trichechus manatus	West Indian Manatee	G2	S2	T	FT
Ursus americanus floridanus	Florida Black Bear	G5T4	S4		N

Other Elements		**EXPLANATION**			
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Bird Rookery		G5	SNR		N
Manatee Aggregation Site		GNR	SNR		N

FNAI Tracking List

ST. JOHNS COUNTY
80 Total Elements Found
Last Updated: April 2019

Key
Scientific Name is linked to the FNAI Online Field Guides when available. - links to **NatureServe Explorer**, an online encyclopedia of more than 55,000 plants, animals, and natural communities in North America, compiled by the **NatureServe** network of natural heritage programs, of which the Florida Natural Areas Inventory is a member. - links to a species distribution map (**Adobe SVG viewer** required). If your browser does not support Adobe SVG, try this **link**

New Search

SEARCH RESULTS

NOTE: This is not a comprehensive list of all species and natural communities occurring in the location searched. Only elements documented in the FNAI database are included and occurrences of natural communities are excluded. Please see FNAI Land Cover information or Reference Natural Community map for more information on communities.

Plants and Lichens			**EXPLANATION**			
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Asclepias viridula	southern milkweed	G2	S2		T
Baptisia calycosa var. calycosa	Canby's wild indigo	G3T1	S1		E
Calydorea coelestina	Bartram's ixia	G2G3	S2S3		E
Carex chapmannii	Chapman's sedge	G3	S3		T
Chamaesyce cumulicola	sand-dune spurge	G2	S2		E
Coreopsis integrifolia	ciliate-leaf tickseed	G1G2	S1		E
Ctenium floridanum	Florida toothache grass	G2	S2		E
Glandularia maritima	coastal vervain	G3	S3		E
Helianthus carnosus	lake-side sunflower	G1G2	S1S2		E
Litsea aestivalis	pondspice	G3?	S2		E
Lythrum curtissii	Curtiss' loosestrife	G1	S1		E
Matelea floridana	Florida spiny-pod	G2	S2		E
Monotropsis reynoldsiae	pygmy pipes	G1	S1		E
Nemastylis floridana	celestial lily	G2	S2		E
Nolina atopocarpa	Florida beargrass	G3	S3		T
Pavonia spinifex	yellow hibiscus	G4G5	S2		N
Pecluma plumula	plume polypody	G5	S2		E
Pteroglossaspis ecristata	giant orchid	G2G3	S2		T

Pycnanthemum floridanum	Florida mountain-mint	G3	S3		T
Rhynchospora punctata	dotted beaksedge	G1?	SH		N
Rhynchospora thornei	Thorne's beaksedge	G3	S1S2		N
Rudbeckia nitida	St. John's blackeyed susan	G3	S2		E
Ruellia noctiflora	nightflowering wild petunia	G3?	S2		E
Verbesina heterophylla	variable-leaf crownbeard	G2	S2		E

Clams and Mussels					**EXPLANATION**
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Panopea bitruncata	Atlantic Geoduck	G3G4	S2S3		N

Snails and Allies					**EXPLANATION**
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Amnicola rhombostoma	Squaremouth Amnicola Snail	GH	SH		N
Floridobia fraterna	Creek Siltsnail	G2	S2		N

Mayflies					**EXPLANATION**
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Stenacron floridense	A Mayfly	G3G4	S3S4		N

Dragonflies and Damselflies					**EXPLANATION**
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Gomphaeschna antilope	Taper-tailed Darner	G4	S4		N
Neurocordulia obsoleta	Umber Shadowfly	G5	S2		N

Beetles					**EXPLANATION**
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Aphodius aegrotus	Small Pocket Gopher Aphodius Beetle	G3G4	S3?		N
Aphodius dyspistus	Surprising Pocket Gopher Aphodius Beetle	G3G4	S3?		N
Aphodius laevigatus	Large Pocket Gopher Aphodius Beetle	G3G4	S3?		N
Bolbocerosoma hamatum	Bicolored Burrowing Scarab Beetle	G3G4	S3		N
Chelyoxenus xerobatis	Gopher Tortoise Hister Beetle	G2G3	S2		N
Cicindela hirticollis	Hairy-necked Tiger Beetle	G5	S1		N
Hypotrichia spissipes	Florida Hypotrichia Scarab Beetle	G3G4	S3S4		N
Peltotrupes profundus	Florida Deepdigger Scarab Beetle	G3	S3		N
Ptomaphagus schwarzi	Schwarz' Pocket Gopher Ptomaphagus Beetle	G3	S3		N

Butterflies and Moths					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Euphyes dion	Dion Skipper	G4	S2S3		N
Nymphalis antiopa	Mourning Cloak	G5	S2		N

Ants, Bees, and Wasps					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Bombus fraternus	Southern Plains Bumble Bee	G2G4	S1S2		N

Fishes					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Acipenser brevirostrum	Shortnose Sturgeon	G3	S1	E	FE
Acipenser oxyrinchus oxyrinchus	Atlantic Sturgeon	G3T3	S1	E	FE
Ameiurus brunneus	Snail Bullhead	G4	S4?		N
Microphis brachyurus	Opossum Pipefish	G4G5	S2	SC	N

Amphibians					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Notophthalmus perstriatus	Striped Newt	G2G3	S2		N

Reptiles					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Alligator mississippiensis	American Alligator	G5	S4	SAT	FT(S/A)
Caretta caretta	Loggerhead Sea Turtle	G3	S3	T	FT
Chelonia mydas	Green Sea Turtle	G3	S2S3	T	FT
Clemmys guttata	Spotted Turtle	G5	S2S3		N
Crotalus adamanteus	Eastern Diamondback Rattlesnake	G4	S3		N
Dermochelys coriacea	Leatherback Sea Turtle	G2	S2	E	FE
Drymarchon couperi	Eastern Indigo Snake	G3	S3	T	FT
Gopherus polyphemus	Gopher Tortoise	G3	S3	C	ST
Lampropeltis getula	Common Kingsnake	G5	S2S3		N
Pituophis melanoleucus	Pine Snake	G4	S3		ST

Birds					EXPLANATION
Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Charadrius melodus	Piping Plover	G3	S2	T	FT

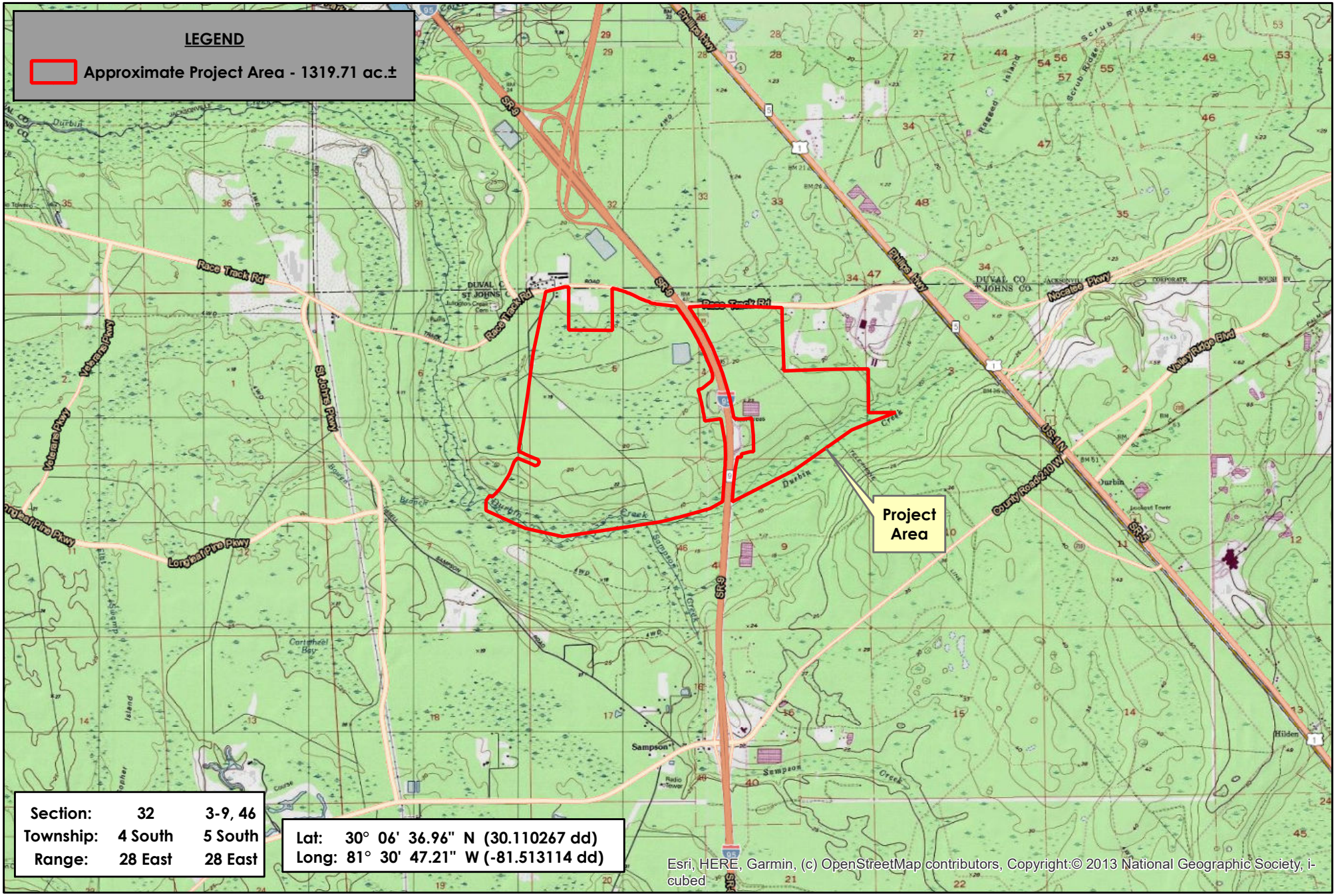
Egretta caerulea	Little Blue Heron	G5	S4		ST
Egretta thula	Snowy Egret	G5	S3		N
Egretta tricolor	Tricolored Heron	G5	S4		ST
Elanoides forficatus	Swallow-tailed Kite	G5	S2		N
Eudocimus albus	White Ibis	G5	S4		N
Haematopus palliatus	American Oystercatcher	G5	S2		ST
Haliaeetus leucocephalus	Bald Eagle	G5	S3		N
Hydroprogne caspia	Caspian Tern	G5	S2		N
Mycteria americana	Wood Stork	G4	S2	T	FT
Pandion haliaetus	Osprey	G5	S3S4		N
Platalea ajaja	Roseate Spoonbill	G5	S2		ST
Rynchops niger	Black Skimmer	G5	S3		ST
Sternula antillarum	Least Tern	G4	S3	N	ST
Thalasseus maximus	Royal Tern	G5	S3		N
Thalasseus sandvicensis	Sandwich Tern	G5	S2		N

Mammals — **EXPLANATION**

Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Eubalaena glacialis	North Atlantic Right Whale	G1	S1	E	FE
Neovison vison lutensis	Atlantic Salt Marsh Mink	G5T3	S3		N
Peromyscus polionotus phasma	Anastasia Island Beach Mouse	G5T1	S1	E	FE
Podomys floridanus	Florida Mouse	G3	S3		N
Trichechus manatus	West Indian Manatee	G2	S2	T	FT
Ursus americanus floridanus	Florida Black Bear	G5T4	S4		N

Other Elements — **EXPLANATION**

Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Status
Bird Rookery		G5	SNR		N



0 4,000 '

Environmental Resource Solutions
A Division of SES Energy Services LLC
Our Science. Your Success.

8711 Perimeter Park Blvd.,
Suite 1
Jacksonville, FL 32216

(904) 285-1397
mail@ersenvironmental.com

Durbin National
USGS Topographic
Quadrangle Map

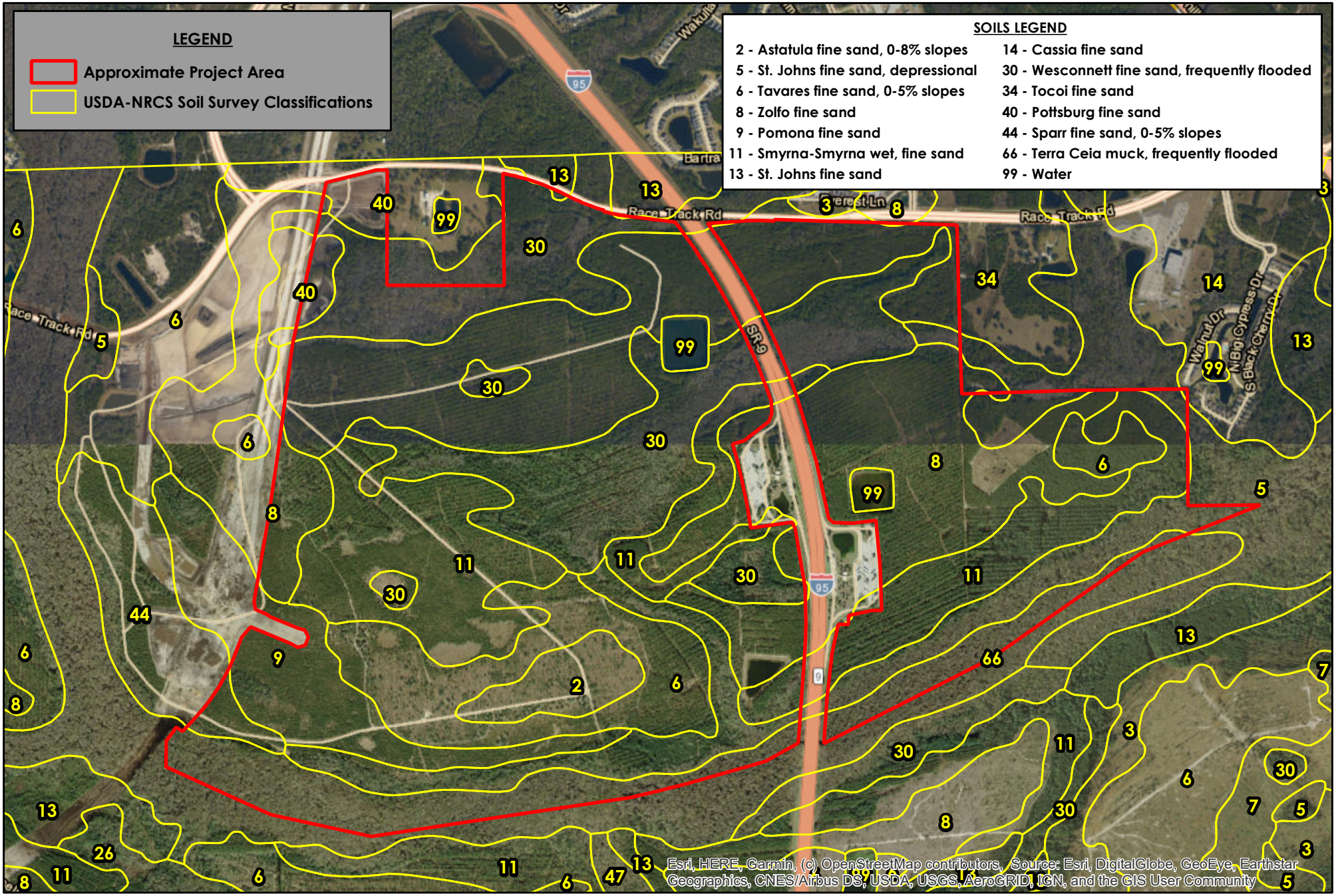
St. Johns County, Florida | By: DF

Project No.:	06153.01
Exhibit No.:	1
Date:	7-1-19
Rev. Date:	

N W E S

Source: 7.5' USGS Bayard, Durbin, Orangedale, & Palm Valley, FL Topographic Quadrangles; ArcGIS Online (USA Topo Maps)

X:\GIS Projects\2006\06153.01\Phase2_PUD\mxd\06153_01_location_7-1-19.mxd



0 1,500 '

Environmental Resource Solutions
A Division of SES Energy Services LLC
Our Science. Your Success.
8711 Perimeter Park Blvd.,
Suite 1
Jacksonville, FL 32216
(904) 285-1397
mail@ersenvironmental.com

Durbin National Soils Map

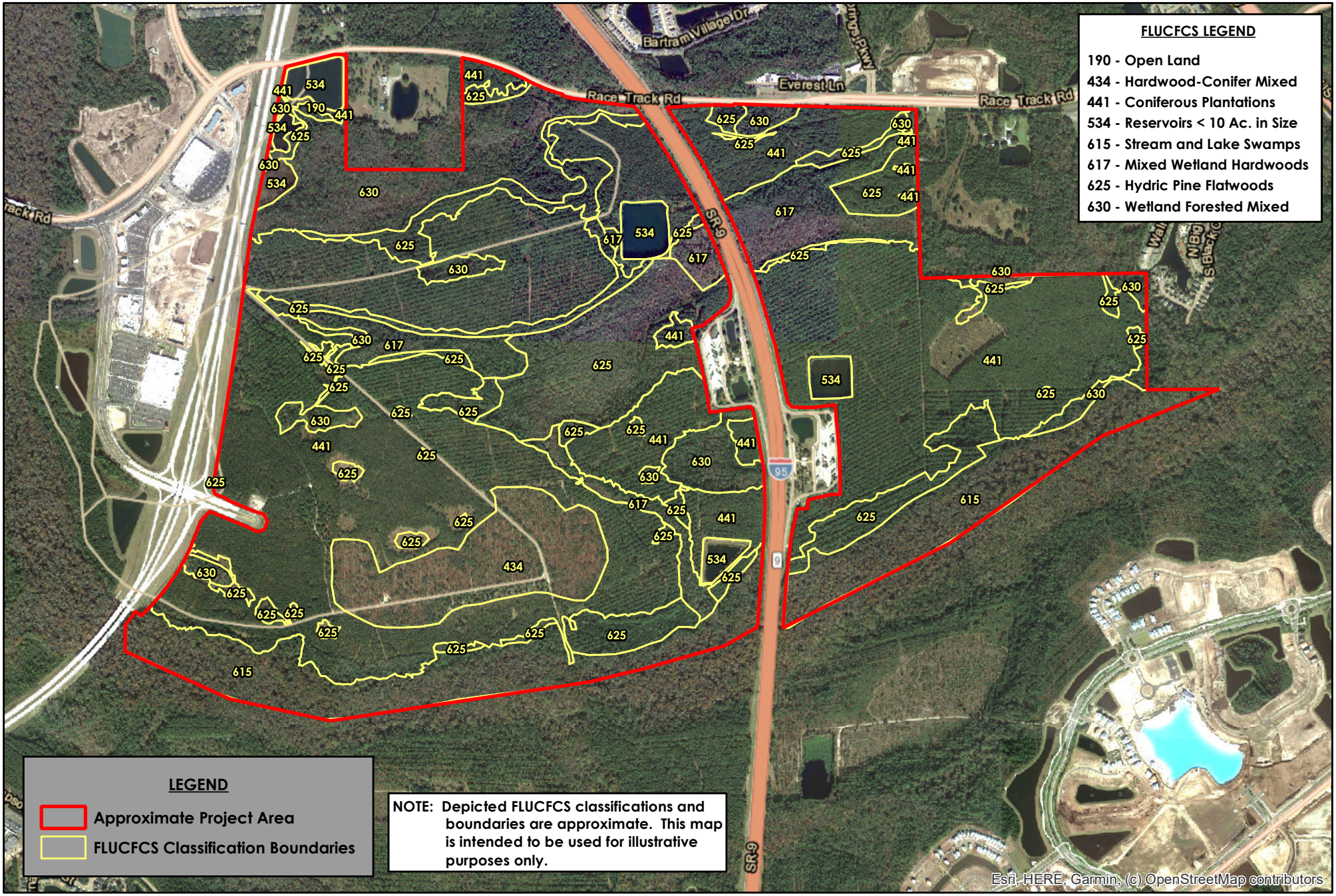
St. Johns County, Florida | By: DF

Project No.:	06153.01
Exhibit No.:	2
Date:	7-1-19
Rev. Date:	

N W E S

Source: ArcGIS Online Imagery; USDA-NRCS soil survey classifications (data obtained from NRCS)

X:\GIS Projects\2006\06153.01\Phase2_PUD\mxd\06153_01_soils_7-1-19.mxd



0 1,500 '

Environmental Resource Solutions
A Division of SES Energy Services LLC
Our Science. Your Success.

8711 Perimeter Park Blvd.,
Suite 1
Jacksonville, FL 32216

(904) 285-1397
mail@ersenvironmental.com

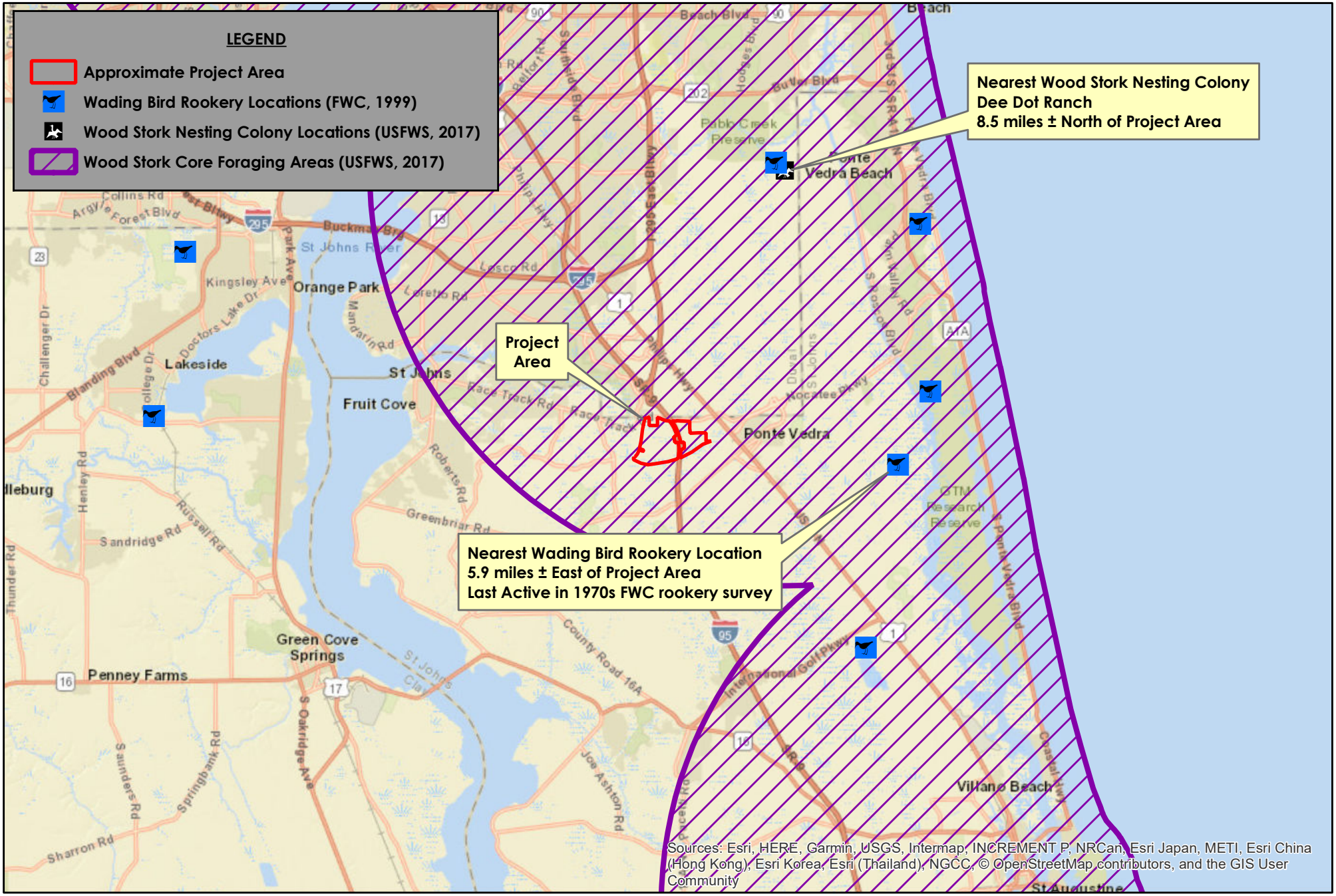
Durbin National FLUCFCS Map

Project No.:	06153.01
Exhibit No.:	3
Date:	7-1-19
By:	DF
Rev. Date:	

N W E S

Source: Google Earth Images (Dec 2018)

X:\GIS Projects\2006\06153.01\Phase2_PUD\mxd\06153_01_flucfcs_7-1-19.mxd



0 4 Miles

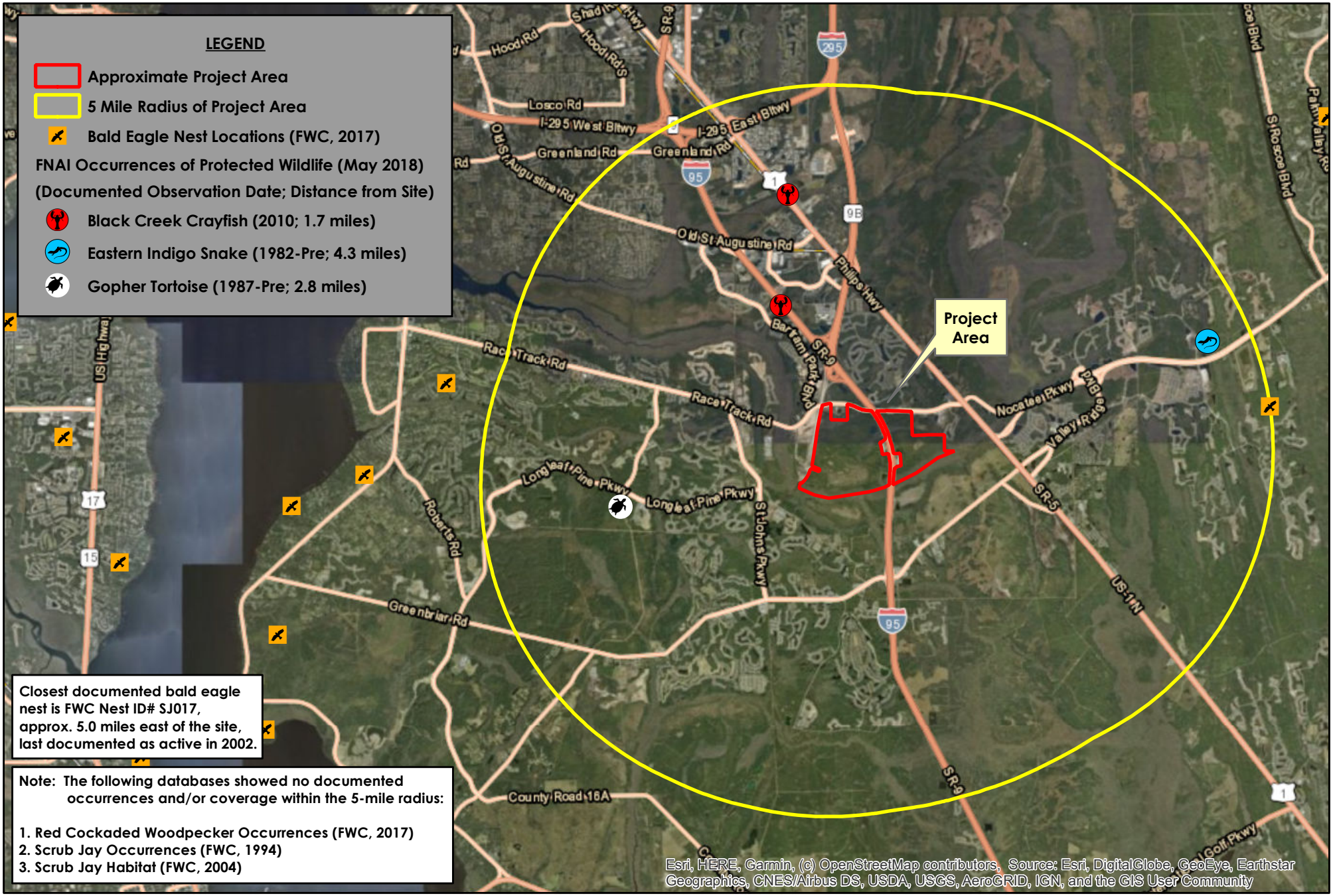
Environmental Resource Solutions
A Division of SES Energy Services LLC
Our Science. Your Success.
8711 Perimeter Park Blvd., Suite 1
Jacksonville, FL 32216
(904) 285-1397
mail@ersenvironmental.com

Durbin National
Documented Occurrences of Wading Bird Rookeries and Wood Stork Nesting Colonies/CFA's

Project No.:	06153.01
Exhibit No.:	4
Date:	7-1-19
By:	DF
Rev. Date:	

Source: USFWS, FDEP, FWC, FNAI, USGS, ArcGIS Online Data (World Street Map)

X:\GIS Projects\2006\06153.01\Phase2_PUD\mxd\06153_01_13mile_wildlife_7-1-19.mxd



0 2 Miles

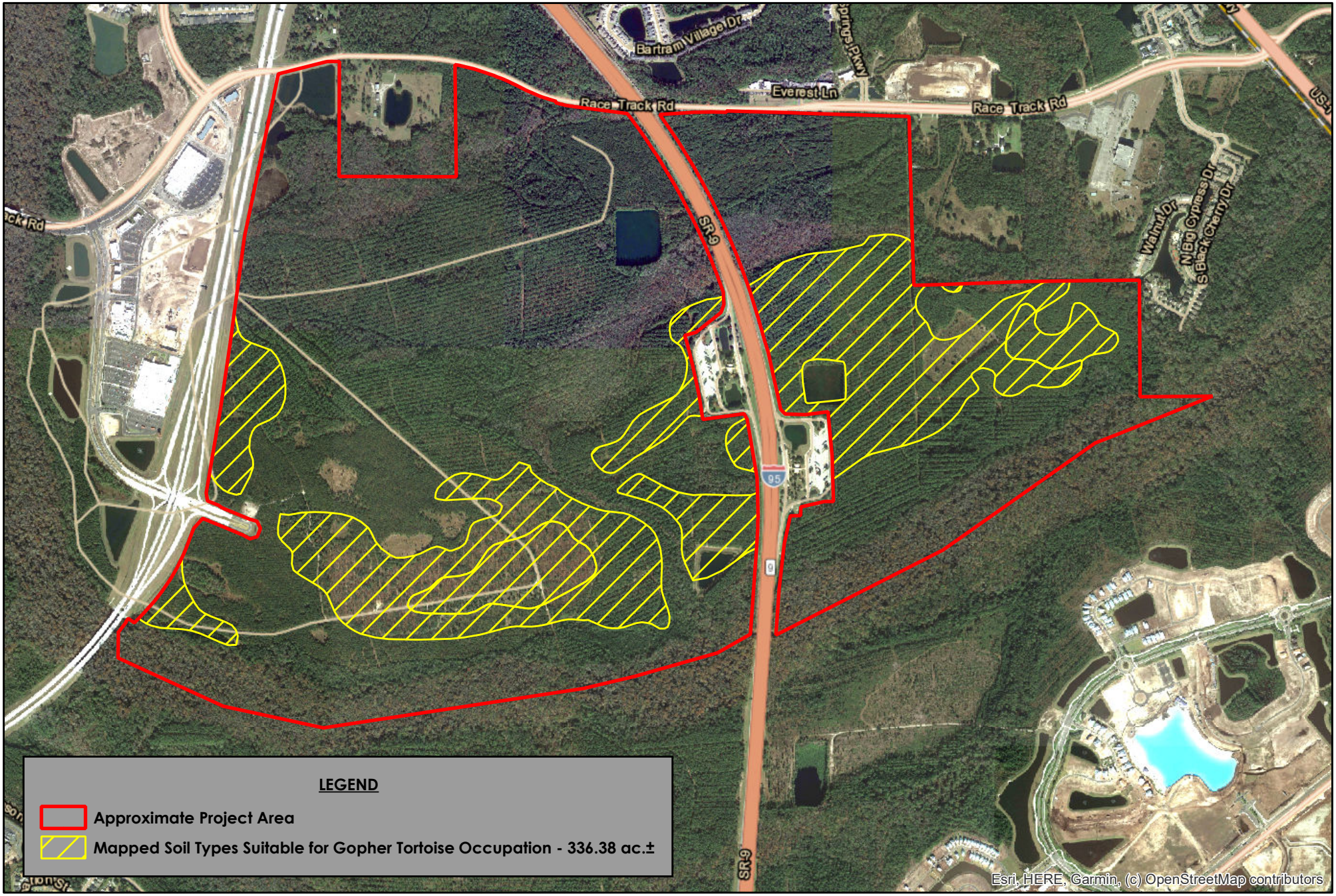
Environmental Resource Solutions
A Division of SES Energy Services LLC
Our Science. Your Success.
8711 Perimeter Park Blvd., Suite 1
Jacksonville, FL 32216
(904) 285-1397
mail@ersenvironmental.com

Durbin National Documented Occurrences of Protected Wildlife within 5 Miles

Project No.:	06153.01
Exhibit No.:	5
Date:	7-1-19
By:	DF
Rev. Date:	

Source: USFWS, FDEP, FWC, FNAI, USGS, ArcGIS Online Imagery

X:\GIS Projects\2006\06153.01\Phase2_PUD\mxd\06153_01_5mile_wildlife_7-1-19.mxd



0 1,500 '

Environmental Resource Solutions
A Division of SES Energy Services LLC
Our Science. Your Success.

8711 Perimeter Park Blvd.,
Suite 1
Jacksonville, FL 32216

(904) 285-1397
mail@ersenvironmental.com

Durbin National
Potentially Occupied
Gopher Tortoise Habitat Map

By: DF

Project No.:	06153.01
Exhibit No.:	6
Date:	7-1-19
Rev. Date:	

N W E S

Source: Google Earth Images (Dec 2018)

X:\GIS Projects\2006\06153.01\Phase2_PUD\mxd\06153_01_habitat_7-1-19.mxd

FOREST MANAGEMENT PLAN

Durbin Creek National, LLC
St. Johns County, FL

Prepared by:
Jowett & Wood, Inc. Consulting Foresters

July 2009



TABLE OF CONTENTS

Location and Background Information	page 3
Objectives of Management	page 3
Location Map	page 4
Resource Assessment – Soils, Site Quality, Topography	page 5
USDA Soil Maps 1 – 4	pages 6–9
Resource Assessment – Forest Resources	page 10
Timber Type Maps 1 – 4	pages 11–18
Management Recommendations – Fire, Harvesting	page 19
Management Recommendations – Forest Roads, Security	page 20
Suggested Timetable for Management Recommendations	page 21
Endangered Species – General Information	pages 22–23
Appendix	pages 24–42

LOCATION

The Durbin Creek National, LLC Tract consists of five St. Johns County, Florida tax parcels: 023540 0000, 023480 0000, 026670 0000, 026749 0110 and 009660 0000. The property consists of approximately 1,881 acres and is located in Sections 3, 4, 5, 6, 7, 8, 40 and 46, Township 5 South, Range 28 East, and Section 2, Township 5 South, Range 27 East. The main tract is situated on the south side of Race Track Road on both the east and west sides of Interstate 95. The main tract is bounded on the west and south by Durbin Creek. Two smaller parcels located south of County Road 210, on the east and west sides of Interstate 95 are also part of the ownership. Sampson Creek runs along the northern boundaries of these parcels. A fourth parcel is located approximately 2.5 miles west of the main tract on the south side of Race Track Road.

BACKGROUND INFORMATION

Historically, during the twentieth century, lands in this area produced timber, cattle forage, agricultural crops and naval stores. The Durbin Creek National, LLC property has a long history of forestry use, is currently an existing forest community and is located within one of the most competitive timber markets in North America.

The property has been managed primarily for timber products over several decades. The current landowner wishes to use forest management practices to convert the 1,181± acres of planted pine stands to naturally regenerating forest types while generating revenue from the sale of timber products. The timber resources on the tract consist of 545± acres of merchantable planted pine, 636± acres of premerchantable planted pine and 664± acres of natural pine, hardwood and cypress stands. The tract has a network of forest roads and trails providing internal access, which require periodic routine maintenance such as filling holes, cleaning roadside ditches, stabilizing sandy areas and grading. Forest road maintenance is imperative for successful timber marketing to generate revenue and convert the pine plantations to naturally regenerating forest types.

OBJECTIVES OF MANAGEMENT

The primary objective of this forest management plan is to provide recommendations for:

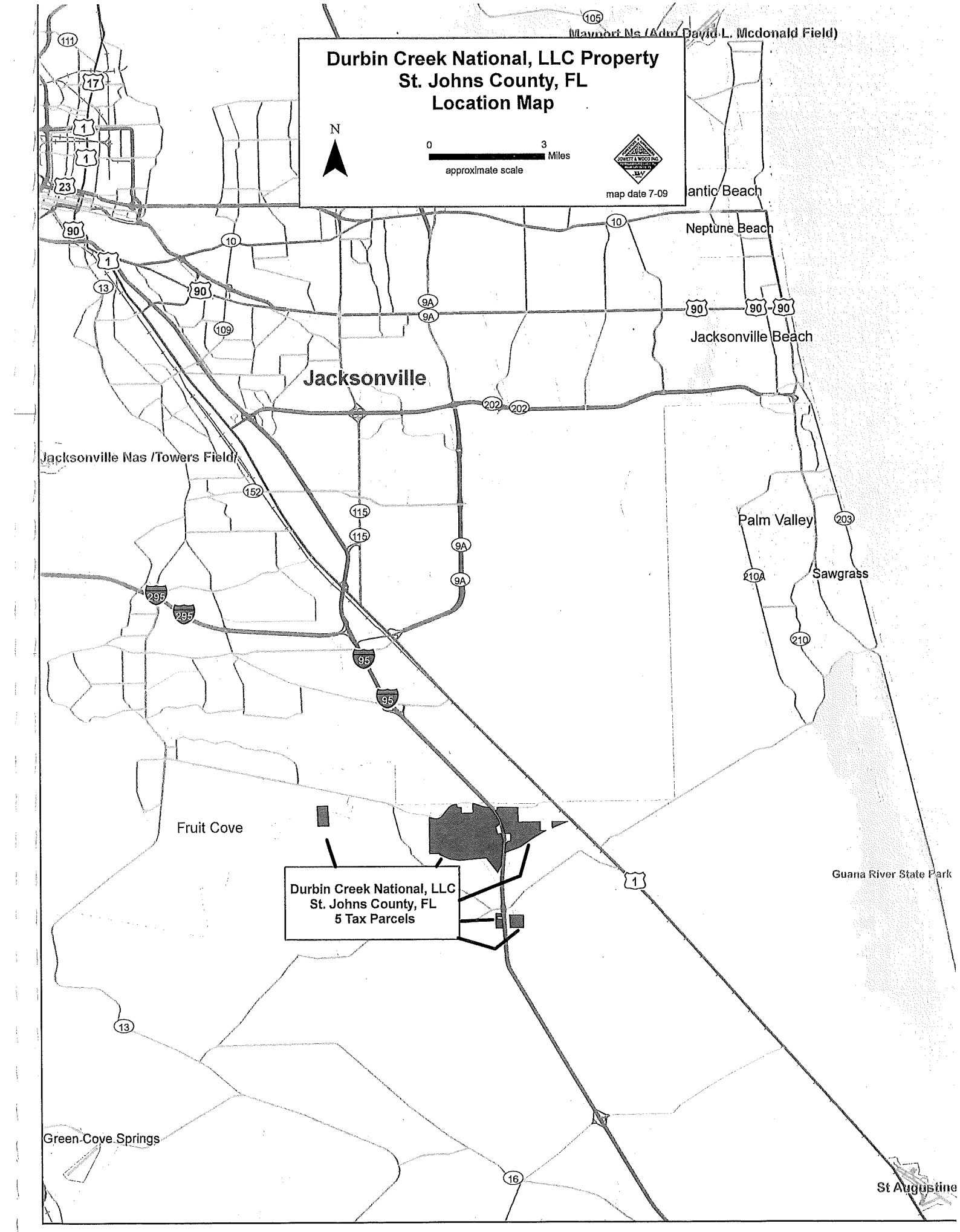
Generating income from the sale of forest products

Converting pine plantations to naturally regenerating forest types

Maintaining native ecosystems

Creating and improving suitable habitat for protected wildlife

All forest management activities must comply with the State of Florida's Silviculture Best Management Practices (BMPs) as published by the Florida Division of Forestry. The silviculture BMPs establish the minimum acceptable standards for the protection of water quality and certain wildlife habitat features when implementing forest management activities.


Durbin Creek National, LLC Property
St. Johns County, FL
Location Map
N
0
3
Miles
approximate scale
map date 7-09
Mayport Ns (Adm David L. Mcdonald Field)
Atlantic Beach
Neptune Beach
Jacksonville Beach
Jacksonville
Jacksonville Nas /Towers Field/
Palm Valley
Sawgrass
Fruit Cove
Guana River State Park
Green Cove Springs
St Augustine
Durbin Creek National, LLC
St. Johns County, FL
5 Tax Parcels

RESOURCE ASSESSMENT

Soils, Topography and Site Quality

According to the October 1983 USDA Soil Conservation Service, Soil Survey of St. Johns County, Florida, the soils found on the Durbin Creek National, LLC property are as follows:

Soil Type	Topography	Drainage Class	Site Quality
2 – Astatula fine sand	Knolls & ridges	Excessively drained	50
3 – Myakka fine sand	Nearly level flatwoods	Poorly drained	65
5 – St. Johns fine sand, depressional	Depressions in flatwoods	Very poorly drained	
6 – Tavares fine sand	Low ridges & knolls	Moderately well drained	70
8 – Zolfo fine sand	Higher areas in flatwoods	Somewhat poorly drained	60
9 – Pomona fine sand	Broad flatwoods areas	Poorly drained	75
11 – Smyrna fine sand	Nearly level flatwoods	Poorly drained	75
12 – Ona fine sand	Nearly level flatwoods	Poorly drained	70
14 – Cassia fine sand	Low ridges	Somewhat poorly drained	60
13 – St. Johns fine sand	Broad flatwoods adjacent to drains	Poorly drained	75
22 – Manatee fine sandy loam	Flood plains & drainageways	Very poorly drained	
30 – Wesconnett fine sand, freq flooded	Weakly defined drains	Very poorly drained	
34 – Tocoi fine sand	Broad flatwoods	Poorly drained	70
36 – Riviera fine sand, frequently flooded	Drainageways & flood plains	Poorly drained	
40 – Pottsburg fine sand	Nearly level flatwoods	Poorly drained	70
44 – Sparr fine sand	Gently sloping along drains	Somewhat poorly drained	60
47 – Holopaw fine sand, frequently flooded	Broad shallow drains	Very poorly drained	
66 – Terra Ceia muck, frequently flooded	Flood plains along streams	Very poorly drained	

Site quality is a measure of the productivity of timberland. A higher site quality indicates higher productivity for the site. It is defined as the total average height of the dominant and co-dominant trees at a certain base age. In the south, when dealing with pine plantations, the base age commonly used is 25 years. The flatwoods soils on the Durbin Creek National, LLC Tract are moderately to highly productive and well suited for pine production.

The topography of the tract ranges from knolls and ridges to low flatwoods, flood plains and drainageways. The flood plains, drainageways and depressional areas are flooded during periods of heavy rainfall. The natural vegetation of the flatwoods soils consists primarily of slash pine with an understory of waxmyrtle, inkberry, saw palmetto, and grasses. Typical natural vegetation found in the drainageways and depressions consists of sweetgum, bay, red maple, cypress, with cinnamon fern and maidencane in the understory.

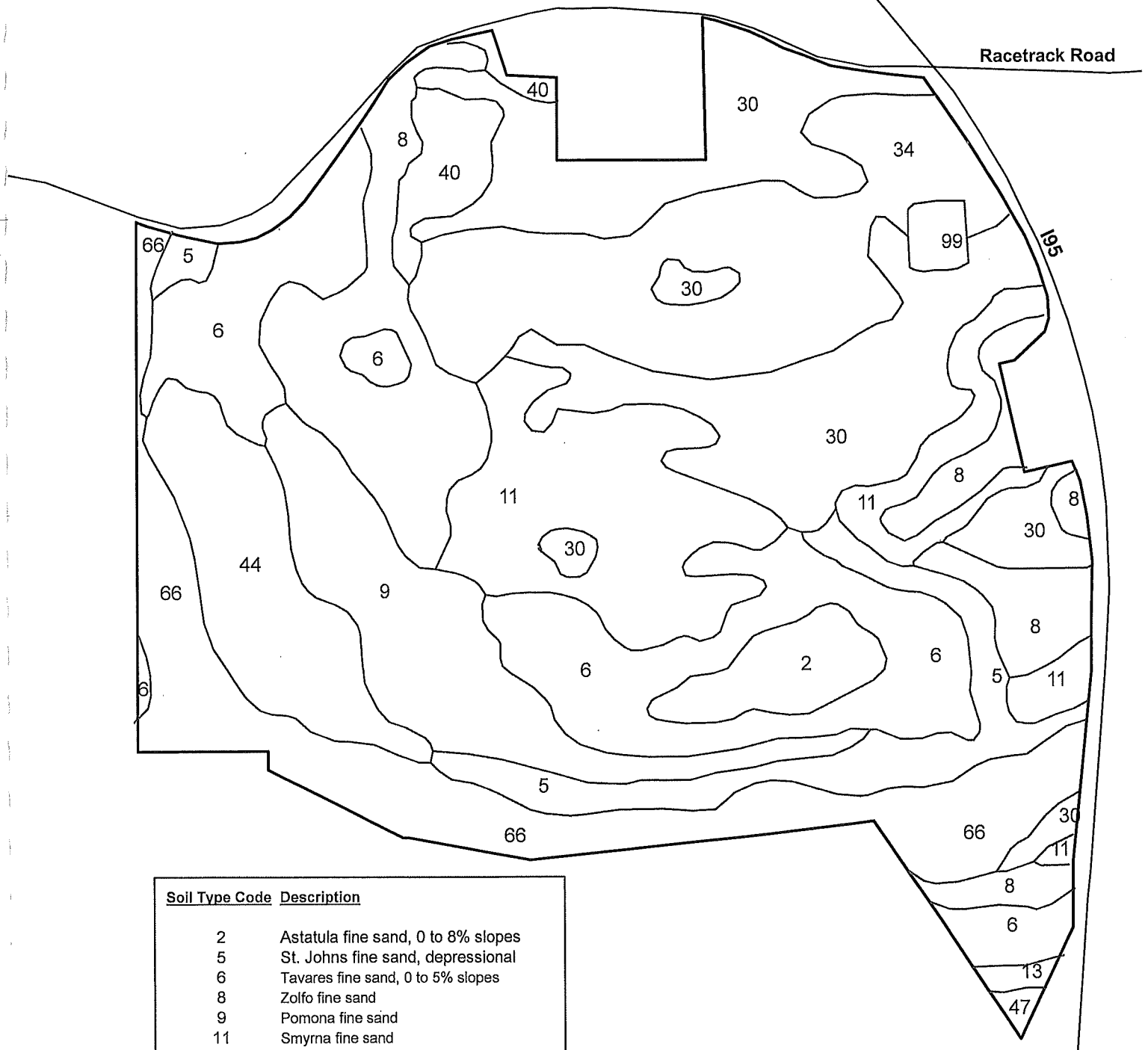
Durbin Creek National, LLC
St. Johns County, FL
Soil Map 1 of 4

N

0 1,320 Feet

approximate scale

map date 7-09



Soil Type Code	Description
2	Astatula fine sand, 0 to 8% slopes
5	St. Johns fine sand, depressional
6	Tavares fine sand, 0 to 5% slopes
8	Zolfo fine sand
9	Pomona fine sand
11	Smyrna fine sand
13	St. Johns fine sand
30	Wesconnett fine sand, frequently flooded
34	Tocoi fine sand
40	Pottsburg fine sand
44	Sparr fine sand, 0 to 5% slopes
47	Holopaw fine sand, frequently flooded
66	Terra Ceia muck, frequently flooded
99	Water

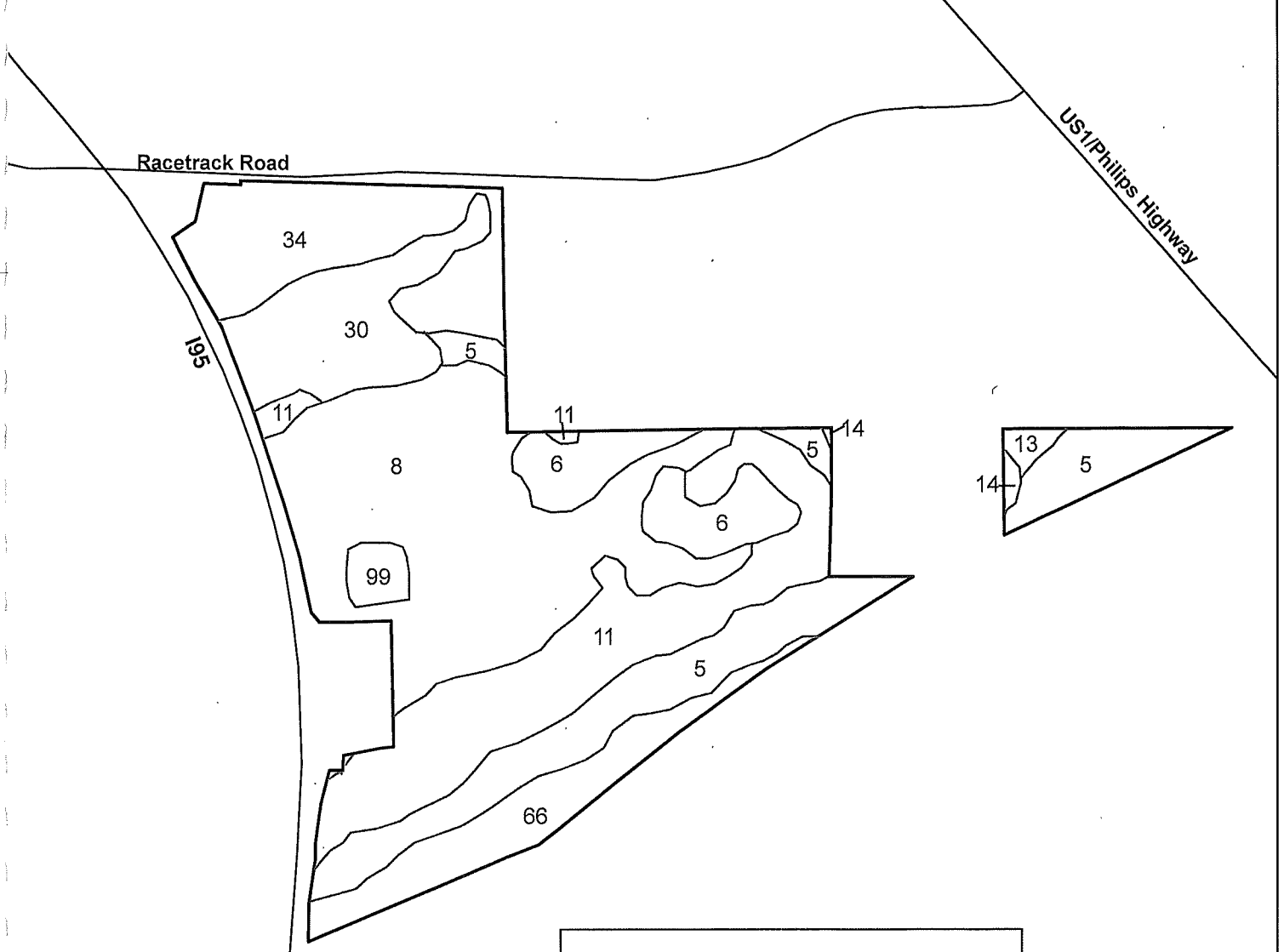
Durbin Creek National, LLC
St. Johns County, FL
Soil Map 2 of 4

N

0 1,320 Feet

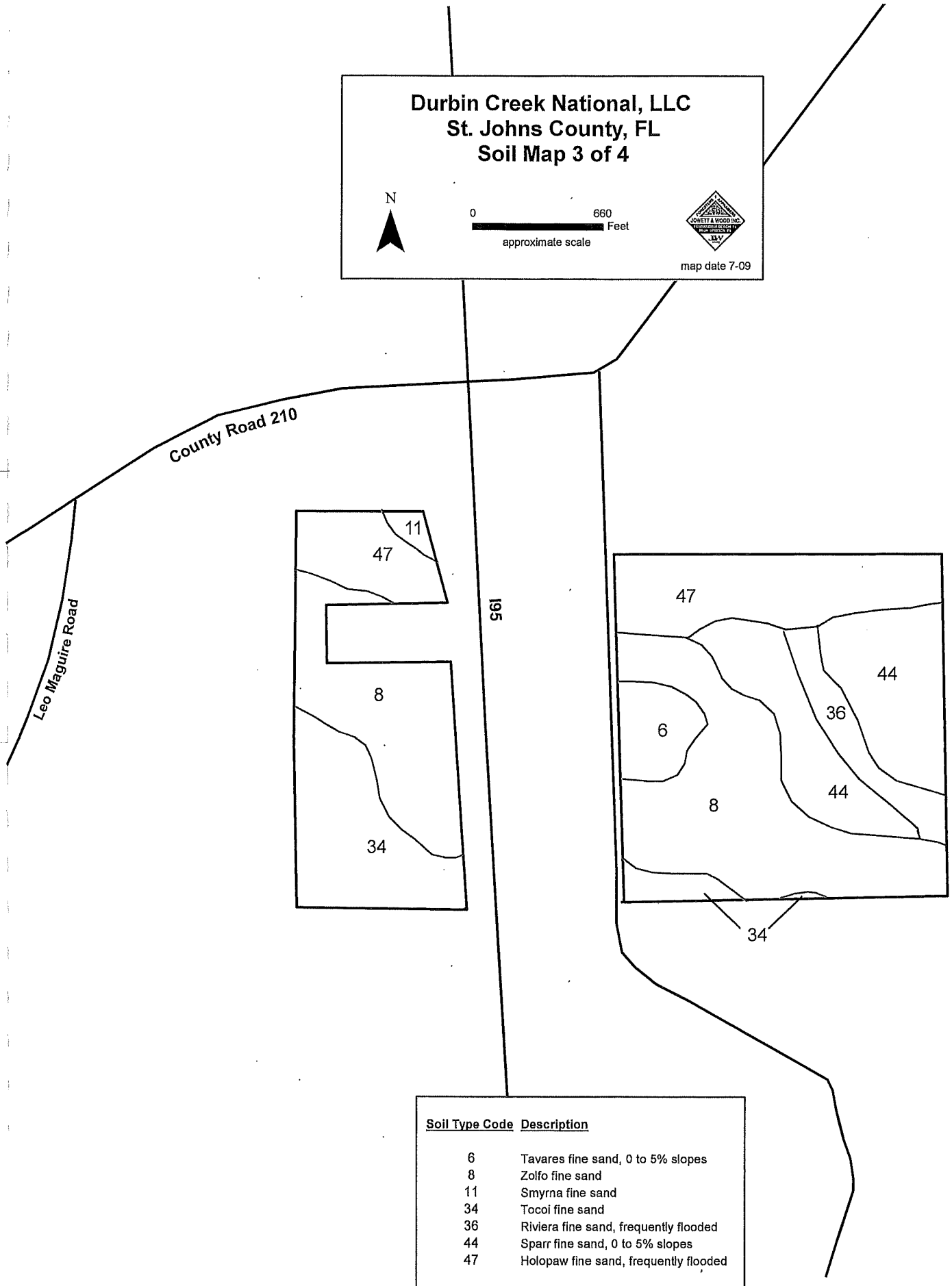
approximate scale

map date 7-09



Soil Type Code	Description
5	St. Johns fine sand, depressional
6	Tavares fine sand, 0 to 5% slopes
8	Zolfo fine sand
11	Smyrna fine sand
13	St. Johns fine sand
14	Cassia fine sand
30	Wesconnett fine sand, frequently flooded
34	Tocoi fine sand
66	Terra Cela muck, frequently flooded
99	Water

Durbin Creek National, LLC
St. Johns County, FL
Soil Map 3 of 4



Soil Type Code	Description
6	Tavares fine sand, 0 to 5% slopes
8	Zolfo fine sand
11	Smyrna fine sand
34	Tocoi fine sand
36	Riviera fine sand, frequently flooded
44	Sparr fine sand, 0 to 5% slopes
47	Holopaw fine sand, frequently flooded

Durbin Creek National, LLC
St. Johns County, FL
Soil Map 4 of 4

N

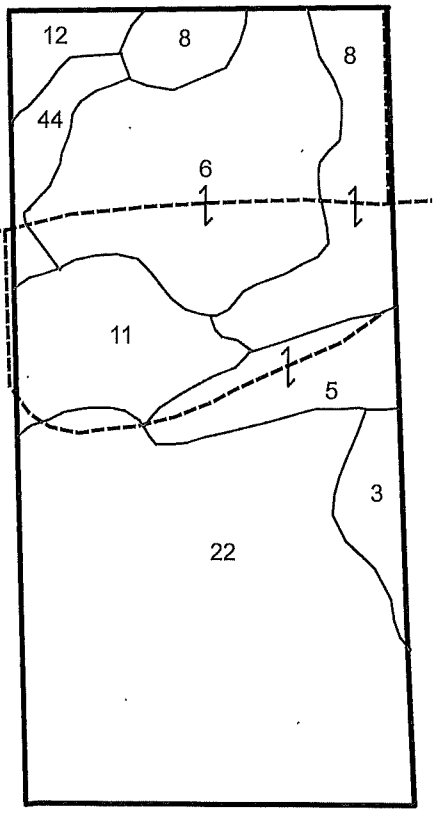
0 660 Feet

approximate scale

map date 7-09

Racetrack Road

Soil Type Code	Description
3	Myakka fine sand
5	St. Johns fine sand, depressional
6	Tavares fine sand, 0 to 5% slopes
8	Zolfo fine sand
11	Smyrna fine sand
12	Ona fine sand
44	Sparr fine sand, 0 to 5% slopes



Veterans Parkway

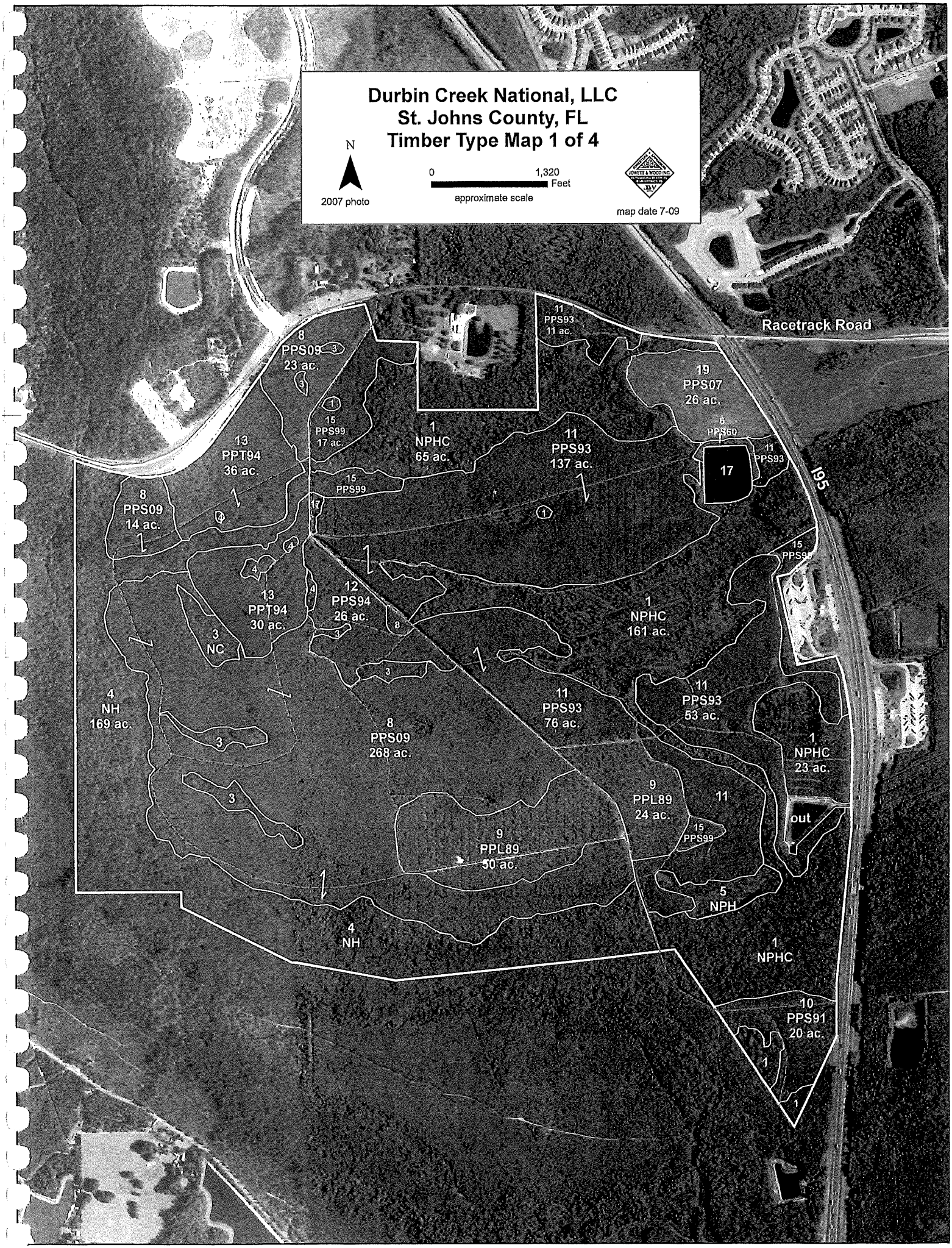
Forest Resources

The timber type maps of the Durbin Creek National, LLC property reflect the stand conditions as of July 2009. The timber stand types, descriptions and approximate acres are shown below.

Stand Number	Timber Type	Description	Acres±
1	NPHC	Natural Pine Hardwood Cypress	375
2	NHC	Natural Hardwood Cypress	47
3	NC	Natural Cypress	21
4	NH	Natural Hardwood	188
5	NPH	Natural Pine Hardwood	33
6	PPS60	Planted Slash Pine 1960	2
7	PPS85	Planted Slash Pine 1985	22
8	PPS09	Planted Slash Pine 2009	305
9	PPL89	Planted Longleaf Pine 1989	74
10	PPS91	Planted Slash Pine 1991	20
11	PPS93	Planted Slash Pine 1993	278
12	PPS94	Planted Slash Pine 1994	157
13	PPT94	Planted Loblolly Pine 1994	66
14	PPS97	Planted Slash Pine 1997	40
15	PPS99	Planted Slash Pine 1999	104
16	PPS04	Planted Slash Pine 2004	45
17		Borrow pits, open areas	36
18	PPS05	Planted Slash Pine 2005	42
19	PPS07	Planted Slash Pine 2007	26
		Total acres	1,881±

Distribution by Timber Types

29%	Merchantable planted pine	545 acres
34%	Premerchantable planted pine	636 acres
35%	Natural pine, hardwood, cypress	664 acres
2%	Borrow pits, open areas	36 acres


Durbin Creek National, LLC
St. Johns County, FL
Timber Type Map 1 of 4
N
2007 photo
0
1,320
Feet
approximate scale
map date 7-09
Racetrack Road
I-95
8 PPS09 23 ac.
11 PPS93 11 ac.
19 PPS07 26 ac.
15 PPS99 17 ac.
1 NPHC 65 ac.
11 PPS93 137 ac.
13 PPT94 36 ac.
8 PPS09 14 ac.
17
12 PPS94 26 ac.
13 PPT94 30 ac.
3 NC
1 NPHC 161 ac.
4 NH 169 ac.
11 PPS93 76 ac.
8 PPS09 268 ac.
11 PPS93 53 ac.
1 NPHC 23 ac.
9 PPL89 24 ac.
out
9 PPL89 50 ac.
5 NPH
4 NH
1 NPHC
10 PPS91 20 ac.

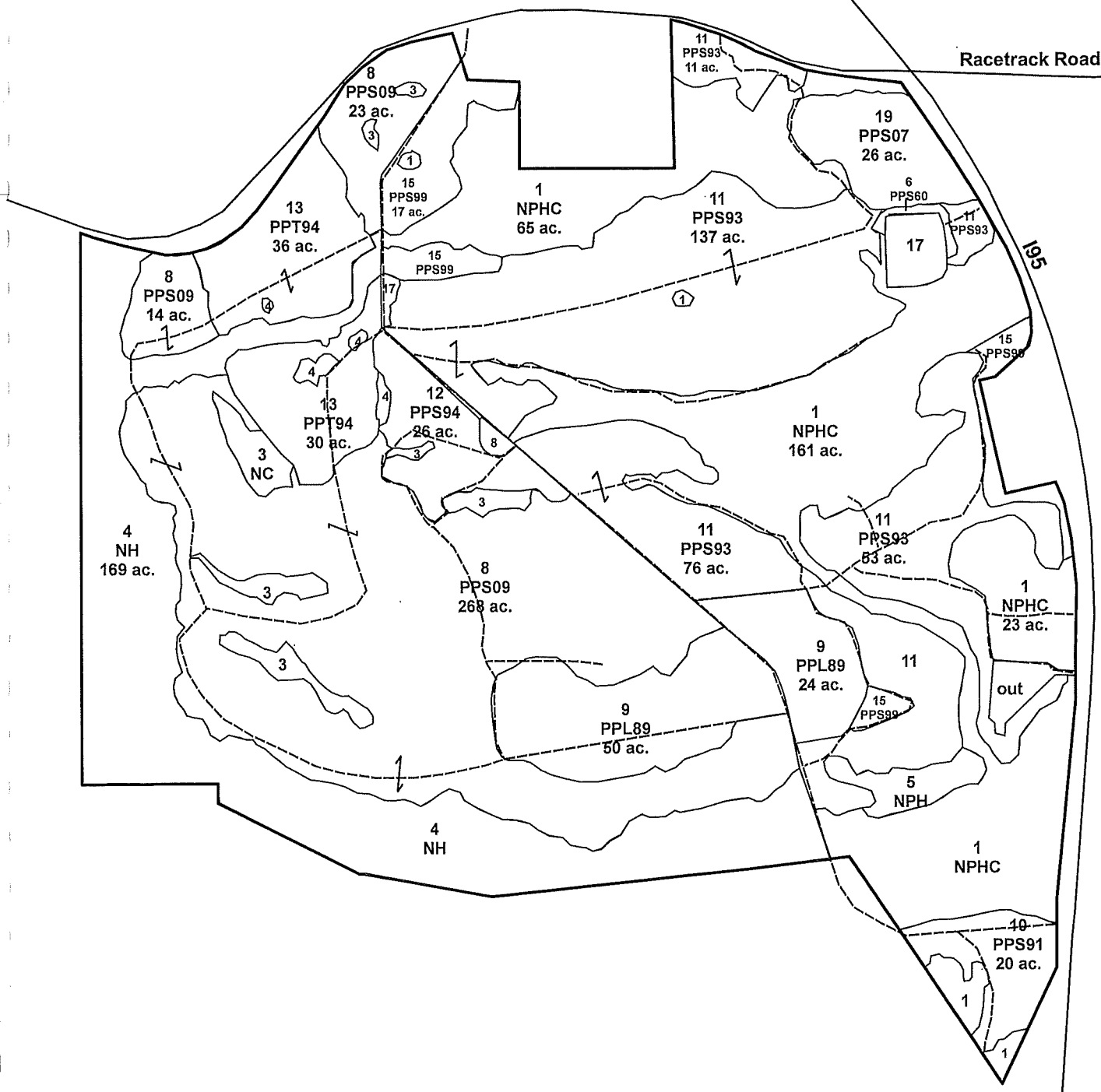
Durbin Creek National, LLC
St. Johns County, FL
Timber Type Map 1 of 4

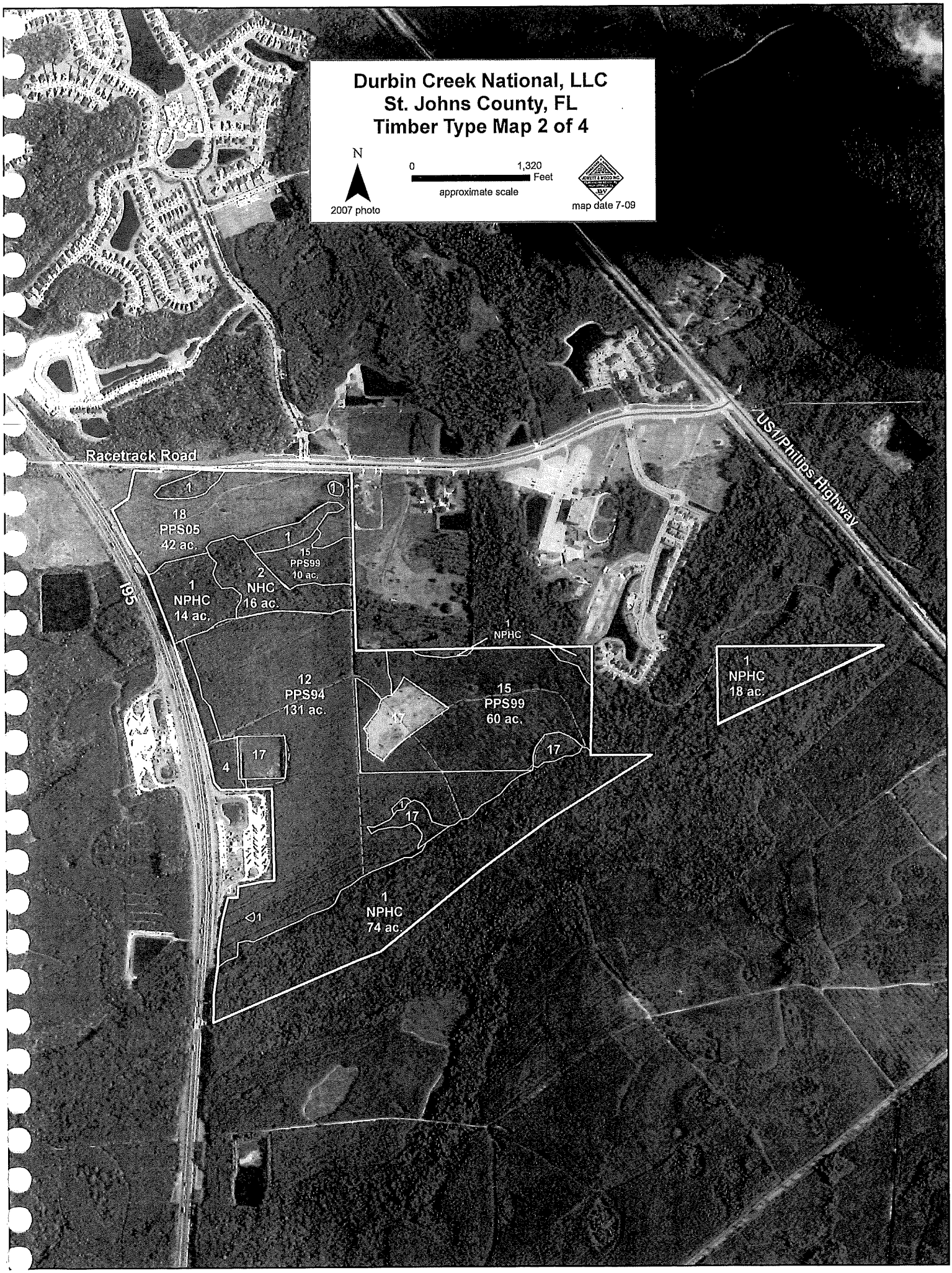
N

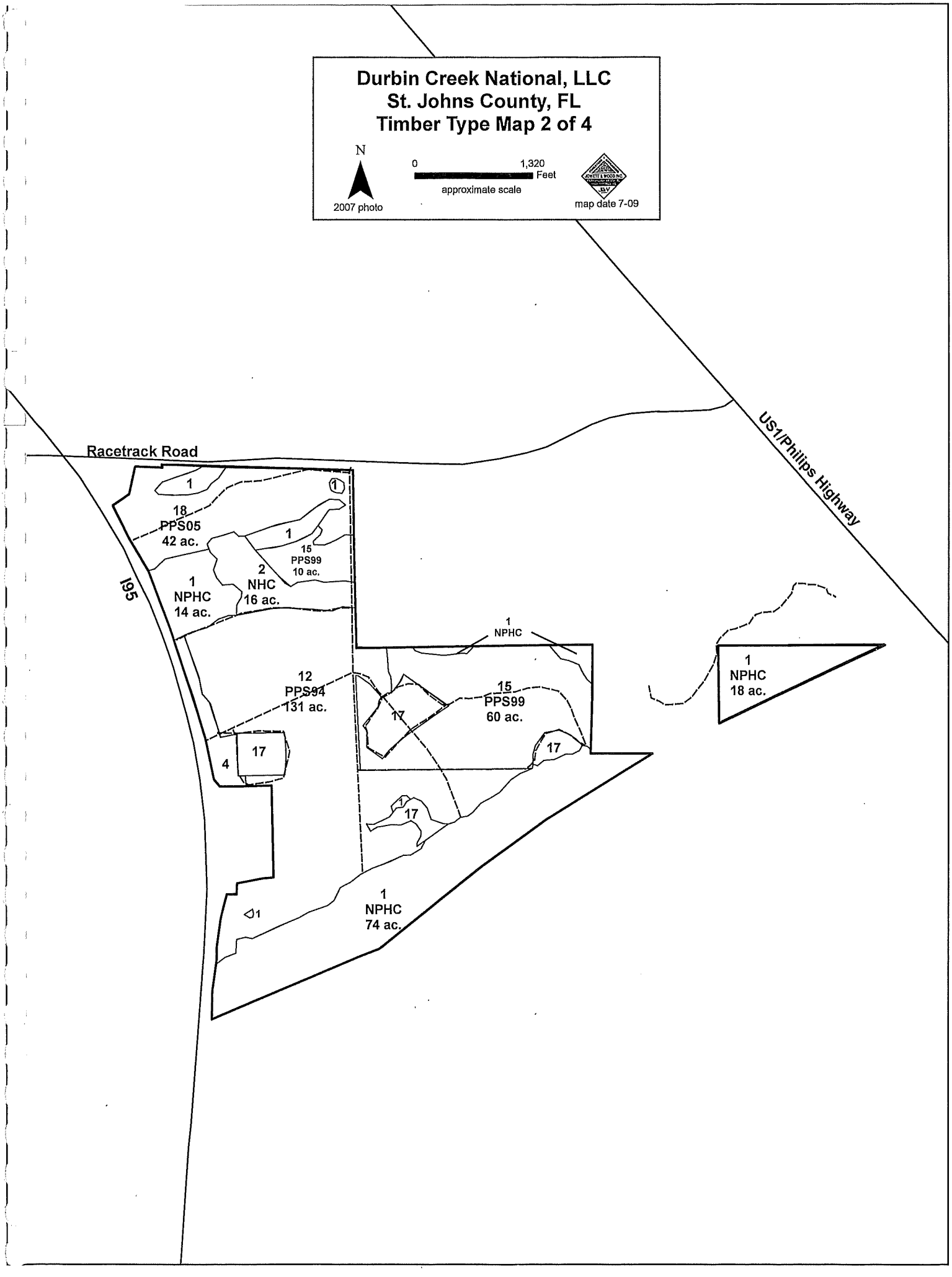
0 1,320 Feet

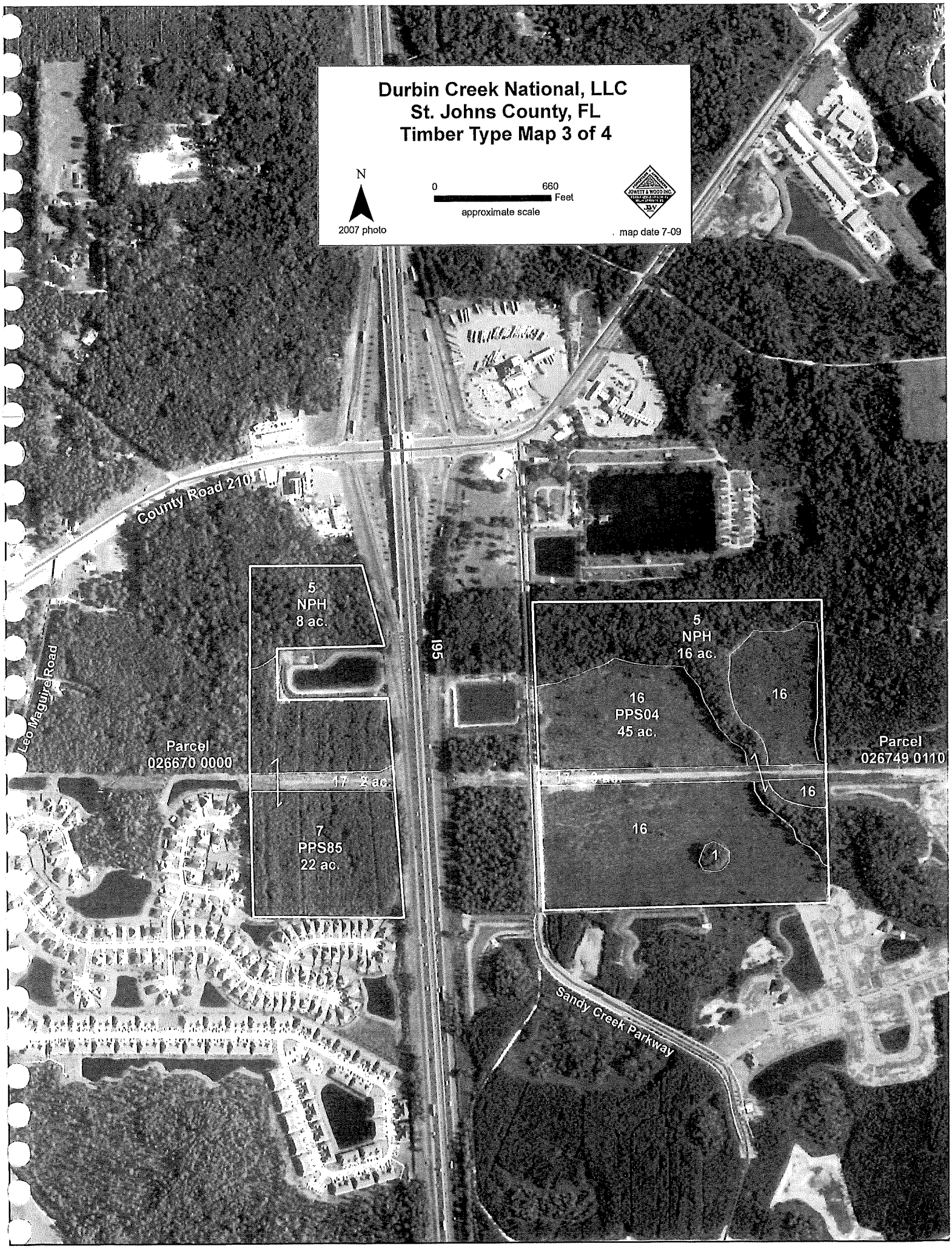
approximate scale

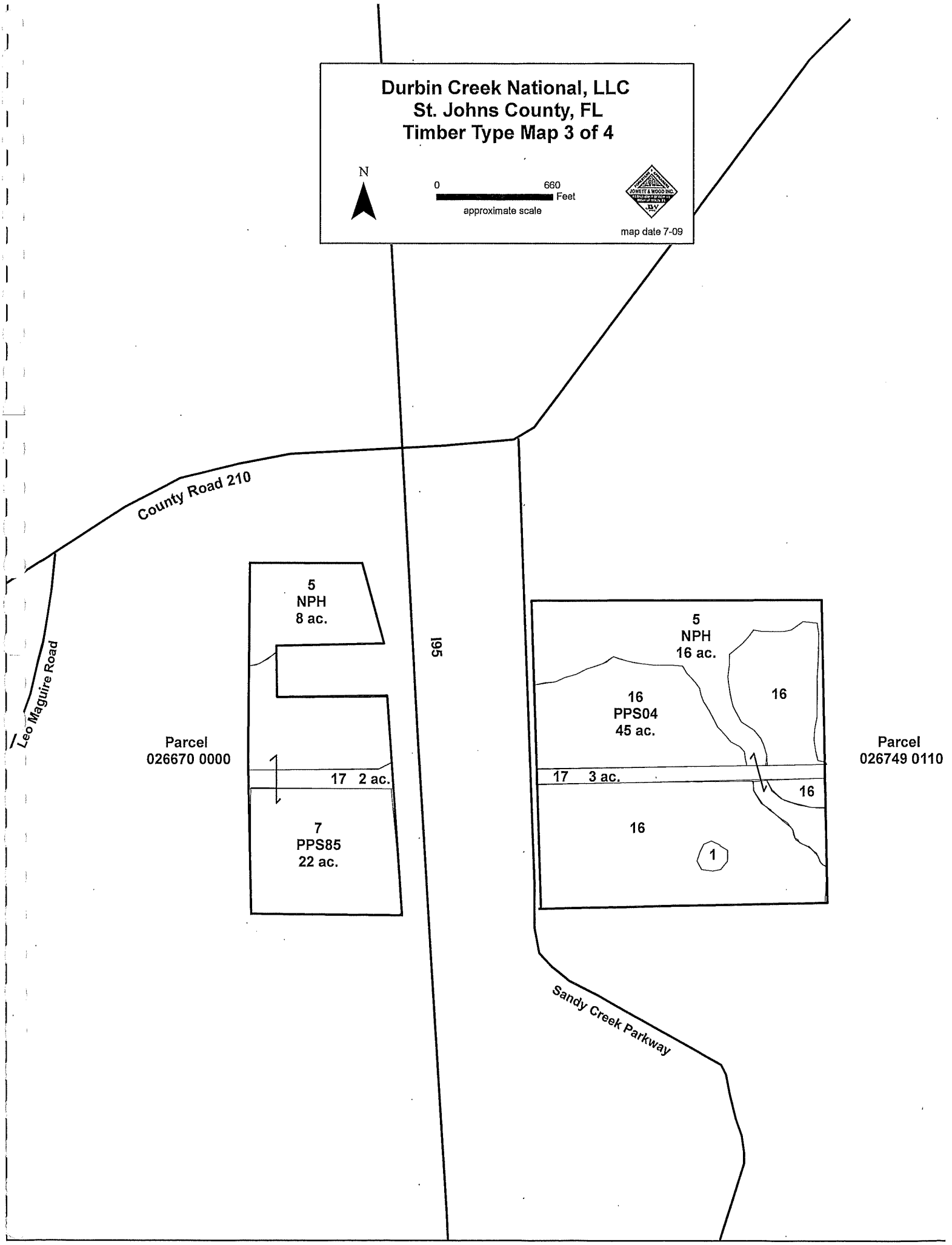
map date 7-09



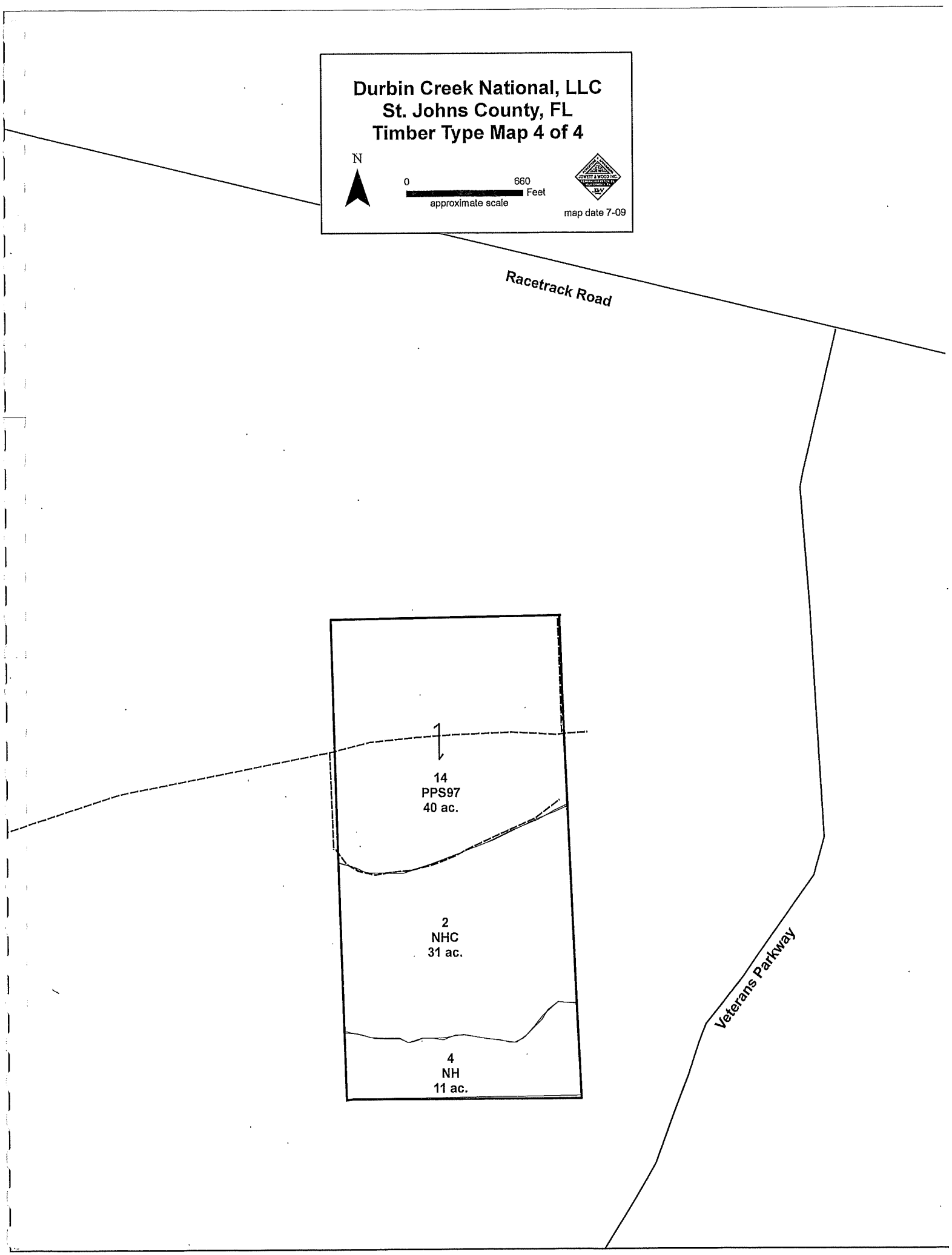

Durbin Creek National, LLC
St. Johns County, FL
Timber Type Map 2 of 4
N
2007 photo
0
1,320
Feet
approximate scale
map date 7-09
Racetrack Road
US1/Phillips Highway
1
18
PPS05
42 ac.
1
15
PPS99
10 ac.
2
NHC
16 ac.
1
NPHC
14 ac.
1
NPHC
12
PPS94
131 ac.
15
PPS99
60 ac.
17
17
4
17
17
1
NPHC
74 ac.
1
NPHC
18 ac.


Durbin Creek National, LLC
St. Johns County, FL
Timber Type Map 2 of 4
N
2007 photo
0
1,320
Feet
approximate scale
map date 7-09
Racetrack Road
US1/Phillips Highway
I95
1
18
PPS05
42 ac.
1
15
PPS99
10 ac.
2
NHC
16 ac.
1
NPHC
14 ac.
1
NPHC
12
PPS94
131 ac.
15
PPS99
60 ac.
17
17
4
17
1
17
1
NPHC
74 ac.
1
1
NPHC
18 ac.


Durbin Creek National, LLC
St. Johns County, FL
Timber Type Map 3 of 4
N
2007 photo
0
660
Feet
approximate scale
JOWETT & WOOD INC.
map date 7-09
County Road 210
Leo Maguire Road
195
Sandy Creek Parkway
Parcel
026670 0000
Parcel
026749 0110
5
NPH
8 ac.
17 2 ac.
7
PPS85
22 ac.
5
NPH
16 ac.
16
PPS04
45 ac.
16
16
16
1


Durbin Creek National, LLC
St. Johns County, FL
Timber Type Map 3 of 4
N
0
660
Feet
approximate scale
map date 7-09
County Road 210
Leo Maguire Road
I95
Sandy Creek Parkway
Parcel
026670 0000
5
NPH
8 ac.
17 2 ac.
7
PPS85
22 ac.
Parcel
026749 0110
5
NPH
16 ac.
16
PPS04
45 ac.
16
17 3 ac.
16
16
1


Durbin Creek National, LLC
St. Johns County, FL
Timber Type Map 4 of 4
N
0
660
Feet
approximate scale
2007 photo
map date 7-09
Racetrack Road
Veterans Parkway
14
PPS97
40 ac.
2
NHC
31 ac.
4
NH
11 ac.


Durbin Creek National, LLC
St. Johns County, FL
Timber Type Map 4 of 4
N
0
660
Feet
approximate scale
map date 7-09
Racetrack Road
Veterans Parkway
14
PPS97
40 ac.
2
NHC
31 ac.
4
NH
11 ac.

MANAGEMENT RECOMMENDATIONS

Fire

Fire is essential for long term health and vigor of all forest types in the Southern Coastal Plains. Historically, fire often started by lightning and burned until stopped by rain or water bodies. Prescribed fire is an excellent tool to reduce and manage hazardous fuel loads in the forest, improve wildlife habitat, prepare seed beds and maintain desirable species composition. The best protection against catastrophic wildfire events is a prescribed fire program that identifies selected areas of the forest to be burned on a periodic basis. Due to the adjacency of Interstate 95, smoke management issues prevent prescribed burning on the Durbin Creek National, LLC tract and the landowner may look to other options such as:

1. Periodic heavy woods mowing
2. Herbicide applications to reduce fuel loads
3. Thinning or seed tree cuts to remove fuel and open stands for mowing
4. Presuppression fire breaks clearing 20-35 feet along major thoroughfares and maintaining a bare soil condition by plowing, harrowing or discing.

The size of a wildfire is directly related to how soon an effective suppression action is taken. Every effort should be made to discover fires early and attack them when they are small. The greatest risk usually occurs from February to June, and from October through November. The worst fires occur in the spring on windy days with low humidity and warm temperatures. All personnel working or hunting on the property should be alert to any sign of fire. The Division of Forestry has equipment designed for fighting woods fires. **To report wildfires in St. Johns County, call (386) 446-6786 or (386) 446-6787.**

Harvesting

To accomplish the objectives stated on page 2, environmentally sound forest management practices will be applied. Timber harvesting activities must comply with federal and state laws and regulations protecting threatened and endangered species and species of special concern. Nearly two-thirds (63%) of the tract supports merchantable and premerchantable pine plantations. Successive thinning harvests are recommended to begin the process of converting the planted pine stands to naturally regenerating forest types. In the merchantable pine plantations, a fifth row thinning with selections of diseased, suppressed and poorly formed trees from the remaining rows may be conducted to reduce the basal area to a target of 50 to 60 square feet per acre. The thinned pine plantations may be evaluated a few years later for a second thinning to reduce the basal area again to a target of 50 to 60 square feet per acre. Three to eight years after the second thinning, a seed tree harvest may be conducted leaving 20 to 30 fully-crowned, high quality trees per acre. Over time, the leave trees should provide a seed source for naturally regenerating the stand if the understory is consistently controlled. If necessary, controlling the understory by mowing or herbicide applications every two to three years will help prepare the seed bed, reduce the wildfire hazard, and promote grass and forbes production for improved wildlife habitat.

The same process may be applied to the premerchantable pine plantations as they reach 14 to 16 years of age. The 305± acres of 2009 planted slash pine will not be eligible for initial

thinning until 2023 so the forest road system must be well maintained over the next two decades. It is best to conduct thinning harvests in late fall or winter seasons when insect populations are lowest. Damage to residual trees during thinning operations can result in beetle infestations when conducted in the hot, dry months of the year.

The natural pine, hardwood and cypress stands on the Durbin Creek National, LLC tract are located primarily in wetland areas. The landowner wishes to maintain these natural timber stands as water recharge areas and wildlife habitat corridors so no harvesting activities are recommended.

Forest Roads

Periodic maintenance is needed on the forest roads and trails which includes filling holes, stabilizing road surfaces, cleaning roadside ditches and grading. Maintaining the forest road system is necessary for providing security, wildfire protection and successful timber marketing. As timber harvesting occurs, roads must be maintained in a manner that will sustain log truck traffic.

Security

Care should be taken to insure that all gates at entrances remain locked and in working condition. Unsecured woodlands are subject to dumping, unauthorized hunting, use of off-road vehicles, and possible timber theft. The risks associated with illegal dumping are particularly high since state laws place the burden of clean-up on the landowner. Potential injury claims from trespassers also poses a significant risk. The Durbin Creek National, LLC tract is well posted with "No Trespassing" signs which will facilitate trespass enforcement.

SUGGESTED TIMETABLE FOR MANAGEMENT RECOMMENDATIONS

All recommended forest management activities must adhere to the State of Florida's Silviculture Best Management Practices as published by the Department of Agriculture and Consumer Services.

Year	Recommendations
Annually	Perform forest road and fire break maintenance as needed. Inspect timber stands for health and vigor.
2009	Conduct initial thinning harvest – fifth row thinning with selections of diseased, suppressed and poorly formed trees in Stands 11, 12 and 13 (501 acres of 1993 and 1994 pine plantations), target residual basal area 50 to 60 square feet per acre.
2012 - 2014	Evaluate and conduct at an appropriate time a second thinning of Stands 11, 12 and 13 (1993 and 1994 pine plantations), target residual basal area 50 to 60 square feet per acre.
2013	Evaluate and conduct initial fifth row thinning with selections of diseased, suppressed and poorly formed trees in Stands 14 and 15 (144 acres of 1997 and 1999 pine plantations), target residual basal area 50 to 60 square feet per acre.
2014	Procure an updated Forest Management Plan for 2015 – 2019 to provide recommendations for the initial thinning of 113 acres of 2004, 2005, 2007 pine plantations (Stands 16, 18 and 19), seed tree harvests of Stands 11, 12 and 13, and second thinning of Stands 14 and 15.

ENDANGERED SPECIES

Endangered species are those in immediate danger of extinction unless they or their habitats are fully protected and managed. Threatened species are very likely to become endangered in the near future unless they or their habitats are fully protected and managed. Species of special concern may become threatened unless protective management strategies are employed.

Since the early 1970s, these legal classifications have been used to help protect species and their habitats that are in greatest jeopardy. It is unlawful to pursue, molest, harm, harass, capture or possess these species or parts thereof or their nests or eggs except as authorized by the Florida Fish and Wildlife Commission or USFWS regulations or permits (Title 39-27.002, F.A.C. and Part 17, Title 50, C.F.R.). Designated critical wildlife areas that are crucial to the survival of listed species also are protected from human or vehicular disturbance (Title 39-19.05, F.A.C. and Part 17, Title 50, C.F.R.).

By far the most common cause of declines in wildlife numbers is habitat loss or alteration due to human activities. Nearly half (44%) of all Florida vertebrates are known or suspected to be declining in number or distribution, according to a 1990 Florida Fish and Wildlife Conservation Commission (FWC) study. Many species that have not gone through the formal listing process were determined by FWC to be in just as much jeopardy of extinction as those species already listed.

Extinction is a process that occurs over a long period. When an essential habitat component is diminished to a level insufficient for a species' survival, that species becomes extinct in that area. Species first become extinct on individual sites, then extinction spreads to township, county, state, national, and global levels.

Endangered Species that may be found in St. Johns County

Several animal and plant species in North Florida may be headed toward extinction and are listed by the Florida Fish and Wildlife Conservation Commission and/or the U.S. Fish and Wildlife Service. No imperiled species were observed on the Durbin Creek National, LLC Tract during field inspections in 2009. Please see the complete listing of species listed by the U.S. Fish and Wildlife Service for St. Johns County, FL on their website at http://www.fws.gov/northflorida/CountyList/Johns.htm. A complete listing for all the imperiled species in Florida may be found on the Florida Fish and Wildlife Conservation Commission website at http://myfwc.com/imperiledspecies//pdf/Threatened-and-Endangered-Species-2007.pdf. All the USFWS listed species for St. Johns County and a sample of the FWC listed species for Florida are shown in the following table:

Common Name	Status	Category	Agency
Piping Plover	T	Birds	US, FL
Wood Stork	E	Birds	US, FL
Florida Scrub-jay	T	Birds	US, FL

Common Name	Status	Category	Agency
Eastern Indigo Snake	T	Reptiles	US, FL
Green Sea Turtle	E	Reptiles	US, FL
Hawksbill Sea Turtle	E	Reptiles	US, FL
Leatherback Sea Turtle	E	Reptiles	US, FL
Kemp's Ridley Sea Turtle	E	Reptiles	US, FL
Loggerhead Sea Turtle	T	Reptiles	US, FL
West Indian (Florida) Manatee	E/CH	Mammals	US, FL
Anastasia Island Beach Mouse	E	Mammals	US, FL
Sherman's Fox Squirrel	SSC	Mammals	FL
Snowy Egret	SSC	Birds	FL
Little Blue Heron	SSC	Birds	FL
Tricolored Heron	SSC	Birds	FL
White Ibis	SSC	Birds	FL
Southeastern American Kestrel	T	Birds	FL
Limpkin	SSC	Birds	FL
Burrowing Owl	SSC	Birds	FL
Black Skimmer	SSC	Birds	FL
Brown Pelican	SSC	Birds	FL
Least Tern	T	Birds	FL
Roseate Tern	T	Birds	FL
American Alligator	SSC	Reptiles	FL
Florida Pine Snake	SSC	Reptiles	FL
Gopher Tortoise	SSC	Reptiles	FL
Alligator Snapping Turtle	SSC	Reptiles	FL
Atlantic Salt Marsh Water Snake	T	Reptiles	FL
Dusky Frog	SSC	Amphibians	FL
Florida Bog Frog	SSC	Amphibians	FL

E – Endangered T – Threatened SSC – Species of Special Concern
CH – Critical Habitat

Durbin Park PUD

East Peyton Parkway from SR 9B to Race Track Road Intersection Operational Analysis

Prepared for:

Durbin Creek National, LLC

Prepared by:

Peters and Yaffee, Inc.
9822 Tapestry Park Circle, Suite 205
Jacksonville, FL 32246
(904) 265-0751
www.petersandyaffee.com

Table of Contents

Introduction 1
Figure 1 – Site Location 1
Traffic Data Collection 1
Background Traffic Projections 2
Project Traffic Projections 3
Table 1 – Durbin Park PUD Phase 1 Trip Generation 4
Table 2 – Durbin Park PUD Buildout Trip Generation 4
Analysis 5
Table 3 – Projected Delay and Queuing SR 9B and Intersection 1 6
Table 4 – Projected Delay and Queuing Intersection 2, 3, 4, 5, and Race Track Road 7
Conclusions and Recommendations 8
Table 5 – Recommended Minimum Number of Lanes and Design Queue Lengths 9

Appendix A Traffic Counts and Seasonal Adjustment
Appendix B Model Plots, Model Growth Rates, and County Growth Rate
Appendix C Durbin Park Conceptual Master Plan and Internal Capture Worksheets
Appendix D Turning Movement Development Worksheets
Appendix E Synchro Reports

Introduction

A planning-level operational analysis has been prepared to determine the projected operational conditions for the Durbin property. The property includes the Durbin Park Phase 1A PUD (Ordinance No. 2016-64) and the recently submitted Durbin Park PUD. For ease of review, the Durbin Park Phase 1A PUD shall be referred to herein as "Durbin Pavilion" and the Durbin Park PUD shall be referred to herein as "Durbin Park". This analysis focuses on the seven signalized intersections on Peyton Parkway from the SR 9B interchange to Race Track Road. This analysis studies two time periods, the first time period is coincident with Phase 1 of the Durbin Park PUD (2025) without an East Peyton Parkway connection to Race Track Road and the second time period is for the Durbin Park PUD's buildout (2030) time period. Since East Peyton Parkway is not constructed until buildout, the Phase 1 analysis only consists of the SR 9B/Peyton Parkway interchange and Intersection 1. The site location is shown in Figure 1.

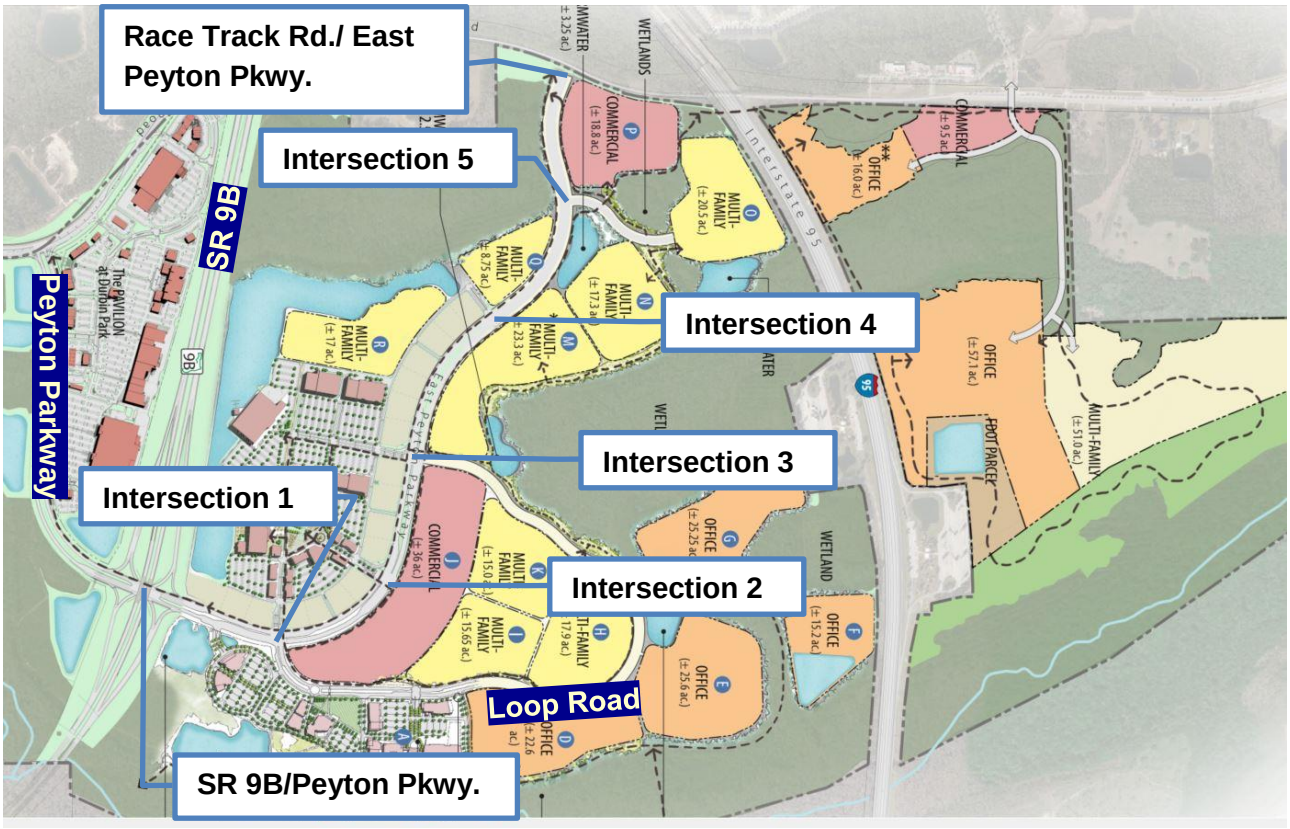


Figure 1 – Site Location

Traffic Data Collection

Traffic counts were obtained at the SR 9B/Peyton Parkway interchange, as well as the intersections of West Peyton Parkway/Durbin Pavilion (Walmart) and West Peyton Parkway/Durbin Pavilion (Gate). West Peyton Parkway has a posted speed limit of 45 mph. The SR 9B/Peyton Parkway interchange is a Single Point Urban Interchange which is signalized and the geometry is as follows:

- Northbound (SR 9B) ramp: Two left-turn lanes which form on the mainline of SR 9B, and two signalized right-turn lanes (975 feet and 575 feet).
- Southbound (SR 9B) ramp: Two left-turn lanes (1,100 feet and 1,000 feet) and two signalized right-turn lanes (1,100 feet and 600 feet).
- Eastbound (Peyton Parkway): Two 525 foot left-turn lanes, two through lanes, and one right-turn lane.
- Westbound (Peyton Parkway WB): Two 475 foot left-turn lanes, two through lanes, and one right-turn lane.

On Thursday, August 8, 2019, PM (4 PM to 6 PM) peak period turning movement counts were collected at the SR 9B/Peyton Parkway, Peyton Parkway/Durbin Pavilion (Walmart), and Peyton Parkway/Durbin Pavilion (Gate) intersections. Since these counts were taken during average weekday conditions, no seasonal adjustment is needed. The counts and seasonal adjustment are located in Appendix A.

Background Traffic Projections

The NERPMAB 1v.3 model was used for the following traffic projections in accordance with discussions with County Growth Management Staff to determine projected background traffic:

- Model years 2020 without the East Peyton Parkway connection to Race Track Road
- Model year 2025 without the East Peyton Parkway connection to Race Track Road
- Model year 2030 without the East Peyton Parkway connection to Race Track Road
- Model year 2030 with the East Peyton Parkway connection to Race Track Road
  * It should be noted that existing TAZ 2330 accounts for Durbin Park traffic east of I-95

In addition, the same model was used for the following traffic distribution scenarios:

- The year 2025 model without the East Peyton Parkway connection was used with the proposed Durbin Park Phase 1 development
- The year 2030 model with the East Peyton Parkway connection to Race Track Road was used with the proposed Durbin Park development to determine projected buildout project distribution

2020 Background Volume Calculation

The 2020 volumes for the SR 9B/Peyton Parkway interchange were determined using one year of growth from the growth rate found in the current St. Johns County Transportation Analysis Spreadsheet for Peyton Parkway (5%). All existing turning movement counts were grown by 5%.

2025 Background Volume Calculation

The 2025 background traffic for the SR 9B/Peyton Parkway interchange was determined by using the ratio of 2020 model volume to 2025 model volume on Peyton Parkway (1.186). This factor was applied to all interchange turning movements. This represents a 3.72% annual growth rate.

2030 Background Volume Calculation Without East Peyton Parkway to Race Track Road Connection

The 2030 without the East Peyton Parkway Connection to Race Track Road background traffic for the SR 9B/Peyton Parkway interchange was determined by using the ratio of 2020 model volume to 2030 model volume on Peyton Parkway (1.446). This represents a 4.46% annual growth rate.

2030 Background Volume Calculation With East Peyton Parkway to Race Track Road Connection

The 2030 with the Peyton Parkway Connection to Race Track Road background traffic for the SR 9B/Peyton Parkway interchange was determined by using the ratio of 2020 model volume to 2030 model volume on Peyton Parkway (0.991). The only change between the two 2030 scenarios was the connection of East Peyton Parkway to Race Track Road. The reduction in volume on West Peyton Parkway was determined to be due to the same volume using East Peyton Parkway. Therefore, the reduction in southbound right-turns, northbound left-turns, eastbound right-turns, and eastbound left-turns became the background southbound left-turns, northbound right-turns, westbound left-turns and westbound right-turns respectively.

The 2030 with the East Peyton Parkway Connection to Race Track Road background traffic for the East Peyton Parkway/Intersection 1 (southern commercial drive and southern loop road) intersection was determined by using the following formula:

Peak Hour Traffic = Model Peak Season Daily Traffic X Model Output Conversion Factor (0.96) X FDOT standard K Factor (0.09) X D factor (0.55). The PM peak D factor applied for northbound and the inverse is applied for southbound. The model plots, model growth rates, and County growth rate are in Appendix B.

Durbin Pavilion Background Growth Calculation

This study accounted for the continued construction of the Durbin Pavilion by using the existing counts at the two southerly signalized intersections to/from SR 9B divided by the proportion of build-out. Durbin Pavilion is currently 77% built-out (29.9% growth anticipated). The exiting traffic from the Durbin Pavilion destined for SR 9B was determined to be 355 vehicles. The entering traffic from the Durbin Pavilion from SR 9B was determined to be 358 vehicles. These vehicles were assigned turning movements based on the overall 2025 project distribution (86% north, 14% south). This growth was added to the background growth without pass-by reduction in both the 2025 and 2030 analysis.

Project Traffic Projections

Durbin Park 2025 Phase 1 Traffic

Projected Trip Generation was determined using ITE Trip Generation Manual, 10th Edition. Projected Internal Capture was determined using ITE Trip Generation Handbook, 3rd Edition for trips which do not need to cross East Peyton Parkway to fulfill the internal trip demand. Across The Street Capture (trips from one side of East Peyton Parkway to the other) was determined using ITE Trip Generation Handbook, 3rd Edition to fulfill internal trip demand. Across The Street Capture volume was not included at the SR 9B/Peyton Parkway interchange, but was added as through traffic at the appropriate East Peyton Parkway intersections. As a conservative assumption, all Durbin Park Phase 1 traffic was assumed to use Intersection 1 (southern commercial driveway/southern loop road) to

access East Peyton Parkway. The current Durbin Park Conceptual Master Plan (combination of the Durbin Pavilion and Durbin Park PUDs) and Internal Capture worksheets are contained in Appendix C and the trip generation can be seen in Table 1.

Table 1 – Durbin Park PUD Phase 1 Trip Generation

Phase I PUD						PM Peak	Enter	Exit	Internal	Total	Total	Across	Across	Across
Pod ID						Hour Trips			Capture	Enter	Exit	Road	Road enter	Road exit
TC Total	820	Shopping Center	616,100	1000 SF GLA	(Ln(T) = 0.74*Ln(X/1,000) +2.89)	2,087	1,002	1,085	0.0%	1,002	1,085	8.7%	87	94
A	630	Clinic	90,000	1000 SF GLA	(Ln(T) = 0.72*Ln(X/1,000) +1.97)	183	53	130	1.0%	53	129		6	8
B	720	Medical Office	80,000	1000 SF GLA	(T) = 3.39*(X/1,000) + 2.02)	273	77	197	1.0%	76	195			
	760	R&D	60,000	1000 SF GLA	(T) = 1.04*(X/1,000) + 12.86)	75	12	63	1.0%	12	63			
	492	Fitness Center	50,000	1000 SF GLA	(Ln(T) = 0.67*Ln(X/1,000) +2.44)	158	90	68	1.0%	89	67			
		TOTAL B				506	179	328		177	325		20	20
C	610	Hospital	150	Beds	(T) = 1.89*(X)	284	79	204	1.0%	79	202		9	12
H	221	Mid-Rise Apartment/Condo	269	DU	(Ln(T) = 0.96*Ln(X) -0.63)	115	70	45	17.0%	58	37		7	2
D,E,F,G	750	Office Park	510,172	1000 SF GFA	T = 1.17 (X/1,000) + 65.15	662	99	563	1.0%	98	557		11	34
I	310	Hotel	125	Room	T = .75 (X) - 26.02	68	35	33	17.0%	29	28		3	2
K	221	Mid-Rise Apartment/Condo	331	DU	(Ln(T) = 0.96*Ln(X) -0.63)	140	85	55	17.0%	71	45		8	3
J	820	Shopping Center	83,900	1000 SF GLA	(Ln(T) = 0.74*Ln(X/1,000) +2.89)	477	229	248	13.2%	199	215		23	13
													87	**94**
													94	**87**
					Phase I Totals	**4522**	**1831**	**2691**		**1765**	**2623**		**1,584**	**2,442**

Durbin Park 2030 Buildout Traffic

Projected Trip Generation was determined using ITE Trip Generation Manual, 10th Edition. Projected Internal Capture and Across The Street Capture were determined the same way as was completed for Durbin Park Phase 1. Intersection 1 (southern commercial driveway/southern loop road) side-street turning movements consist of 40% of the commercial town center, all of the hospital traffic, and trips destined to/from SR 9B or West Peyton Parkway from pods D, E, F, G, H, I, and K. In addition, trips destined to/from SR 9B or West Peyton Parkway from pods J, M, N, O, P, Q, and R were assigned as through traffic for Intersection 1. Please note that pass-by capture was capped at 10% of the adjacent street (East Peyton Parkway) background traffic. Therefore, background (non-Durbin) traffic was reduced by 10%. Trip generation for the buildout scenario can be seen in Table 2.

Table 2 – Durbin Park PUD Buildout Trip Generation

TRIP GENERATION - Buildout

Buildout							Enter	Exit	Internal	Total	Total	Across	Across	Across
Pod ID									Capture	Enter	Exit	Road	Road enter	Road exit
TC Total	820	Shopping Center	616,100	1000 SF GLA	(Ln(T) = 0.74*Ln(X/1,000) +2.89)	2,087	1,002	1,085	0.0%	1,002	1,085	6.8%	68	74
TC Signal 1	40%					835	401	434	0.0%	401	434	6.8%	27	30
TC Signal 2	20%					417	200	217	0.0%	200	217	6.8%	14	15
TC Signal 3	40%					835	401	434	0.0%	401	434	6.8%	27	30
A	630	Clinic	90,000	1000 SF GLA	(Ln(T) = 0.72*Ln(X/1,000) +1.97)	183	53	130	1.4%	52	128		3	4
B	720	Medical Office	80,000	1000 SF GLA	(T) = 3.39*(X/1,000) + 2.02)	273	77	197	1.4%	75	194			
	760	R&D	60,000	1000 SF GLA	(T) = 1.04*(X/1,000) + 12.86)	75	12	63	1.4%	12	62			
	492	Fitness Center	50,000	1000 SF GLA	(Ln(T) = 0.67*Ln(X/1,000) +2.44)	158	90	68	1.4%	89	67			
		TOTAL B				506	179	328	1.4%	176	323		11	10
C	610	Hospital	150	Beds	(T) = 1.89*(X)	284	79	204	1.4%	78	201		5	6
H	221	Mid-Rise Apartment/Condo	269	DU	(Ln(T) = 0.96*Ln(X) -0.63)	115	70	45	34.7%	46	29		3	1
D,E,F,G	750	Office Park	1,063,800	1000 SF GFA	T = 1.17 (X/1,000) + 65.15	1310	196	1113	1.4%	194	1,097		12	35
I	310	Hotel	125	Room	T = .75 (X) - 26.02	68	35	33	34.7%	23	22		1	1
K	221	Mid-Rise Apartment/Condo	331	DU	(Ln(T) = 0.96*Ln(X) -0.63)	140	85	55	34.7%	56	36		3	1
J	820	Shopping Center	270,000	1000 SF GLA	(Ln(T) = 0.74*Ln(X/1,000) +2.89)	1,133	544	589	12.1%	478	518		30	16
M	221	Mid-Rise Apartment/Condo	583	DU	(Ln(T) = 0.96*Ln(X) -0.63)	241	147	94	0.0%	147	94			
N,O	750	Mid-Rise Apartment/Condo	564	DU	(Ln(T) = 0.96*Ln(X) -0.63)	233	142	91	31.8%	97	62			
P	820	Shopping Center	141,000	1000 SF GLA	(Ln(T) = 0.74*Ln(X/1,000) +2.89)	701	336	365	10.6%	301	326			
Q	221	Mid-Rise Apartment/Condo	131	DU	(Ln(T) = 0.96*Ln(X) -0.63)	57	35	22	0.0%	35	22			
R	221	Mid-Rise Apartment/Condo	255	DU	(Ln(T) = 0.96*Ln(X) -0.63)	109	66	43	0.0%	66	43			
							Gross	**Gross**		**Net**	**Net**		**68**	**74**
						Gross	**In**	**Out**		**In**	**Out**		**74**	**68**
					Buildout Total	**7167**	**2970**	**4197**		**2750**	**3986**		**2,608**	**3,844**

SR 9B/East Peyton Parkway Final Turning Movements

Net project traffic was added to the background traffic based on the associated trip distribution. Durbin Pavilion traffic growth was added to the background traffic. No pass-by reduction was used at the SR 9B/East Peyton Parkway interchange. The turning movement development worksheets are in Appendix D with Excel file available upon request.

Phase 1 - Intersection 1/East Peyton Parkway Final Turning Movements

Phase 1 traffic was all of the Town Center and loop road traffic. There is no background traffic or pass-by traffic assumed. All traffic is oriented to/from SR 9B. Please note that 5 vehicles per hour were used as a minimum for any legal traffic movement.

Buildout East Peyton Parkway Intersections 1-5 Final Turning Movements

For the buildout condition, net project traffic was added to the background traffic based on the associated trip distribution and pod location. Background East Peyton Parkway traffic was reduced by 10% to account for pass-by traffic. Across the street volumes were shown as side-street through traffic. Intersection 1 across the street demand was assigned a reasonable alternative path because the direct through movement is prohibited. The turning movement development worksheets are in Appendix D with Excel file available upon request.

Buildout East Peyton Parkway/Race Track Road Final Turning Movements

Net project traffic was added to the background traffic based on the associated trip distribution. Background traffic was determined using the model volumes determined during the 2030 model volumes with East Peyton Parkway connection to Race Track Road. Approach model volumes were input into FDOT's TURNS5 program. No pass-by reduction was used for Race Track Road volumes, however the traffic interacting with East Peyton Parkway were reduced by 10% to account for pass-by traffic. The turning movement development worksheets are in Appendix D with Excel file available upon request.

Analysis

Synchro 10 software was used to determine projected Level Of Service, delays, and queuing. A default Peak Hour Factor value of 0.92 and default heavy vehicle factor of 2% was used. In the buildout condition, the loop road to commercial driveway through movement in each direction at the East Peyton Parkway/Intersection 1 intersection is prohibited. The SR 9B/Peyton Parkway intersection experiences operational issues in the project buildout condition. Therefore, the addition of a southbound SR 9B left-turn lane and the modification of one of the existing westbound Peyton Parkway through lanes to a through/right-turn option lane at SR 9B was also analyzed to obtain an acceptable Level of Service. The results for SR 9B/Peyton Parkway and East Peyton Parkway/Intersection 1 can be seen in Table 3 and the results of the remaining intersections can be seen in Table 4 with the full reports in Appendix E:

Table 3 – Projected Delay and Queuing SR 9B and Intersection 1

Study Intersection	Roadway	Approach	Existing Lane Configuration						Add SB Left-Turn Lane & Modify WB for Option Right-Turn Lane		
			2025			2030 Buildout			2030 Buildout		
			LOS	Delay (sec.)	95th % BOQ (Ft)	LOS	Delay (sec.)	95th % BOQ (Ft)	LOS	Delay (sec.)	95th % BOQ (Ft)
SR 9B at Peyton Parkway	Peyton Parkway	Eastbound	E	62.9	450	D	39.7	325	D	43.0	325
	Peyton Parkway	Westbound	E	78.1	450*	F	180.4	575*	C	26.9	475
	SR 9B	Northbound	E	60.2	225	E	58.3	200	C	34.6	175
	SR 9B	Southbound	E	74.4	1025	F	83.8	1225	E	57.5	775
	Intersection		*E*	*72.6*		*F*	*112.9*		*D*	*42.2*	
East Peyton Parkway at Intersection 1	Commercial	Eastbound	C	22.2	275	D	53.1	200	E	55.3	200
	Loop Rd.	Westbound	C	20.2	300	C	35.0	400	C	30.3	350
	E. Peyton Parkway	Northbound	D	48.2	675	B	18.0	350	B	17.2	175
	E. Peyton Parkway	Southbound	D	38.6	25	D	43.3	700	B	19.5	300
	Intersection		*C*	*31.3*		*C*	*31.9*		*C*	*23.3*	

* The uncontrolled westbound right-turn 95% back of queue is 1,675 feet in Phase 1 and 2,500 feet at buildout without any improvements

Table 4 – Projected Delay and Queuing Intersection 2, 3, 4, 5, and Race Track Road

Study Intersection	Roadway	Approach	Buildout			
			2030 Buildout			
			LOS	Delay (sec.)	95th % BOQ (Ft) Left-Turn	95th % BOQ (Ft) Right-Turn
East Peyton Parkway at Intersection 2	Town Center	Eastbound	B	13.0	100	100
	Parcel J	Westbound	D	41.2	400	100
	E. Peyton Parkway	Northbound	C	26.1	175	100
	E. Peyton Parkway	Southbound	C	30.5	250	100
	Intersection		*C*	*28.8*		
East Peyton Parkway at Intersection 3	Town Center	Eastbound	C	26.1	175	100
	Loop Rd.	Westbound	D	41.6	100	250
	E. Peyton Parkway	Northbound	B	13.9	225	100
	E. Peyton Parkway	Southbound	B	11.2	150	100
	Intersection		*16.9*	*B*		
East Peyton Parkway at Intersection 4	Parcel Q	Eastbound	C	29.5	100	None
	Parcel M	Westbound	E	56.0	125	None
	E. Peyton Parkway	Northbound	A	4.3	125	100
	E. Peyton Parkway	Southbound	A	4.8	100	100
	Intersection		*A*	*6.2*		
East Peyton Parkway at Intersection 5	None	Eastbound	NA	NA	NA	NA
	Parcel NOP	Westbound	D	47.7	175	100
	E. Peyton Parkway	Northbound	A	7.1	NA	100
	E. Peyton Parkway	Southbound	A	6.5	150	NA
	Intersection		*B*	*10.9*		
East Peyton Parkway at Race Track Road	Race Track Road	Eastbound	D	46.9	NA	175
	Race Track Road	Westbound	D	45.3	650	NA
	E. Peyton Parkway	Northbound	C	30.7	575	275
	None	Southbound	NA	NA	NA	NA
	Intersection		*D*	*40.8*		

* 100' minimum queue was used where Synchro identifies a shorter length

Conclusions and Recommendations

- Traffic counts were conducted on Thursday, August 8, 2019.
- Background traffic was determined for 2025 and 2030 using the Northeast Florida Regional Planning Model.
- Additional traffic was added to account for the buildout of Durbin Pavilion.
- Project traffic was determined for Phase 1 and Buildout conditions using ITE's Trip Generation Manual, 10th Edition and ITE's Trip Generation Handbook, 3rd Edition.
- Synchro 10 was used to determine projected Level of Service and 95th percentile back of queue.
    - Both the Peyton Parkway/SR 9B and East Peyton Parkway/Intersection 1 intersections operate at an acceptable level of service during the first phase of Durbin Park's development.
    - The total amount of entitlements granted in the Durbin Development Agreement (Durbin Pavilion and Durbin Park, in combination) have not changed as a part of this application, and therefore, this application is not creating any new impacts to regional roads, including the SR 9B interchange.
- Based on traffic projections, the SR 9B/Peyton Parkway interchange may need additional improvements at buildout. An option for improvements has been identified which includes the addition of a southbound SR 9B left-turn lane and the modification of one of the existing westbound Peyton Parkway through lanes to a through/right-turn option lane at SR 9B.
- With improvements to the SR 9B/Peyton Parkway interchange, all of the Peyton Parkway intersections are projected to function at LOS D or better at project buildout.
- With improvements, the buildout westbound 95th percentile back of queue for the SR 9B/Peyton Parkway interchange is projected to be 475 feet.
- With improvements, the buildout East Peyton Parkway northbound 95th percentile back of queue for the Intersection 1 intersection is projected to be 150 feet.
- The results of this analysis show constructing East Peyton Parkway in the identified phases and the spacing between SR 9B and the first signalized intersection is not projected to create any adverse impacts to the SR 9B/Peyton Parkway interchange.
- It is recommended that the minimum number of lanes and design queue storage is consistent with Table 5 on the next page.

Table 5 – Recommended Minimum Number of Lanes and Design Queue Lengths

Study Intersection	Roadway	Approach	2030 Buildout		
			Lanes	95th % BOQ (Ft) Left-Turn	95th % BOQ (Ft) Right-Turn
Peyton Parkway at SR 9B	Peyton Parkway	Eastbound	LLTTR	325	100
	Peyton Parkway	Westbound	LLTT/RR	475	425
	SR 9B	Northbound	LLRR	175	100
	SR 9B	Southbound	LLLRR	775	575
East Peyton Parkway at Intersection 1	Town Center	Eastbound	LRR	175	200
	Parcel J	Westbound	LLLR	350	125
	E. Peyton Parkway	Northbound	LLTTTR	150	100
	E. Peyton Parkway	Southbound	LLTTTR	100	100
East Peyton Parkway at Intersection 2	Town Center	Eastbound	LTR	100	100
	Parcel J	Westbound	LTR	400	100
	E. Peyton Parkway	Northbound	LTTTR	175	100
	E. Peyton Parkway	Southbound	LTTTR	250	100
East Peyton Parkway at Intersection 3	Town Center	Eastbound	LTR	175	100
	Loop Rd.	Westbound	LTR	100	250
	E. Peyton Parkway	Northbound	LTTTR	225	100
	E. Peyton Parkway	Southbound	LL*TTTR	150	100
East Peyton Parkway at Intersection 4	Parcel Q	Eastbound	LT/R	100	None
	Parcel M	Westbound	LT/R	125	None
	E. Peyton Parkway	Northbound	LTTTR	125	100
	E. Peyton Parkway	Southbound	LTTTR	100	100
East Peyton Parkway at Intersection 5	None	Eastbound	NA	NA	NA
	Parcel NOP	Westbound	LLR	175	100
	E. Peyton Parkway	Northbound	TTTR	NA	100
	E. Peyton Parkway	Southbound	LTTT	150	NA
East Peyton Parkway at Race Track Road	Race Track Road	Eastbound	TTR	NA	175
	Race Track Road	Westbound	LLTT	650	NA
	E. Peyton Parkway	Northbound	LLRR	575	275
	None	Southbound	NA	NA	NA

Notes: L stands for left-turn lane, T stands for through lane, R stands for right-turn lane. Each L, T, or R stands for an individual lane. A T/R stands for a shared through/right-turn lane. All infrastructure is being built to accommodate the build-out conditions.

* The AM Peak hour was not a part of this study, it is recommended that a southbound double left-turn lane be included at intersection 3 to accommodate AM peak hour flow.

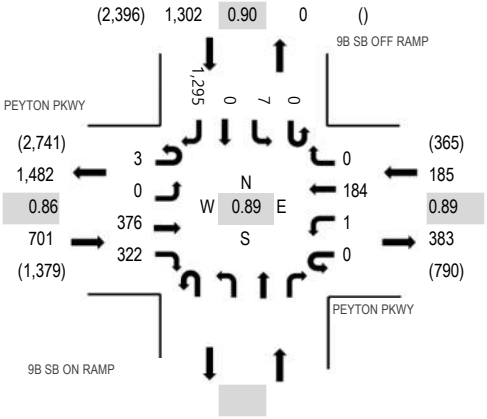
APPENDIX A

Traffic Counts and Seasonal Adjustment

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

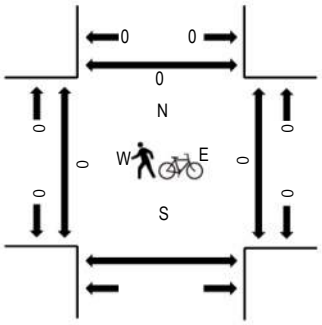
Location: 1 9B SB ON RAMP & PEYTON PKWY PM
Date and Start Time: Thursday, August 8, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PEYTON PKWY Eastbound				PEYTON PKWY Westbound				9B SB ON RAMP Northbound				9B SB OFF RAMP Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	109	75	0	0	37	0					0	3	0	226	450	1,952	0	0		0
4:15 PM	0	0	109	67	0	0	48	0					0	5	0	278	507	2,041	0	0		0
4:30 PM	1	0	84	74	0	0	49	0					0	4	0	287	499	2,146	0	0		0
4:45 PM	0	0	89	70	0	0	46	0					0	4	0	287	496	2,170	0	0		0
5:00 PM	1	0	89	76	0	0	42	0					0	2	0	329	539	2,188	0	0		0
5:15 PM	1	0	110	93	0	0	47	0					0	3	0	358	612		0	0		0
5:30 PM	0	0	80	85	0	0	44	0					0	1	0	313	523		0	0		0
5:45 PM	1	0	97	68	0	1	51	0					0	1	0	295	514		0	0		0

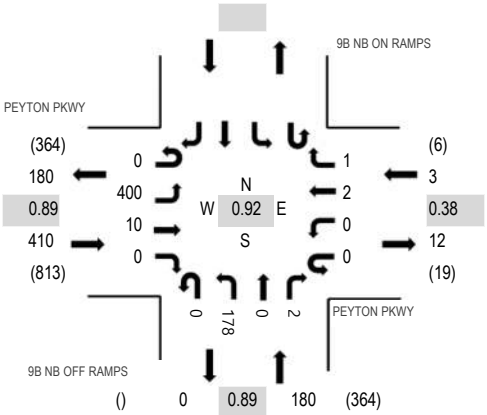
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	0	0					0	0	0	4	9
Lights	3	0	367	322	0	1	183	0					0	7	0	1,290	2,173
Mediums	0	0	4	0	0	0	1	0					0	0	0	1	6
Total	3	0	376	322	0	1	184	0					0	7	0	1,295	2,188

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

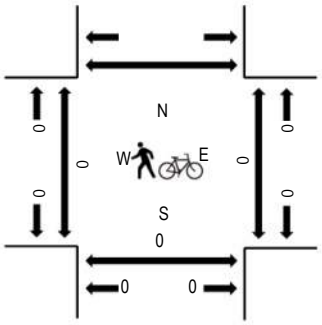
Location: 2 9B NB OFF RAMPS & PEYTON PKWY PM
Date and Start Time: Thursday, August 8, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PEYTON PKWY Eastbound				PEYTON PKWY Westbound				9B NB OFF RAMPS Northbound				9B NB ON RAMPS Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	114	1	0	0	0	1	1	0	35	0	1					153	593	0	0	0	
4:15 PM	0	111	1	0	0	0	0	0	0	49	0	0					161	578	0	0	0	
4:30 PM	0	86	4	0	0	0	0	0	0	51	0	1					142	583	0	0	0	
4:45 PM	0	89	4	0	0	0	1	0	0	43	0	0					137	573	0	0	0	
5:00 PM	0	95	1	0	0	0	0	1	0	41	0	0					138	590	0	0	0	
5:15 PM	0	117	2	0	0	0	0	0	0	47	0	0					166		0	0	0	
5:30 PM	0	86	1	0	0	0	0	1	0	44	0	0					132		0	0	0	
5:45 PM	0	99	2	0	0	0	1	0	0	51	0	1					154		0	0	0	

Peak Rolling Hour Flow Rates

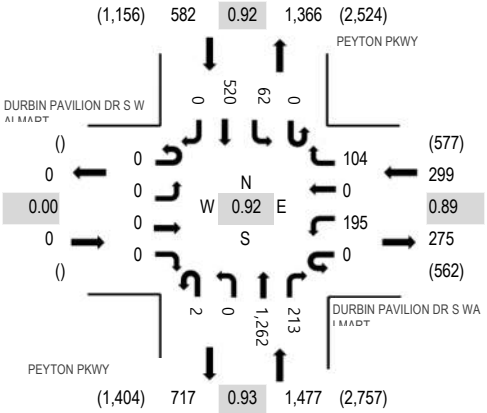
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	7	0	0	0	0	0	0	0	1	0	0					8
Lights	0	382	10	0	0	0	2	1	0	177	0	2					574
Mediums	0	11	0	0	0	0	0	0	0	0	0	0					11
Total	0	400	10	0	0	0	2	1	0	178	0	2					593

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

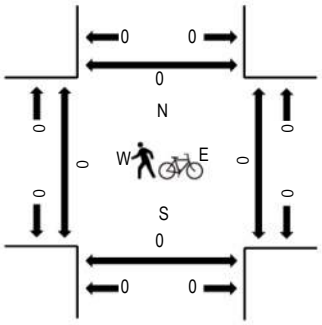
Location: 3 PEYTON PKWY & DURBIN PAVILION DR S WALMART PM
Date and Start Time: Thursday, August 8, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DURBIN PAVILION DR S WALMART Eastbound				DURBIN PAVILION DR S WALMART Westbound				PEYTON PKWY Northbound				PEYTON PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	41	0	15	0	0	211	54	0	15	146	0	482	2,132	0	0	0	0
4:15 PM	0	0	0	0	0	55	0	29	1	0	276	59	3	20	124	0	567	2,233	0	0	0	0
4:30 PM	0	0	0	0	0	40	0	29	1	0	289	48	0	18	116	0	541	2,308	0	0	0	0
4:45 PM	0	0	0	0	0	42	0	27	0	0	279	62	0	11	121	0	542	2,334	0	0	0	0
5:00 PM	0	0	0	0	0	43	0	27	0	0	306	63	0	14	130	0	583	2,358	0	0	0	0
5:15 PM	0	0	0	0	0	65	0	22	1	0	327	68	0	20	139	0	642		0	0	0	0
5:30 PM	0	0	0	0	0	50	0	33	0	0	312	47	0	9	116	0	567		0	0	0	0
5:45 PM	0	0	0	0	0	37	0	22	1	0	317	35	0	19	135	0	566		0	0	0	0

Peak Rolling Hour Flow Rates

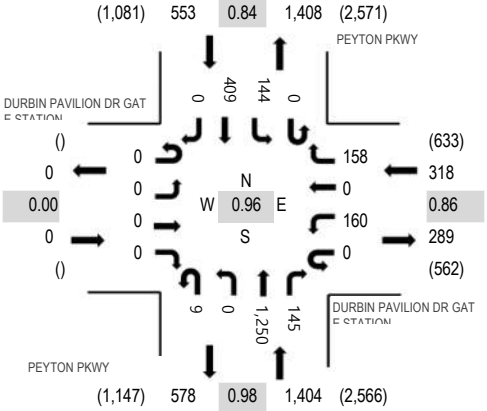
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	0	0	0	3	1	0	0	3	0	9
Lights	0	0	0	0	0	193	0	104	2	0	1,257	212	0	62	514	0	2,344
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5
Total	0	0	0	0	0	195	0	104	2	0	1,262	213	0	62	520	0	2,358

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

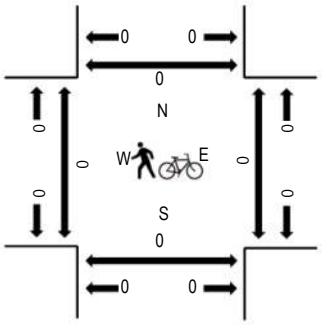
Location: 4 PEYTON PKWY & DURBIN PAVILION DR GATE STATION PM
Date and Start Time: Thursday, August 8, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DURBIN PAVILION DR GATE STATION Eastbound				DURBIN PAVILION DR GATE STATION Westbound				PEYTON PKWY Northbound				PEYTON PKWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	54	0	37	2	0	206	33	1	39	108	0	480	2,005	0	0	0	0
4:15 PM	0	0	0	0	0	34	0	35	5	0	280	34	1	35	99	0	523	2,104	0	0	0	0
4:30 PM	0	0	0	0	0	35	0	37	4	0	268	37	0	40	92	0	513	2,171	0	0	0	0
4:45 PM	0	0	0	0	0	40	0	43	8	0	255	30	0	25	88	0	489	2,199	0	0	0	0
5:00 PM	0	0	0	0	0	42	0	53	2	0	297	40	0	41	104	0	579	2,275	0	0	0	0
5:15 PM	0	0	0	0	0	29	0	38	1	0	322	36	0	38	126	0	590		0	0	0	0
5:30 PM	0	0	0	0	0	44	0	36	5	0	319	34	0	29	74	0	541		0	0	0	0
5:45 PM	0	0	0	0	0	45	0	31	1	0	312	35	0	36	105	0	565		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	2	1	0	0	2	0	6
Lights	0	0	0	0	0	159	0	156	9	0	1,247	144	0	142	404	0	2,261
Mediums	0	0	0	0	0	0	0	2	0	0	1	0	0	2	3	0	8
Total	0	0	0	0	0	160	0	158	9	0	1,250	145	0	144	409	0	2,275

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7800 ST JOHNS COUNTYWIDE

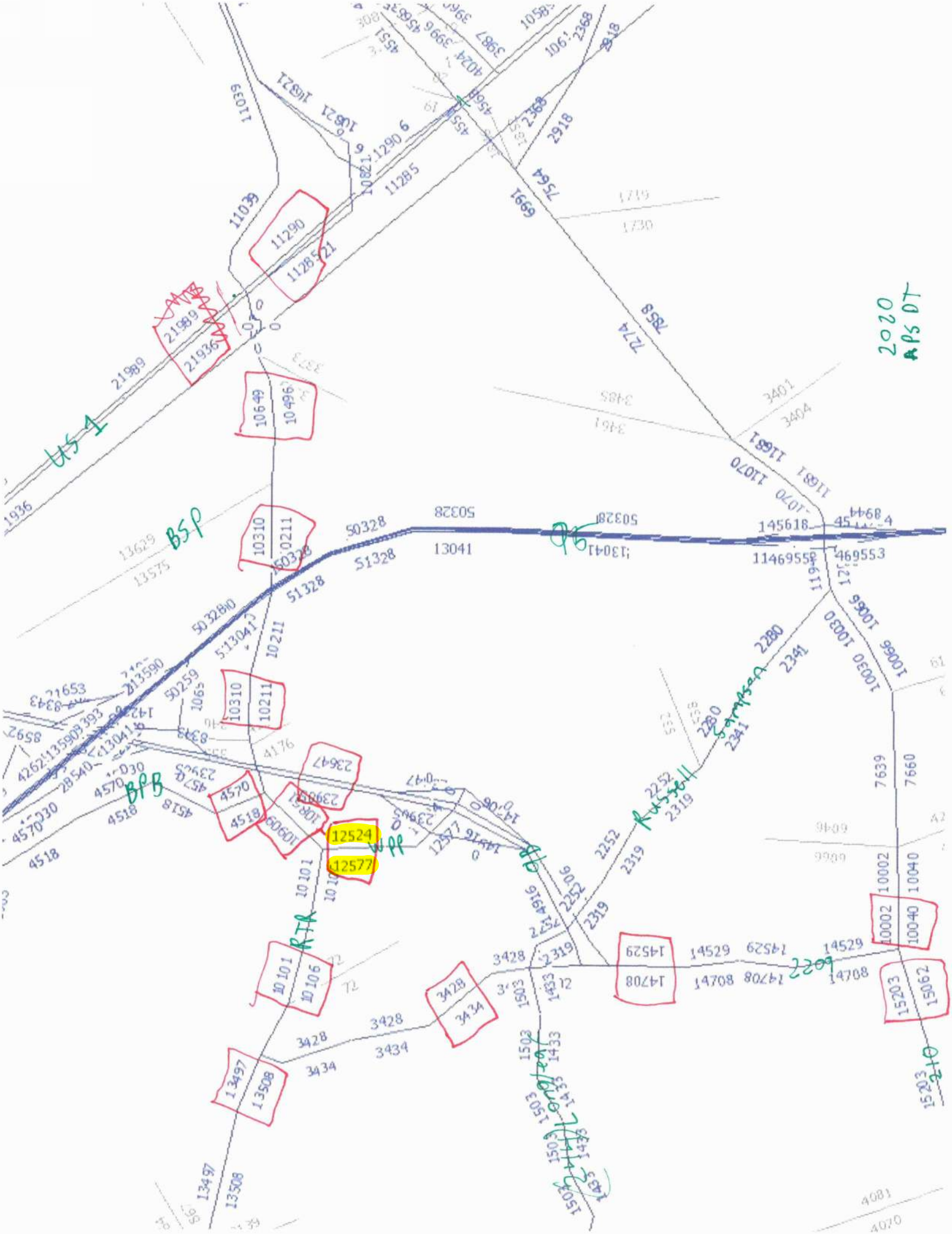
MOCF: 0.96

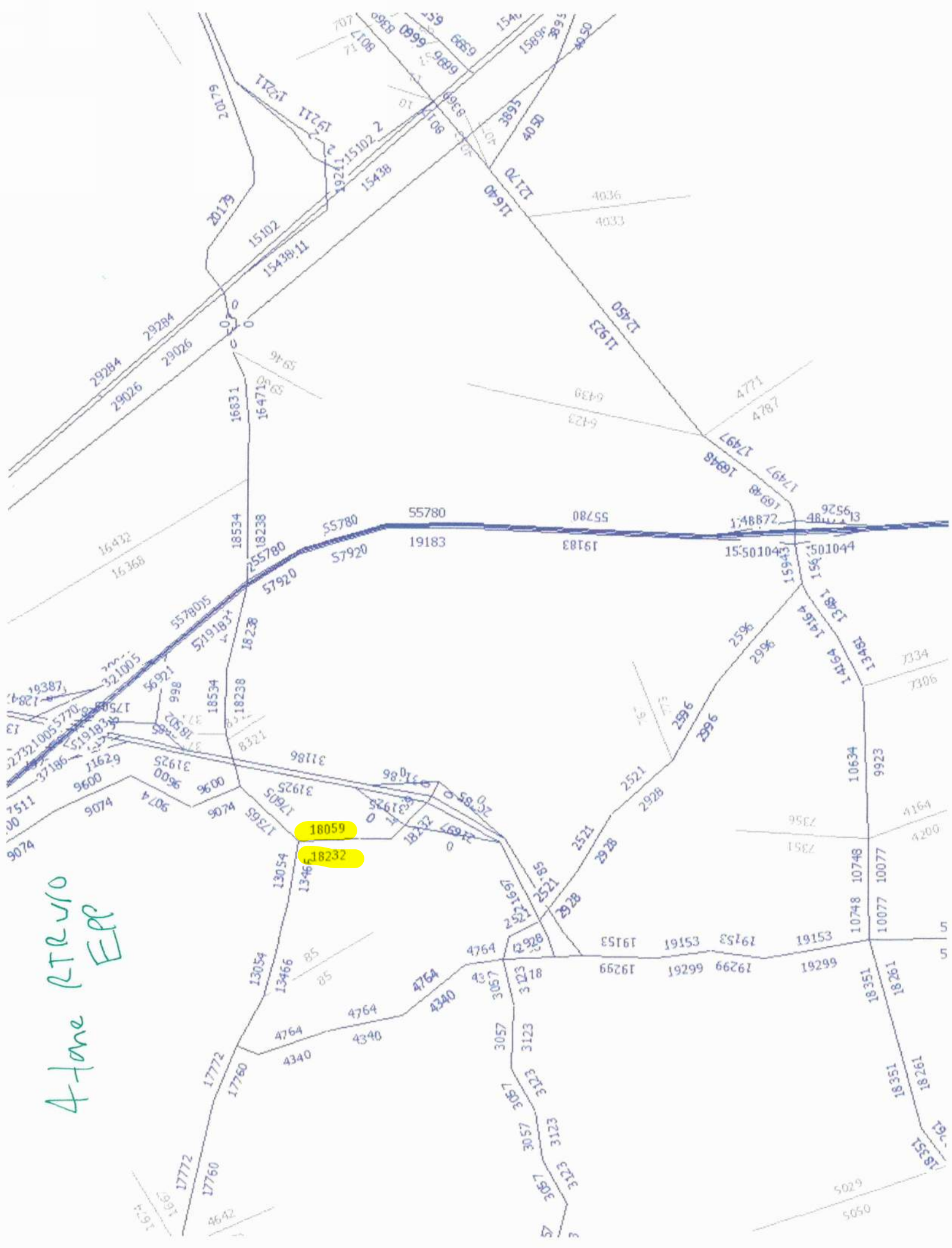
WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.04	1.08
2	01/07/2018 - 01/13/2018	1.05	1.09
3	01/14/2018 - 01/20/2018	1.06	1.10
4	01/21/2018 - 01/27/2018	1.04	1.08
5	01/28/2018 - 02/03/2018	1.01	1.05
6	02/04/2018 - 02/10/2018	0.99	1.03
* 7	02/11/2018 - 02/17/2018	0.97	1.01
* 8	02/18/2018 - 02/24/2018	0.96	1.00
* 9	02/25/2018 - 03/03/2018	0.96	1.00
*10	03/04/2018 - 03/10/2018	0.95	0.99
*11	03/11/2018 - 03/17/2018	0.95	0.99
*12	03/18/2018 - 03/24/2018	0.95	0.99
*13	03/25/2018 - 03/31/2018	0.95	0.99
*14	04/01/2018 - 04/07/2018	0.96	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.00
*16	04/15/2018 - 04/21/2018	0.96	1.00
*17	04/22/2018 - 04/28/2018	0.97	1.01
*18	04/29/2018 - 05/05/2018	0.98	1.02
*19	05/06/2018 - 05/12/2018	0.98	1.02
20	05/13/2018 - 05/19/2018	0.99	1.03
21	05/20/2018 - 05/26/2018	0.99	1.03
22	05/27/2018 - 06/02/2018	0.99	1.03
23	06/03/2018 - 06/09/2018	0.99	1.03
24	06/10/2018 - 06/16/2018	0.98	1.02
25	06/17/2018 - 06/23/2018	0.99	1.03
26	06/24/2018 - 06/30/2018	0.99	1.03
27	07/01/2018 - 07/07/2018	1.00	1.04
28	07/08/2018 - 07/14/2018	1.00	1.04
29	07/15/2018 - 07/21/2018	1.01	1.05
30	07/22/2018 - 07/28/2018	1.01	1.05
31	07/29/2018 - 08/04/2018	1.01	1.05
32	08/05/2018 - 08/11/2018	1.00	1.04
33	08/12/2018 - 08/18/2018	1.00	1.04
34	08/19/2018 - 08/25/2018	1.01	1.05
35	08/26/2018 - 09/01/2018	1.01	1.05
36	09/02/2018 - 09/08/2018	1.01	1.05
37	09/09/2018 - 09/15/2018	1.02	1.06
38	09/16/2018 - 09/22/2018	1.02	1.06
39	09/23/2018 - 09/29/2018	1.01	1.05
40	09/30/2018 - 10/06/2018	1.01	1.05
41	10/07/2018 - 10/13/2018	1.01	1.05
42	10/14/2018 - 10/20/2018	1.01	1.05
43	10/21/2018 - 10/27/2018	1.02	1.06
44	10/28/2018 - 11/03/2018	1.03	1.07
45	11/04/2018 - 11/10/2018	1.04	1.08
46	11/11/2018 - 11/17/2018	1.04	1.08
47	11/18/2018 - 11/24/2018	1.04	1.08
48	11/25/2018 - 12/01/2018	1.04	1.08
49	12/02/2018 - 12/08/2018	1.04	1.08
50	12/09/2018 - 12/15/2018	1.04	1.08
51	12/16/2018 - 12/22/2018	1.05	1.09
52	12/23/2018 - 12/29/2018	1.05	1.09
53	12/30/2018 - 12/31/2018	1.06	1.10

* PEAK SEASON

APPENDIX B

Model Plots
Model Growth Rates
County Growth Rate


2020
APS DT
US 1
BSP
BPB
RTA
12524
12577
Hutchinson
Hutchinson
Hutchinson
2209


18059
18232
4-lane RTRW/O EP

21098
20236
8844
9622
11476
11392
8302
8319
16150
16083
33589
33422
0
8818
8476
11173
11449
12418
12455
13533
13845
4-lane ETR
w/ EP


2030 Buildout
Distribution

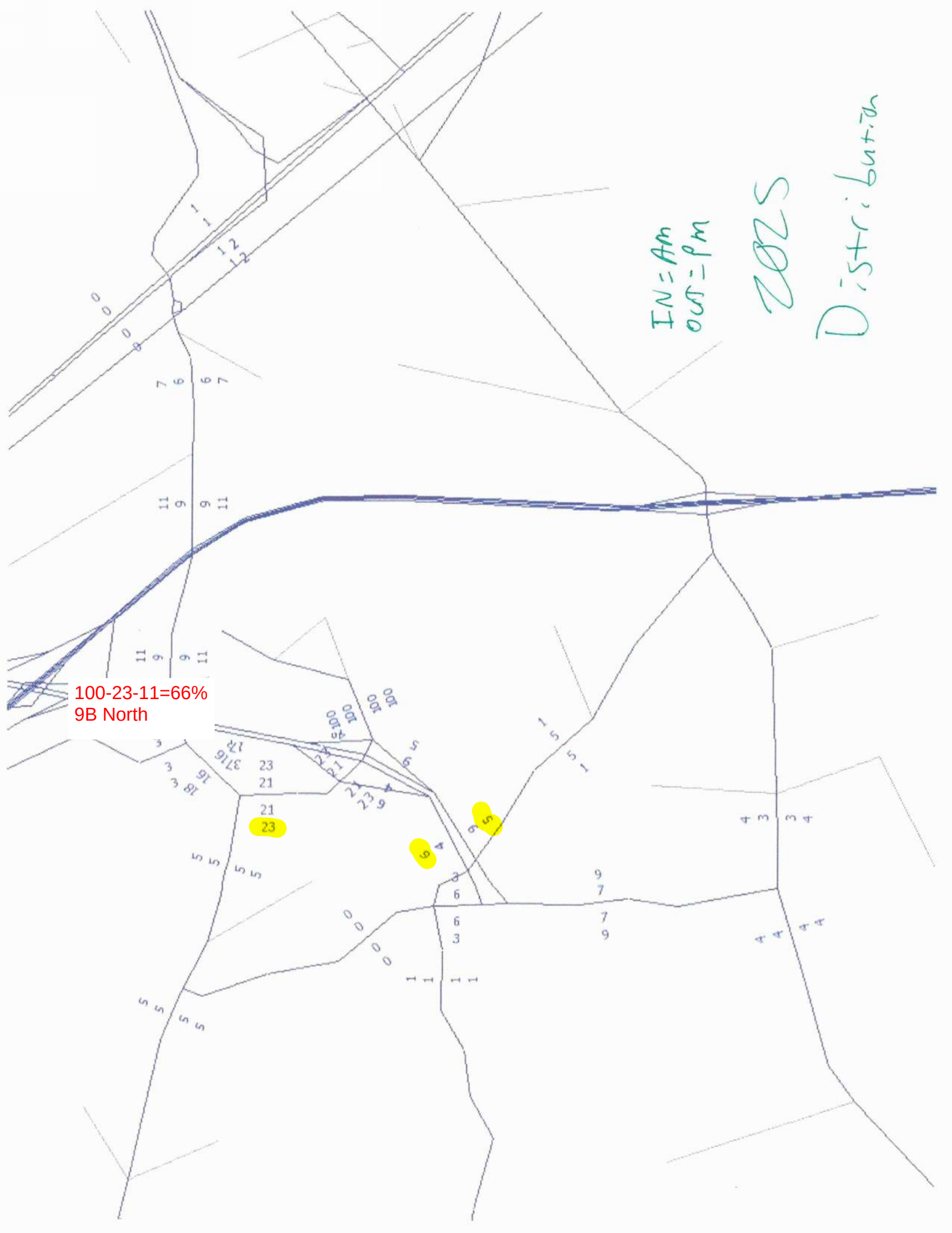

IN = AM
OUT = PM
2025
District Button
100-23-11=66%
9B North

TABLE 1
Durbin
NON-PROJECT CONDITIONS

1	2	3	4	5	6	7	8	9	10			11	12	13	14		15	16	17	18	19	20	21	22	23	24	25	26
Link ID	Roadway Segment	Juris-diction	Regio-nally Signi-ficant	Area Type	Number of Lanes & Approved Road Type	Segment Length (Miles)	LOS Stan-dard	Approved Peak-Hour Service Volume	2018 Peak Hour Traffic (SJC,COJ)	SJC Growth Factor	2020 Peak Hour Traffic (SJC,COJ)	2020 Model Volume	2025 Model Volume	2030 Model Volume 2ln RTR	2030 Model Volume 4 ln RTR	2030 Model Volume w/EPP	2025 Factor	2030 Growth Factor 2ln RTR	2030 Growth Factor 4 ln RTR	2030 Growth Factor w/EPP	2025 Non Project Peak Hour Volume	2030 Non Project Peak Hour Volume (2ln RTR)	2030 Non Project Peak Hour Volume (4ln RTR)	2030 Non Project Peak Hour Volume w/ EPP	2025 Non Project Peak Hour LOS	2030 Non Project Peak Hour LOS (2ln RTR)	2030 Non Project Peak Hour LOS (4ln RTR)	2030 Non Project Peak Hour LOS w/ EPP
	St. Johns County Links																											
	CR 210																											
34.2	Cimarrone Boulevard to CR 2209	SJC	Yes	UZ	4-Maj C	0.85	D	3,580	2,703	1.0392	2,915	30,265	33,473	36,591	36,612	36,480	110.6%	120.9%	121.0%	120.5%	3,224	3,524	3,526	3,514	C	D	D	D
34.3	CR 2209 to Leo Maguire Parkway	SJC	Yes	UZ	4-Maj C	1.10	D	4,090	2,246	1.0450	2,448	20,042	20,991	21,224	20,825	19,896	104.7%	105.9%	103.9%	99.3%	2,564	2,593	2,544	2,430	C	C	C	C
	St. Johns Pkwy (CR 2209)																											
157	CR 210 to Future SR 9B	SJC	Yes	UZ	4-MA	0.95	D	3,580	2,457	1.0951	2,924	29,237	31,960	38,518	38,452	38,211	109.3%	131.7%	131.5%	130.7%	3,197	3,853	3,846	3,822	C	F	F	F
158	Future SR 9B to CR 244	SJC	Yes	UZ	4-Maj C	0.79	D	3,580	2,036	1.1061	2,468	6,135	7,709	13,301	12,001	11,597	125.7%	216.8%	195.6%	189.0%	3,101	5,351	4,828	4,665	C	F	F	F
159	CR 244 to Race Track Road	SJC	Yes	UZ	4-Maj C	1.40	D	3,580	996	1.0787	1,153	6,862	5,646	9,107	9,104	8,172	82.3%	132.7%	132.7%	119.1%	948	1,530	1,529	1,373	C	C	C	C
	Race Track Road																											
77.2	CR 223 to CR 2209	SJC	Yes	UZ	2-UC	1.23	D	3,580	2,557	1.0443	2,784	27,005	31,210	35,397	35,532	35,432	115.6%	131.1%	131.6%	131.2%	3,217	3,649	3,662	3,652	C	F	F	F
77.3	CR 2209 to Peyton Pkwy West	SJC	Yes	UZ	4-UC	1.00	D	3,580	2,242	1.0802	2,602	20,207	23,692	26,389	26,520	27,378	117.2%	130.6%	131.2%	135.5%	3,050	3,398	3,414	3,525	C	C	C	D
77.4	Peyton Pkwy West to Bartram Park Boulevard	SJC	Yes	UZ	2-UC	0.40	D	3,580	2,216	1.0802	2,571	21,770	26,235	35,226	34,970	12,322	120.5%	161.8%	160.6%	56.6%	3,099	4,161	4,131	1,455	C	F	F	C
78.11	Bartram Park Boulevard to Peyton Pkwy East	SJC	Yes	UZ	2-UC	0.71	D	1,600	1,830	1.0491	2,010	20,521	24,818	30,456	36,772	22,868	120.9%	148.4%	179.2%	111.4%	2,431	2,983	3,601	2,240	F	F	F	F
78.12	Peyton Pkwy East to Bartram Springs Pkwy	SJC	Yes	UZ	2-UC	0.78	D	1,600	1,830	1.0491	2,010	20,521	24,818	30,456	36,772	41,334	120.9%	148.4%	179.2%	201.4%	2,431	2,983	3,601	4,048	F	F	F	F
78.2	Bartram Springs Pkwy to SR 5 (U.S. 1)	SJC	Yes	UZ	4-UC	0.97	D	3,580	1,773	1.0529	1,961	21,145	25,342	29,762	33,302	34,448	119.8%	140.8%	157.5%	162.9%	2,350	2,760	3,088	3,194	C	C	C	C
	Peyton Parkway																											
168	Race Track Road(W) to SR 9B	SJC	Yes	UZ	4-Maj C	0.42	D	3,580	1,663	1.05	1,829	25,101	29,772	34,194	36,291	24,873	118.6%	136.2%	144.6%	99.1%	2,170	2,492	2,645	1,813	C	C	C	C
EPP1	SR 9B to Durbin South Ent.	SJC	Yes	UZ	6-Maj C	0.70	D	5,390	Future							18,466	NA	NA	NA	NA	0	0	0	1,595				
EPP2	Durbin South Ent. to Durbin North Ent.	SJC	Yes	UZ	6-Maj C	0.52	D	5,390	Future							18,466	NA	NA	NA	NA	0	0	0	1,595				
EPP3	Durbin Entrance to Race Track Road (E)	SJC	Yes	UZ	6-Maj C	0.25	D	5,390	Future							18,466	NA	NA	NA	NA	0	0	0	1,595				
	SR 9B																											
166	CR 2209 to Peyton Parkway	State	Yes	UZ	6-F	1.14	D	10,060	2,622	1.05	2,884	29,522	34,180	44,524	42,482	41,732	115.8%	150.8%	143.9%	141.4%	3,339	4,350	4,150	4,077	B	B	B	B
167	Peyton Parkway to I-95	State	Yes	UZ	6-F	1.72	D	10,060	4,044	1.05	4,448	47,552	55,193	62,663	63,111	67,011	116.1%	131.8%	132.7%	140.9%	5,163	5,862	5,904	6,269	B	B	B	C
	SR 5 (U.S.1)																											
126	CR 210 to Duval Co. Line	State	Yes	TR	4-PA	2.25	D	4,170	2,286	1.0200	2,377	22,575	25,928	29,351	30,540	31,246	114.9%	130.0%	135.3%	138.4%	2,731	3,091	3,216	3,291	C	D	F	F
	Duval County Links																											
	Bartram Park Boulevard																											
732	St. Augustine Rd. to Race Track Rd.	City	No	UZ	4-Col	3.61	E	3,580	2,407	1.04	2,600	9,088	11,634	15,548	18,674	17,294	128.0%	171.1%	205.5%	190.3%	3,328	4,447	5,342	4,947	C	F	F	F

St. Johns County Transportation Analsyis Spreadsheet - July 1, 2014 (SJC Roads)
City of Jacksonville Road Links Status Report - March 11, 2014 (COJ Roads)
FDOT Draft LOS Report July 2014 (State Roads)
Capacities, LOS Std, Area Type July 2014 using SJC TAS & FDOT Reports
FDOT Peak Hour Volumes converted to AADT using .09 K factor
Model volumes X MOCF (.97) used where there is no existing volumes, all others are straight model volumes

Growth between with and without scenario was capped for reasonableness on link ID #'s 154, 155, 156, and 157
Link ID #'s 154, 155, 156, and 157 growth in the with and without scenario is the difference in the model volumes


2030
Build out

MRN LINK ID	ROADWAY	FROM/TO	AREA TYPE	APPRVD. ROAD TYPE	LOS STND.	SEGMENT LENGTH (Mi.)	DATE OF COUNT	TRAFFIC COUNT AADT	ANNUAL GROWTH FACTOR	LINK K FACTOR	2018 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	* APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY SERVICE VOLUME	APPRVD. PK. HR. SERVICE VOLUME
164	Crosswater Pkwy	Preservation Trail to Nocatee Pkwy	TR	4MA	D	0.65	ADT18	19,024	1.0500	0.095	1898	95	0	1,993	62.3%	OK		3,200
165	Rolling Hills Dr.	Dobbs Rd to SR 207	UZ	2UC	D	1.13	ADT18	5,666	1.0494	0.095	565	28	0	593	41.2%	OK		1,440
166	SR 9B	St. Johns Pkwy to W. Peyton Pkwy	UZ	4IF	D	1.13	ADT18	24,008	1.0500	0.104	2622	131	0	2,753	41.1%	OK		6,700
167	SR 9B	W. Peyton Pkwy to Duval County Line	UZ	4IF	D	0.94	ADT18	34,856	1.0500	0.111	4044	202	0	4,246	63.4%	OK		6,700
168	West Peyton Pkwy	SR 9B to Race Track Rd	UZ	4MA	D	0.62	ADT18	16,597	1.0500	0.095	1663	83	0	1,746	48.8%	OK		3,580

APPENDIX C

Durbin Park Conceptual Master Plan
Internal Capture Worksheets

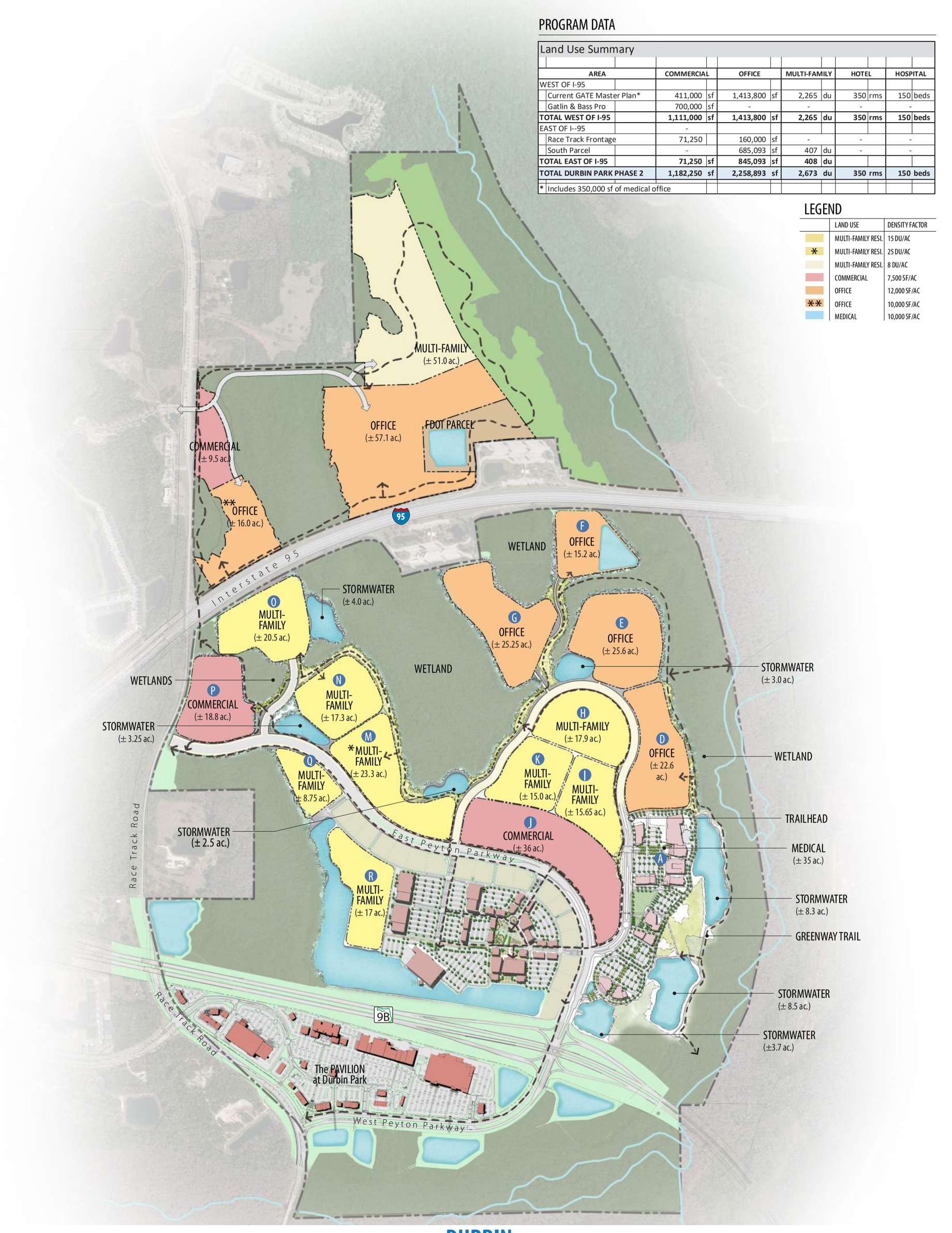
PROGRAM DATA

Land Use Summary

AREA	COMMERCIAL	OFFICE	MULTI-FAMILY	HOTEL	HOSPITAL
WEST OF I-95					
Current GATE Master Plan*	411,000 sf	1,413,800 sf	2,265 du	350 rms	150 beds
Gatlin & Bass Pro	700,000 sf	-	-	-	-
TOTAL WEST OF I-95	**1,111,000 sf**	**1,413,800 sf**	**2,265 du**	**350 rms**	**150 beds**
EAST OF I--95	-				
Race Track Frontage	71,250	160,000 sf	-	-	-
South Parcel	-	685,093 sf	407 du	-	-
TOTAL EAST OF I-95	**71,250 sf**	**845,093 sf**	**408 du**		
TOTAL DURBIN PARK PHASE 2	**1,182,250 sf**	**2,258,893 sf**	**2,673 du**	**350 rms**	**150 beds**
* Includes 350,000 sf of medical office					

LEGEND

	LAND USE	DENSITY FACTOR
	MULTI-FAMILY RESI.	15 DU/AC
*	MULTI-FAMILY RESI.	25 DU/AC
	MULTI-FAMILY RESI.	8 DU/AC
	COMMERCIAL	7,500 SF/AC
	OFFICE	12,000 SF/AC
**	OFFICE	10,000 SF/AC
	MEDICAL	10,000 SF/AC



DURBIN

CONCEPTUAL MASTER PLAN

GATE PROSSER

MAY 15, 2019

SCALE: 1"=400'-0"

0 200' 400' 800' 1600'

Analyst: AC
Date :

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt.. **Proposed Durbin Phase 1**
Time period: PM Peak Hour
Internal Capture

Exit to External: 211.04
Enter from External: 202.96

Land Use A Retail	Total	Internal	External
Enter	229	26	202.96
Exit	248	37	211.04
Total	477	63	414
%	100%	13.21%	87%

3%	7	2%	5	9%	21	21	53%	70
7		5		12%	30	30	31%	59
31%	127	23%	282	20%	50		0%	0
				0			0	
				20%	0		0%	0
				2%	4		20%	46
				4			0	
				2%	24		20%	0
				31%	127	0	3%	0
				23%	282	0	2%	0

Land Use D Residential/Hotel	Total	Internal	External
Enter	190	34	156.23
Exit	133	21	111.77
Total	323	55	268
%	100%	17.03%	83%

53%	70	31%	59
0		0	
9%	0	12%	0

Enter from Ex: 156.23
Exit to Externa: 111.77

Exit to External: 1215.6704
Enter from External: 403.36089

Office	Total	Internal	External
Enter	410	7	403.36089
Exit	1225	9	1215.6704
Total	1635.0312	16	1619.0312
%	100%	0.98%	99%

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	#DIV/0!	#DIV/0!	#DIV/0!

Enter from Ex: 0
Exit to Externa: 0

Net External Trips fro Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	202.96	403.3609	0	156.23	762.5509
Exit	211.04	1215.67	0	111.77	1538.48
Total	414	1619.031	0	268	2301.031
Single -Use Trip Gen. Est.	477	1635.031	0	323	2435.031

Internal Capture
5.50%

** NOTE : Please do not change the land use order.

Analyst: AC
Date :

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt.. **Proposed Durbin Phase 1**
Time period: PM Peak Hour
Across Street Capture

Exit to External: 993.24
Enter from External: 911.76

Land Use A Retail	Total	Internal	External
Enter	1002	90	911.76
Exit	1085	92	993.24
Total	2087	182	1905
%	100%	**8.72%**	91%

3%	33	2%	20	9%	90	70	53%	70
33		20		20%	217		0%	0
31%	127	23%	282	12%	130	59	31%	59
				0			0	
				20%	0		0%	0
				2%	4		20%	200
				4			0	
				2%	24		20%	0

Exit to External: 1200.6704
Enter from External: 377.36089

Office	Total	Internal	External
Enter	410	33	377.36089
Exit	1225	24	1200.6704
Total	1635.0312	57	1578.0312
%	100%	**3.49%**	97%

				31%	127	0	3%	0
				23%	282	0	2%	0

Exit to External: 0
Enter from External: 0

Land Use D Residential/Hotel	Total	Internal	External
Enter	190	63	127.23
Exit	133	70	62.77
Total	323	133	190
%	100%	**41.18%**	59%

53%	70	31%	59
0		0	
9%	0	12%	0

Enter from Ex: 127.23
Exit to Externa: 62.77

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	#DIV/0!	**#DIV/0!**	#DIV/0!

Enter from Ex: 0
Exit to Externa: 0

Net External Trips fro Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	911.76	377.3609	0	127.23	1416.351
Exit	993.24	1200.67	0	62.77	2256.68
Total	1905	1578.031	0	190	3673.031
Single -Use Trip Gen. Est.	2087	1635.031	0	323	4045.031

Internal Capture

9.20%

** NOTE : Please do not change the land use order.

Analyst: AC
Date :

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt.. **Proposed Durbin Buildout**
Time period: PM Peak Hour
Internal Capture Loop Road Development

Exit to External: 512.16
Enter from External: 483.84

Land Use A Retail	Total	Internal	External
Enter	544	60	483.84
Exit	589	77	512.16
Total	1133	137	996
%	100%	**12.09%**	88%

3%	18	2%	11	9%	49	49	53%	70
18		11		12%	71	59	31%	59
31%	157	23%	408	20%	118		0%	0
				0			0	
				20%	0		0%	0
				2%	4		20%	109
				4			0	
				2%	36		20%	0

Land Use D Residential/Hotel	Total	Internal	External
Enter	190	63	127.23
Exit	133	49	83.77
Total	323	112	211
%	100%	**34.67%**	65%

Enter from Ex: 127.23
Exit to Externa: 83.77

53%	70	31%	59
0		0	
9%	0	12%	0

Exit to External: 1760.2534
Enter from External: 489.5226

Office	Total	Internal	External
Enter	508	18	489.5226
Exit	1775	15	1760.2534
Total	2282.776	33	2249.776
%	100%	**1.45%**	99%

31%	157	0	3%	0
23%	408	0	2%	0

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	#DIV/0!	**#DIV/0!**	#DIV/0!

Enter from Ex: 0
Exit to Externa: 0

Net External Trips fro Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	483.84	489.5226	0	127.23	1100.593
Exit	512.16	1760.253	0	83.77	2356.183
Total	996	2249.776	0	211	3456.776
Single -Use Trip Gen. Est.	1133	2282.776	0	323	3738.776

Internal Capture
7.54%

** NOTE : Please do not change the land use order.

Analyst: AC
Date :

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt.. **Proposed Durbin Buildout**
Time period: PM Peak Hour
Across Road Capture

Exit to External: 1004.24
Enter from External: 940.76

Land Use A Retail	Total	Internal	External
Enter	1002	61	940.76
Exit	1085	81	1004.24
Total	2087	142	1945
%	100%	6.80%	93%

9%	90	41	53%	41	53%	41	31%	48
12%	130	48	31%	48			
20%	217		0%	0			
3%	33	2%	20	0	0	0		
33		20		20%	0	0%	0	0		0	
31%	157	23%	408				9%	0	12%	0
2%	3			20%	200					
3				0						
2%	36			20%	0					

Exit to External: 1752.2534
Enter from External: 474.5226

Office	Total	Internal	External
Enter	508	33	474.5226
Exit	1775	23	1752.2534
Total	2282.776	56	2226.776
%	100%	2.45%	98%

31%	157	0	3%	0			
23%	408	0	2%	0			

Land Use D Residential/Hotel	Total	Internal	External
Enter	156	51	104.55
Exit	78	41	37.17
Total	233.72	92	141.72
%	100%	39.36%	61%

53%	41	31%	48
0		0	
9%	0	12%	0

Enter from Ex: 104.55
Exit to Externa: 37.17

Enter from Ex: 0
Exit to Externa: 0

Net External Trips fro Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	940.76	474.5226	0	104.55	1519.833
Exit	1004.24	1752.253	0	37.17	2793.663
Total	1945	2226.776	0	141.72	4313.496
Single -Use Trip Gen. Est.	2087	2282.776	0	233.72	4603.496

Internal Capture
6.30%

** NOTE : Please do not change the land use order.

Analyst: AC
Date :

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt.. **Proposed Durbin Buildout**
Time period: PM Peak Hour
Internal Capture Parcels N, O, and P

Exit to External: 320.52
Enter from External: 306.48

Land Use A Retail	Total	Internal	External
Enter	336	30	306.48
Exit	365	44	320.52
Total	701	74	627
%	100%	**10.56%**	89%

3%	11	2%	7	9%	30	30	53%	48
0		0		0			0	
31%	0	23%	0	20%	0		0%	0
				12%	44	44	31%	44
				20%	73		0%	0
				0			0	
				20%	0		0%	0
				2%	3		20%	67
				0			0	
				2%	0		20%	0

Exit to External: 0
Enter from External: 0

Office	Total	Internal	External
Enter		0	0
Exit		0	0
Total	0	0	0
%	#DIV/0!	**#DIV/0!**	#DIV/0!

31%	0	0	3%	0
23%	0	0	2%	0

Enter from Ex: 98.13
Exit to Externa: 60.87

Land Use D Residential/Hotel	Total	Internal	External
Enter	142	44	98.13
Exit	91	30	60.87
Total	233	74	159
%	100%	**31.76%**	68%

53%	48	31%	44
0		0	
9%	0	12%	0

Enter from Ex: 0
Exit to Externa: 0

	Total	Internal	External
Enter	0	0	0
Exit	0	0	0
Total	0	0	0
%	#DIV/0!	**#DIV/0!**	#DIV/0!

Net External Trips fro Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	306.48	0	0	98.13	404.61
Exit	320.52	0	0	60.87	381.39
Total	627	0	0	159	786
Single -Use Trip Gen. Est.	701	0	0	233	934

Internal Capture

15.85%

** NOTE : Please do not change the land use order.

APPENDIX D

Turning Movement Development Worksheets

SR 9B/East Peyton Parkway

	Peyton Eastbound		SR 9B NB Ramps		SR 9B SB Ramps				
Start Time	Left	Right	Right	Left	Right	Thru	Left	App. Total	Int. Total
05:00 PM	89	76	0	41	329				
05:15 PM	110	93	0	47	358				
05:30 PM	80	85	0	44	313				
05:45 PM	97	68	0	51	295				
Total Volun	376	322	0	183	1295				

SF 1.00

2020	Peyton Eastbound			SR 9B NB Ramps			SR 9B SB Ramps			GROWTH FACTOR	1.05
	Left	Right		Left	Thru		Right	Thru	Left		
Background	395	338		192	0	0	1360	0	0		

2025	Peyton Eastbound			SR 9B NB Ramps			SR 9B SB Ramps			Peyton WB	0		GROWTH FACTOR	1.186
	Left	Right	Thru	Left	Thru	Right	Right	Thru	Left	Left	Thru	Right		
Background	468	401		228	0	0	1613	0	0					
Pavillion Gr	91	15		15			92							
Project Volume			364			174			1045	269	562	1611		
Total Volun	559	416	364	243	0	174	1705	0	1045	269	562	1611		

2030 2-LN	Peyton Eastbound			SR 9B NB Ramps			SR 9B SB Ramps			GROWTH FACTOR	
	Left	Right		Left	Thru		Right	Thru	Left		
Background	571	489		278	0	0	1967	0	0		

2030 BO	Peyton Eastbound			SR 9B NB Ramps			SR 9B SB Ramps			Peyton WB			GROWTH FACTOR	0.991
	Left	Right	Thru	Left	Thru	Right	Right	Thru	Left	Left	Thru	Right		
Background	391	335		190	0	79	1348	0	557	139		162	EPP Background multiplied	
Pavillion Gr	91	15		15			92						by 0.9 to account for	
Development			78			443			1304	654	115	1922	pass-by capture	
Total Volun	482	350	78	205	0	522	1440	0	1861	793	115	2084		

Intersection 1 (Loop Road South)/East Peyton Parkway

	EPP Southbound				Loop Road Westbound				EPP NB				Town Center Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total

NO EXISTING COUNTS - FUTURE INTERSECTION

2020	EPP Southbound			Loop Road Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	

2025	EPP Southbound			Loop Road Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	
Project Volume			0		87	1,451	669		915	991	94		
	0	0	0	0	87	1451	669	0	915	991	94	0	

2030 2-LN	EPP Southbound			Loop Road Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 4-LN	EPP Southbound			Loop Road Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 BO	EPP Southbound			Loop Road Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Dev. TMC	112	1,183	86	190	27	1,221	373	1,195	261	283	30	121	
Background		646	D=.45					790	D=.55				Background multiplied by 0.9 to account for pass-by capture
Total	112	1,829	86	190	27	1,221	373	1,985	261	283	30	121	

Intersection 2 (Parcel J)/East Peyton Parkway

Start Time	EPP Southbound Right	Thru	Left	App. Total	Parcel J Westbound Right	Thru	Left	App. Total	EPP NB Right	Thru	Left	App. Total	Town Center Eastbound Right	Thru	Left	App. Total	Int. Total

NO EXISTING COUNTS - FUTURE INTERSECTION

2020	EPP Southbound			Parcel J Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	

2025	EPP Southbound			Parcel J Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	
Project Volume			0										
	0	0	0	0								0	

2030 2-LN	EPP Southbound			Parcel J Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 4-LN	EPP Southbound			Parcel J Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 BO	EPP Southbound			Parcel J Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Dev. TMC incl N of driveway	56	619	135	150	16	351	314	679	131	142	15	61	
Background		646	D=.45					790	D=.55				Background multiplied by 0.9 to account for pass-by capture
Total	56	1,265	135	150	16	351	314	1,469	131	142	15	61	

Intersection 3 (Loop Road N)/East Peyton Parkway

Start Time	EPP Southbound Right	Thru	Left	App. Total	Loop Road Westbound Right	Thru	Left	App. Total	EPP NB Right	Thru	Left	App. Total	Town Center Eastbound Right	Thru	Left	App. Total	Int. Total

NO EXISTING COUNTS - FUTURE INTERSECTION

2020	EPP Southbound				Loop Road Westbound				EPP NB				Town Center Eastbound		GROWTH FACTOR		NA
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		

2025	EPP Southbound				Loop Road Westbound				EPP NB				Town Center Eastbound		GROWTH FACTOR		NA
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		
0	0	0	0		0		0		0	0	0		0	0	0		
Project Volume			0														
	0	0	0		0										0		

2030 2-LN	EPP Southbound				Loop Road Westbound				EPP NB				Town Center Eastbound		GROWTH FACTOR		NA
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		
0	0	0	0		0		0		0	0	0		0	0	0		

2030 4-LN	EPP Southbound			Loop Road Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 BO	EPP Southbound			Loop Road Westbound			EPP NB			Town Center Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Dev. TMC incl N of driveway	112	637	90	344	37	35	53	824	261	283	30	121	
Background		646	D=.45					790	D=.55				Background multiplied by 0.9 to account for pass-by capture
Total	112	1,283	90	344	37	35	53	1,614	261	283	30	121	

Intersection 4 (Parcel M)/East Peyton Parkway

Start Time	EPP Southbound Right	Thru	Left	App. Total	Parcel M Westbound Right	Thru	Left	App. Total	EPP NB Right	Thru	Left	App. Total	Parcel Q+R Eastbound Right	Thru	Left	App. Total	Int. Total

NO EXISTING COUNTS - FUTURE INTERSECTION

2020	EPP Southbound			Parcel M Westbound			EPP NB			Parcel Q+R Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	

2025	EPP Southbound			Parcel M Westbound			EPP NB			Parcel Q+R Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	
Project Volume			0										
	0	0	0	0								0	

2030 2-LN	EPP Southbound			Parcel M Westbound			EPP NB			Parcel Q+R Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 4-LN	EPP Southbound			Parcel M Westbound			EPP NB			Parcel Q+R Eastbound		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 BO	EPP Southbound			Parcel M Westbound			EPP NB			Parcel Q+R Eastbound		GROWTH FACTOR	NA	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
Dev. TMC incl N of driveway	30	838	44	28	0	66	103	1,266	71	45		19		
Background		646	D=.45					790	D=.55					Background multiplied by 0.9 to account for pass-by capture
Total	30	1,484	44	28	0	66	103	2,056	71	45	0	19		

Intersection 5(Parcel NOP)/East Peyton Parkway

Start Time	EPP Southbound Right	Thru	Left	App. Total	Parcel NOP Westbound Right	Thru	Left	App. Total	EPP NB Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total

NO EXISTING COUNTS - FUTURE INTERSECTION

2020	EPP Southbound			Parcel NOP Westbound			EPP NB			0		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	

2025	EPP Southbound			Parcel NOP Westbound			EPP NB			0		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	
Project Volume			0										
	0	0	0	0								0	

2030 2-LN	EPP Southbound			Parcel NOP Westbound			EPP NB			0		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 4-LN	EPP Southbound			Parcel NOP Westbound			EPP NB			0		GROWTH FACTOR	NA
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
0	0	0	0	0		0	0	0	0	0	0	0	

2030 BO	EPP Southbound			Parcel NOP Westbound			EPP NB			0		GROWTH FACTOR	NA	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left		
Dev. TMC incl N of driveway		665	119	116	0	271	278	1,035						
Background		646	D=.45					790	D=.55					Background multiplied by 0.9 to account for pass-by capture
Total	0	1,311	119	116	0	271	278	1,825	0	0	0	0		

Race Track Road/East Peyton Parkway

Start Time	Race Track Road Westbound Right	Thru	Left	App. Total	EPP NB Right	Thru	Left	App. Total	Race Track Road Eastbound Right	Thru	Left	App. Total	Int. Total

NO EXISTING COUNTS - FUTURE INTERSECTION

2020	0				Race Track Road Westbound				EPP NB				Race Track Road Eastbo		GROWTH FACTOR	NA
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	

2025	0				Race Track Road Westbound				EPP NB				Race Track Road Eastbo		GROWTH FACTOR	NA
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
0	0	0	0		0		0		0	0	0		0	0	0	
Project Volume			0													
	0	0	0		0										0	

2030 2-LN	0				Race Track Road Westbound				EPP NB				Race Track Road Eastbo		GROWTH FACTOR	NA
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
0	0	0	0		0		0		0	0	0		0	0	0	

2030 4-LN	0				Race Track Road Westbound				EPP NB				Race Track Road Eastbo		GROWTH FACTOR	NA
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
0	0	0	0		0		0		0	0	0		0	0	0	

2030 BO	0				Race Track Road Westbound				EPP NB				Race Track Road Eastbo		GROWTH FACTOR	NA
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
Dev. TMC incl N of driveway						0	417		615		538		365	0		Background EPP traffic
Background						1,545	613		350		439		324	648		multiplied by 0.9 to account for pass-by
Total	0	0	0		0	1,545	1,030		965	0	977		689	648	0	capture

TURNS5 ANALYSIS SHEET - INPUT

Analyst: AC
Date: 17-Nov-19
Highway: Race Track Road
Intersection: East Peyton Parkway
Project: Durbin Buildout
County: St. Johns

Is this a 4 way intersection?
- ○ Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?
- ○ EB, WB, and SB
- ◉ EB, WB, and NB
- ○ EB, SB, and NB
- ○ WB, SB, and NB

Is the Mainline Oriented North/South? Enter Yes or No
- ○ Yes
- ◉ No

K Factors	Mainline
	9.00%
	Side street
	9.00%

D Factors	*Mainline*
Westbound (WB)	55.0%
Eastbound (EB)	45.0%
	Side street
Northbound (NB)	55.0%
Southbound (SB)	0.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
- ◉ Yes
- ○ No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Side Street Growth Function
- ◉ Linear
- ○ Exponential
- ○ Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2018
Opening	2025
Mid	2030
Design	2035
Model	2030

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

Volumes are peak hour volumes divided by .09

	From West: *EB Approach*	*From East:* *WB Approach*	*From North:* *SB Approach*	*From South:* *NB Approach*	***TOTAL***
2018	0	0	0	0	0
2030	24889	44978	0	17722	87589

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2018**
(EB LT)	*West-to-North*	0.0%	0
(EB THRU)	*West-to-East*	50.0%	10
(EB RT)	*West-to-South*	50.0%	10
(WB LT)	*East-to-South*	50.0%	10
(WB THRU)	*East-to-West*	50.0%	10
(WB RT)	*East-to-North*	0.0%	0
(SB LT)	*North-to-East*	0.0%	0
(SB THRU)	*North-to-South*	0.0%	0
(SB RT)	*North-to-West*	0.0%	0
(NB LT)	*South-to-West*	50.0%	10
(NB THRU)	*South-to-North*	0.0%	0
(NB RT)	*South-to-East*	50.0%	10
Desired Closure:		0.01	

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

First Guess Turning % Option Used
Existing Turning Movement Counts

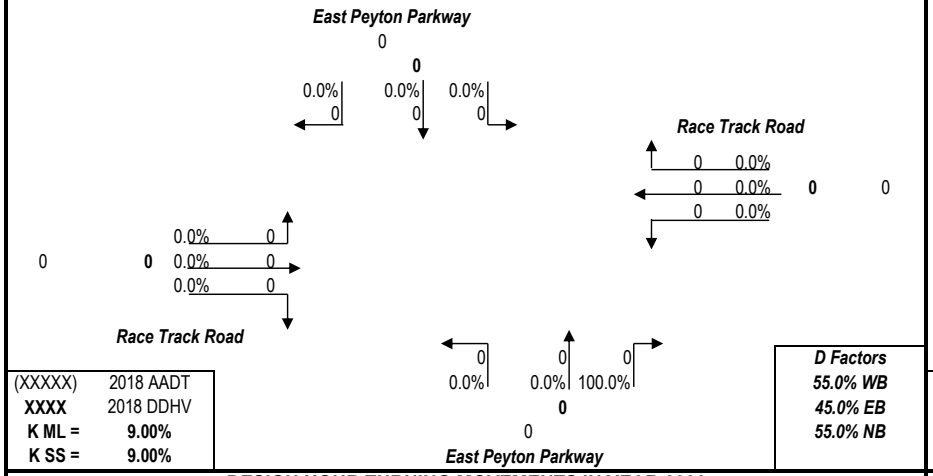
Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the ***actual distribution of turning volumes entered***. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the

PROJECT TRAFFIC FOR Race Track Road AT East Peyton Parkway

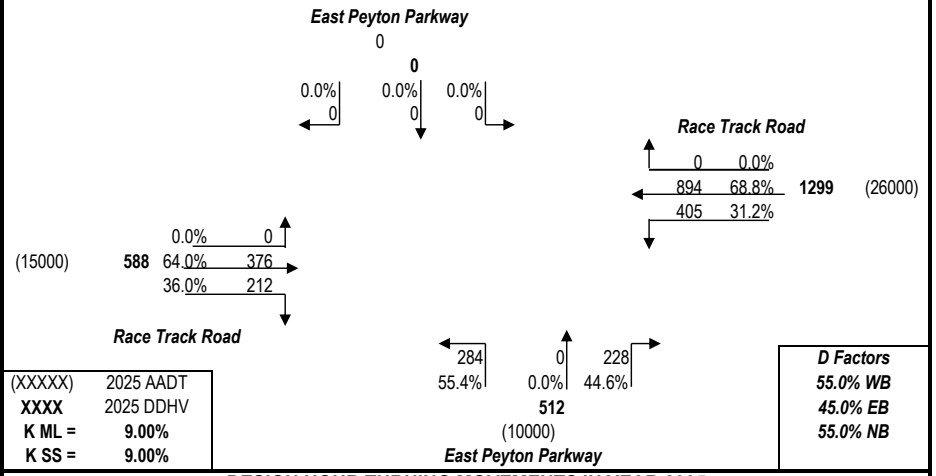
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2018



(XXXXX)	2018 AADT
XXXX	2018 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
55.0% NB

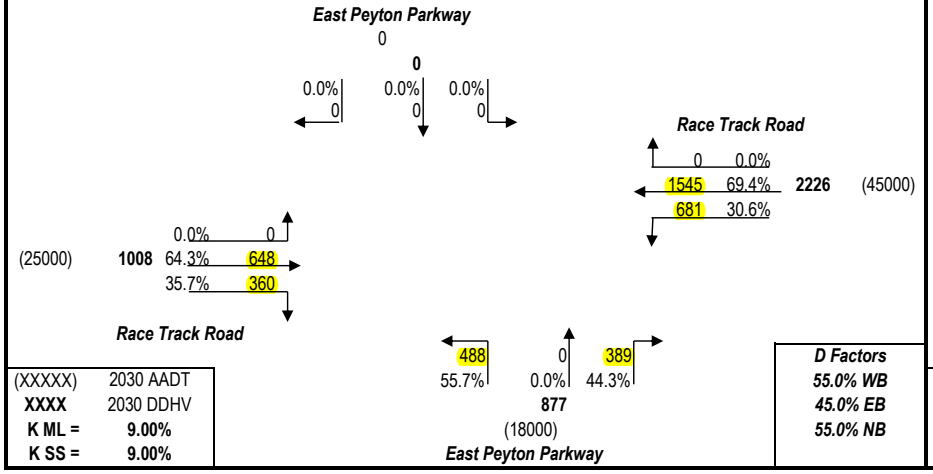
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



(XXXXX)	2025 AADT
XXXX	2025 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
55.0% NB

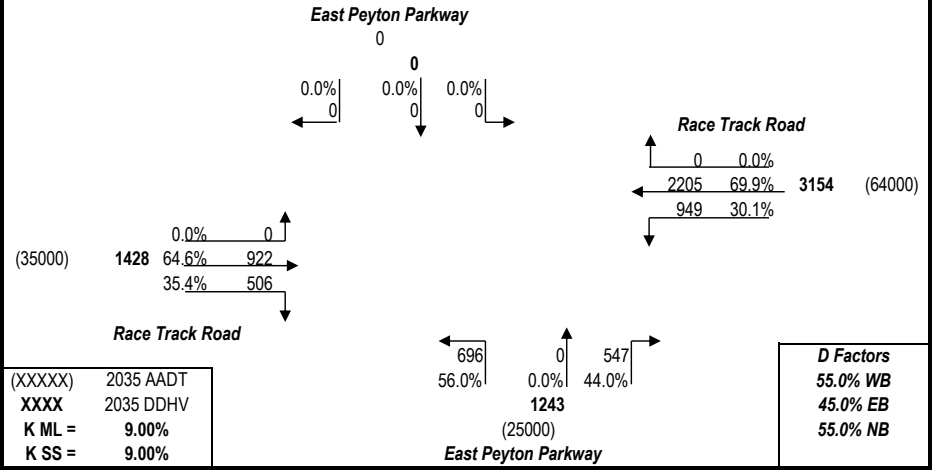
DESIGN HOUR TURNING MOVEMENTS IN YEAR 2030



(XXXXX)	2030 AADT
XXXX	2030 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
55.0% NB

DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



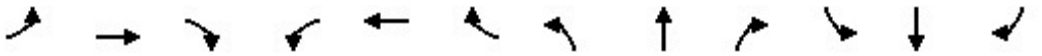
(XXXXX)	2035 AADT
XXXX	2035 DDHV
K ML =	**9.00%**
K SS =	**9.00%**

D Factors
55.0% WB
45.0% EB
55.0% NB

APPENDIX E

Synchro Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	559	364	416	269	562	1611	243	0	174	1045	0	1705
Future Volume (vph)	559	364	416	269	562	1611	243	0	174	1045	0	1705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	425		250	375		300	1000		875	1000		1000
Storage Lanes	2		1	2		1	1		2	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.88	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	0	2787	3433	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	0	2787	3433	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			452			871			189			824
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		616			1280			1120			1179	
Travel Time (s)		9.3			19.4			21.8			23.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	608	396	452	292	611	1751	264	0	189	1136	0	1853
Shared Lane Traffic (%)												
Lane Group Flow (vph)	608	396	452	292	611	1751	264	0	189	1136	0	1853
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			100			100	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		8			4		
Permitted Phases			Free			Free			8			4

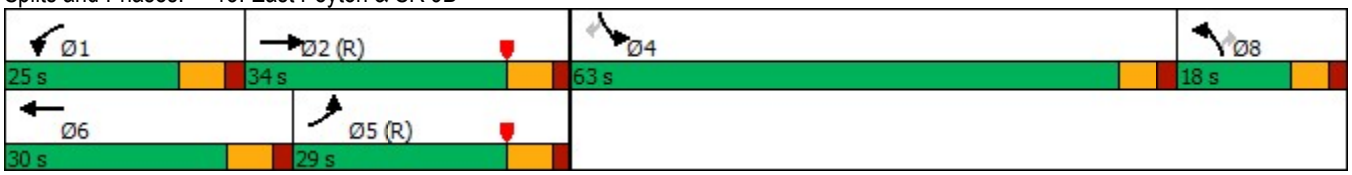


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		8		8	4		4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0		4.0	4.0		4.0
Minimum Split (s)	12.0	12.0		12.0	12.0		10.0		10.0	24.0		24.0
Total Split (s)	29.0	34.0		25.0	30.0		18.0		18.0	63.0		63.0
Total Split (%)	20.7%	24.3%		17.9%	21.4%		12.9%		12.9%	45.0%		45.0%
Maximum Green (s)	22.2	27.2		18.2	23.2		12.0		12.0	57.0		57.0
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0		3.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	None		None		None	None		None
Act Effct Green (s)	22.2	29.1	140.0	16.3	23.2	140.0	12.0		12.0	57.0		57.0
Actuated g/C Ratio	0.16	0.21	1.00	0.12	0.17	1.00	0.09		0.09	0.41		0.41
v/c Ratio	1.12	0.54	0.29	0.73	1.04	1.11	0.90		0.46	0.81		1.14
Control Delay	118.0	49.7	0.3	57.9	92.0	76.6	94.8		11.7	42.5		93.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	118.0	49.7	0.3	57.9	92.0	76.6	94.8		11.7	42.5		93.9
LOS	F	D	A	E	F	E	F		B	D		F
Approach Delay		62.9			78.1			60.2			74.4	
Approach LOS		E			E			E			E	
Queue Length 50th (ft)	~325	183	0	135	~321	~1722	124		0	468		~851
Queue Length 95th (ft)	#450	m218	m0	m180	#442	#1655	#207		42	559		#1002
Internal Link Dist (ft)		536			1200			1040			1099	
Turn Bay Length (ft)	425		250	375		300	1000		875	1000		1000
Base Capacity (vph)	544	735	1583	446	586	1583	294		411	1397		1623
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	1.12	0.54	0.29	0.65	1.04	1.11	0.90		0.46	0.81		1.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 110 (79%), Referenced to phase 2:EBT and 5:EBL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 72.6		Intersection LOS: E	
Intersection Capacity Utilization 96.1%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: East Peyton & SR 9B



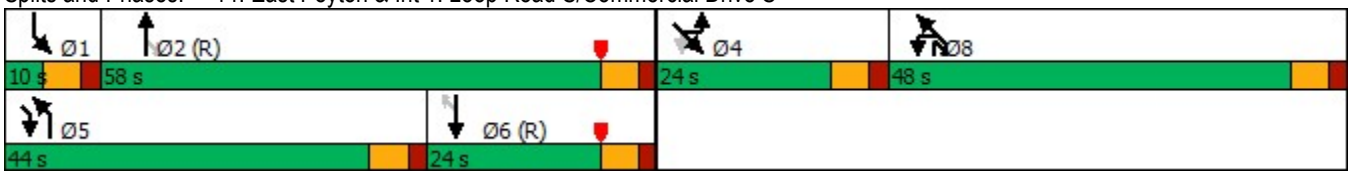
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	915	5	669	5	5	5	5	94	991	1451	87	5
Future Volume (vph)	915	5	669	5	5	5	5	94	991	1451	87	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		240	0		0	600		600
Storage Lanes	2		1	2		1	1		2	2		0
Taper Length (ft)	100			100			50			100		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	0.88	0.94	1.00	1.00
Frt			0.850			0.850			0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	1863	2787	4990	1848	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	1863	2787	4990	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			478			164			549		2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1280			1161			532			797	
Travel Time (s)		24.9			22.6			10.4			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	995	5	727	5	5	5	5	102	1077	1577	95	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	995	5	727	5	5	5	5	102	1077	1577	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	8	1	6		4	4	5	8	8	
Permitted Phases			2			6			4			

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	5	2	8	1	6	6	4	4	5	8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	11.0	24.0	24.0	10.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	
Total Split (s)	44.0	58.0	48.0	10.0	24.0	24.0	24.0	24.0	44.0	48.0	48.0	
Total Split (%)	31.4%	41.4%	34.3%	7.1%	17.1%	17.1%	17.1%	17.1%	31.4%	34.3%	34.3%	
Maximum Green (s)	38.0	52.0	42.0	4.0	18.0	18.0	18.0	18.0	38.0	42.0	42.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	None	None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	38.0	47.7	111.8	4.0	5.7	5.7	13.0	13.0	51.0	59.4	59.4	
Actuated g/C Ratio	0.27	0.34	0.80	0.03	0.04	0.04	0.09	0.09	0.36	0.42	0.42	
v/c Ratio	1.07	0.00	0.53	0.05	0.02	0.02	0.03	0.59	0.79	0.75	0.13	
Control Delay	82.0	24.6	2.2	46.2	69.6	0.0	55.4	74.4	17.1	20.4	15.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.0	24.6	2.2	46.2	69.6	0.0	55.4	74.4	17.1	20.4	15.8	
LOS	F	C	A	D	E	A	E	E	B	C	B	
Approach Delay		48.2			38.6			22.2			20.2	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	~528	1	0	2	1	0	4	91	201	202	31	
Queue Length 95th (ft)	#654	m1	291	m2	m1	m0	18	148	258	296	71	
Internal Link Dist (ft)		1200			1081			452			717	
Turn Bay Length (ft)	300		300	350		240				600		
Base Capacity (vph)	931	1888	1360	98	653	346	227	239	1364	2115	784	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.07	0.00	0.53	0.05	0.01	0.01	0.02	0.43	0.79	0.75	0.13	

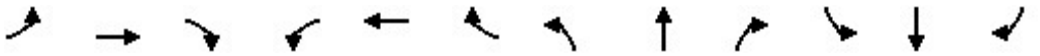
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 92 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 31.3		Intersection LOS: C	
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: East Peyton & Int 1: Loop Road S/Commercial Drive S



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	482	78	350	793	115	2084	205	0	522	1861	0	1440
Future Volume (vph)	482	78	350	793	115	2084	205	0	522	1861	0	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	425		250	375		300	1000		875	1000		1000
Storage Lanes	2		1	2		1	1		2	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.88	0.97	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	0	2787	3433	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	0	2787	3433	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			380			919			490			887
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		616			1280			1120			1179	
Travel Time (s)		9.3			19.4			21.8			23.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	524	85	380	862	125	2265	223	0	567	2023	0	1565
Shared Lane Traffic (%)												
Lane Group Flow (vph)	524	85	380	862	125	2265	223	0	567	2023	0	1565
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			100			100	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		8			4		
Permitted Phases			Free			Free			8			4

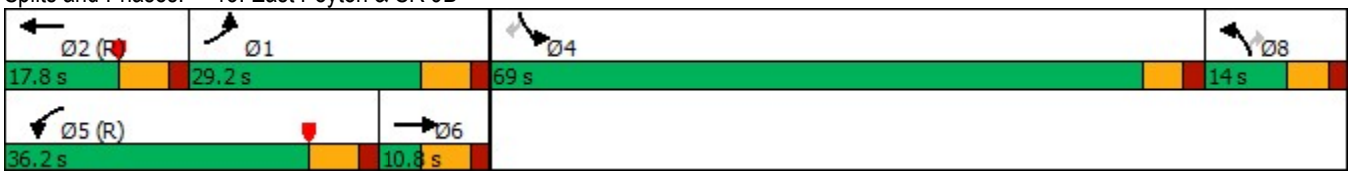


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		8		8	4		4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0		4.0	4.0		4.0
Minimum Split (s)	10.8	10.8		10.8	10.8		10.8		10.8	10.8		10.8
Total Split (s)	29.2	10.8		36.2	17.8		14.0		14.0	69.0		69.0
Total Split (%)	22.5%	8.3%		27.8%	13.7%		10.8%		10.8%	53.1%		53.1%
Maximum Green (s)	22.4	4.0		29.4	11.0		8.0		8.0	63.0		63.0
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.0		6.0	6.0		6.0
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0		3.0	3.0		3.0
Recall Mode	None	Max		C-Max	C-Max		None		None	None		None
Act Effct Green (s)	22.4	4.0	130.0	29.4	11.0	130.0	8.0		8.0	63.0		63.0
Actuated g/C Ratio	0.17	0.03	1.00	0.23	0.08	1.00	0.06		0.06	0.48		0.48
v/c Ratio	0.89	0.79	0.24	1.11	0.42	1.43	1.06		0.90	1.22		0.87
Control Delay	60.6	87.7	0.2	108.0	55.3	214.9	135.0		28.1	134.6		18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	60.6	87.7	0.2	108.0	55.3	214.9	135.0		28.1	134.6		18.2
LOS	E	F	A	F	E	F	F		C	F		B
Approach Delay		39.7			180.4			58.3			83.8	
Approach LOS		D			F			E			F	
Queue Length 50th (ft)	215	37	0	~441	51	~2287	~106		36	~1074		324
Queue Length 95th (ft)	m#305	m47	m0	m#551	m61	#2481	#190		#143	#1208		465
Internal Link Dist (ft)		536			1200			1040			1099	
Turn Bay Length (ft)	425		250	375		300	1000		875	1000		1000
Base Capacity (vph)	591	108	1583	776	299	1583	211		631	1663		1807
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.89	0.79	0.24	1.11	0.42	1.43	1.06		0.90	1.22		0.87

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 103 (79%), Referenced to phase 2:WBT and 5:WBL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.43			
Intersection Signal Delay: 112.9		Intersection LOS: F	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: East Peyton & SR 9B

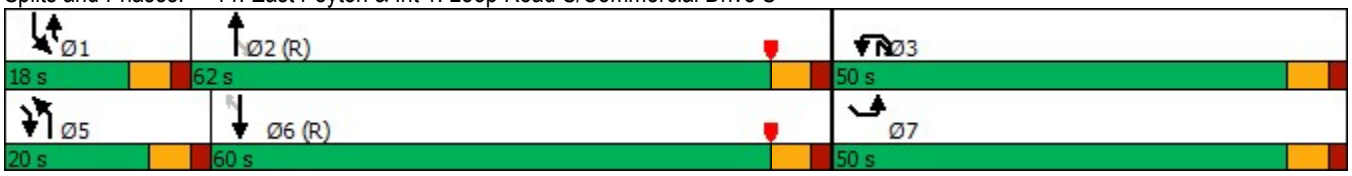


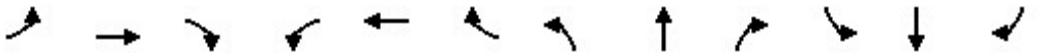
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	261	1985	373	86	1829	112	151	0	283	1221	0	217
Future Volume (vph)	261	1985	373	86	1829	112	151	0	283	1221	0	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		240	0		0	600		600
Storage Lanes	2		1	2		1	1		2	2		1
Taper Length (ft)	100			100			50			100		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	0.88	0.94	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	0	2787	4990	0	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	0	2787	4990	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			294			84			76			236
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1280			1161			532			797	
Travel Time (s)		24.9			22.6			10.4			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	284	2158	405	93	1988	122	164	0	308	1327	0	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	2158	405	93	1988	122	164	0	308	1327	0	236
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot		Over	Prot		Over
Protected Phases	5	2	3	1	6		7		5	3		1
Permitted Phases			2			6						

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	5	2	3	1	6	6	7		5	3		1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
Minimum Split (s)	11.0	24.0	24.0	10.0	24.0	24.0	24.0		11.0	24.0		10.0
Total Split (s)	20.0	62.0	50.0	18.0	60.0	60.0	50.0		20.0	50.0		18.0
Total Split (%)	15.4%	47.7%	38.5%	13.8%	46.2%	46.2%	38.5%		15.4%	38.5%		13.8%
Maximum Green (s)	14.0	56.0	44.0	12.0	54.0	54.0	44.0		14.0	44.0		12.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?				Yes								Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None		None	None		None
Act Effct Green (s)	13.9	61.5	109.0	9.0	56.6	56.6	41.4		13.9	41.4		9.0
Actuated g/C Ratio	0.11	0.47	0.84	0.07	0.44	0.44	0.32		0.11	0.32		0.07
v/c Ratio	0.77	0.90	0.29	0.39	0.90	0.17	0.29		0.84	0.83		0.72
Control Delay	77.9	13.4	0.3	48.1	44.7	16.0	34.2		63.1	36.5		26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	77.9	13.4	0.3	48.1	44.7	16.0	34.2		63.1	36.5		26.5
LOS	E	B	A	D	D	B	C		E	D		C
Approach Delay		18.0			43.3			53.1			35.0	
Approach LOS		B			D			D			C	
Queue Length 50th (ft)	125	354	0	36	655	54	102		110	375		60
Queue Length 95th (ft)	m115	m349	m0	m36	m676	m56	160		#194	393		116
Internal Link Dist (ft)		1200			1081			452			717	
Turn Bay Length (ft)	300		300	350		240				600		600
Base Capacity (vph)	378	2406	1399	316	2214	736	599		374	1688		360
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.75	0.90	0.29	0.29	0.90	0.17	0.27		0.82	0.79		0.66

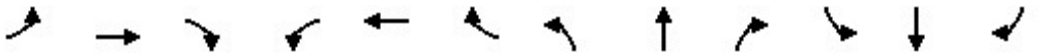
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 96 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 14: East Peyton & Int 1: Loop Road S/Commercial Drive S





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	482	78	350	793	115	2084	205	0	522	1861	0	1440
Future Volume (vph)	482	78	350	793	115	2084	205	0	522	1861	0	1440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	425		250	375		300	1000		875	1000		1000
Storage Lanes	2		1	2		1	1		2	2		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.91	0.91	0.97	1.00	0.88	0.94	1.00	0.88
Frt			0.850		0.865	0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	2933	1441	3433	0	2787	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	2933	1441	3433	0	2787	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			380		878	931			567			985
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		616			1280			1120			1179	
Travel Time (s)		9.3			19.4			21.8			23.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	524	85	380	862	125	2265	223	0	567	2023	0	1565
Shared Lane Traffic (%)						50%						
Lane Group Flow (vph)	524	85	380	862	1258	1132	223	0	567	2023	0	1565
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			100			100	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		8			4		
Permitted Phases			Free			Free			8			4

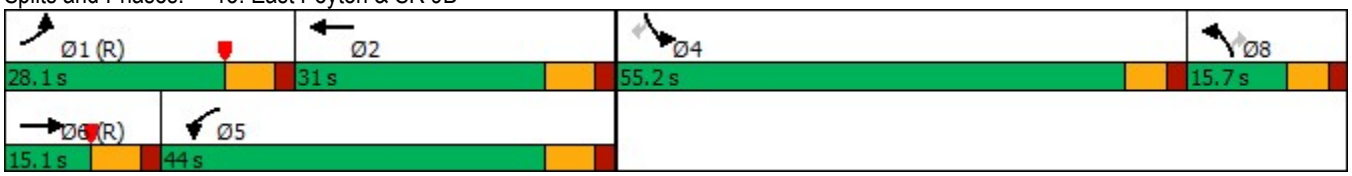


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		8		8	4		4
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0		4.0	4.0		4.0
Minimum Split (s)	10.8	10.8		10.8	10.8		10.8		10.8	10.8		10.8
Total Split (s)	28.1	15.1		44.0	31.0		15.7		15.7	55.2		55.2
Total Split (%)	21.6%	11.6%		33.8%	23.8%		12.1%		12.1%	42.5%		42.5%
Maximum Green (s)	21.3	8.3		37.2	24.2		9.7		9.7	49.2		49.2
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0		3.0	3.0		3.0
Recall Mode	C-Max	C-Max		None	Max		None		None	None		None
Act Effct Green (s)	21.3	8.3	130.0	37.2	24.2	130.0	9.7		9.7	49.2		49.2
Actuated g/C Ratio	0.16	0.06	1.00	0.29	0.19	1.00	0.07		0.07	0.38		0.38
v/c Ratio	0.93	0.38	0.24	0.88	1.14dr	0.79	0.87		0.77	1.07		0.94
Control Delay	71.1	61.6	0.2	45.5	33.8	4.9	90.5		12.6	81.8		26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	71.1	61.6	0.2	45.5	33.8	4.9	90.5		12.6	81.8		26.1
LOS	E	E	A	D	C	A	F		B	F		C
Approach Delay		43.0			26.9			34.6			57.5	
Approach LOS		D			C			C			E	
Queue Length 50th (ft)	235	35	0	337	181	281	97		0	~669		337
Queue Length 95th (ft)	m#318	m45	m0	m#458	#421	376	#170		60	#761		#564
Internal Link Dist (ft)		536			1200			1040			1099	
Turn Bay Length (ft)	425		250	375		300	1000		875	1000		1000
Base Capacity (vph)	562	225	1583	982	1260	1441	256		732	1888		1666
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.93	0.38	0.24	0.88	1.00	0.79	0.87		0.77	1.07		0.94

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 14 (11%), Referenced to phase 1:EBL and 6:EBT, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 42.2		Intersection LOS: D	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 13: East Peyton & SR 9B



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	261	1985	373	86	1829	112	151	0	283	1221	0	217
Future Volume (vph)	261	1985	373	86	1829	112	151	0	283	1221	0	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	350		240	0		0	600		600
Storage Lanes	2		1	2		1	1		2	2		1
Taper Length (ft)	100			100			50			100		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	1.00	0.88	0.94	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	0	2787	4990	0	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	1770	0	2787	4990	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			294			89			76			225
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1280			1161			532			797	
Travel Time (s)		24.9			22.6			10.4			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	284	2158	405	93	1988	122	164	0	308	1327	0	236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	2158	405	93	1988	122	164	0	308	1327	0	236
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			36			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	Prot		Over	Prot		Over
Protected Phases	5	2	3	1	6		7		5	3		1
Permitted Phases			2			6						

14: East Peyton & Int 1: Loop Road S/Commercial Drive S

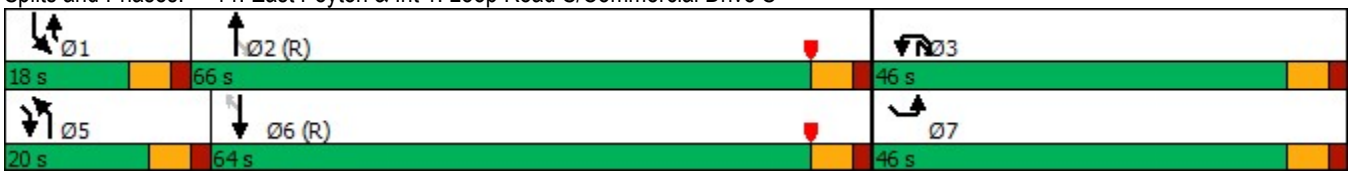
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Detector Phase	5	2	3	1	6	6	7		5	3		1
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0		10.0
Total Split (s)	20.0	66.0	46.0	18.0	64.0	64.0	46.0		20.0	46.0		18.0
Total Split (%)	15.4%	50.8%	35.4%	13.8%	49.2%	49.2%	35.4%		15.4%	35.4%		13.8%
Maximum Green (s)	14.0	60.0	40.0	12.0	58.0	58.0	40.0		14.0	40.0		12.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?				Yes								Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None		None	None		None
Act Effct Green (s)	13.6	63.7	108.9	9.1	59.2	59.2	39.2		13.6	39.2		9.1
Actuated g/C Ratio	0.10	0.49	0.84	0.07	0.46	0.46	0.30		0.10	0.30		0.07
v/c Ratio	0.79	0.87	0.29	0.39	0.86	0.16	0.31		0.86	0.88		0.74
Control Delay	78.0	12.4	0.2	71.1	18.2	2.1	36.6		65.3	31.6		22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	78.0	12.4	0.2	71.1	18.2	2.1	36.6		65.3	31.6		22.9
LOS	E	B	A	E	B	A	D		E	C		C
Approach Delay		17.2			19.5			55.3			30.3	
Approach LOS		B			B			E			C	
Queue Length 50th (ft)	129	155	0	40	201	2	105		111	174		79
Queue Length 95th (ft)	m136	m169	m0	m62	288	m13	168		#194	327		121
Internal Link Dist (ft)		1200			1081			452			717	
Turn Bay Length (ft)	300		300	350		240				600		600
Base Capacity (vph)	370	2491	1381	316	2316	769	544		368	1535		350
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.77	0.87	0.29	0.29	0.86	0.16	0.30		0.84	0.86		0.67

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

14: East Peyton & Int 1: Loop Road S/Commercial Drive S

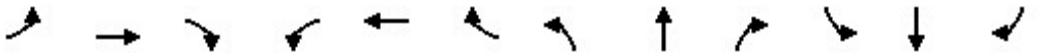
Splits and Phases: 14: East Peyton & Int 1: Loop Road S/Commercial Drive S



22: Int 2: Commercial Drive 2/ Comm Drive J

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	15	142	351	16	150	158	1499	314	135	1265	56
Future Volume (vph)	61	15	142	351	16	150	158	1499	314	135	1265	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		200	400		400	300		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.746			0.747			0.950			0.950		
Satd. Flow (perm)	1390	1863	1583	1391	1863	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154			163			341			76
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		434			1072			1161			951	
Travel Time (s)		8.5			20.9			22.6			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	16	154	382	17	163	172	1629	341	147	1375	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	16	154	382	17	163	172	1629	341	147	1375	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6

22: Int 2: Commercial Drive 2/ Comm Drive J



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	60.0	60.0	60.0	60.0	60.0	60.0	22.0	52.0	52.0	18.0	48.0	48.0
Total Split (%)	46.2%	46.2%	46.2%	46.2%	46.2%	46.2%	16.9%	40.0%	40.0%	13.8%	36.9%	36.9%
Maximum Green (s)	54.0	54.0	54.0	54.0	54.0	54.0	16.0	46.0	46.0	12.0	42.0	42.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	42.2	42.2	42.2	42.2	42.2	42.2	16.0	54.3	54.3	15.5	53.8	53.8
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.12	0.42	0.42	0.12	0.41	0.41
v/c Ratio	0.15	0.03	0.25	0.85	0.03	0.26	0.79	0.77	0.40	0.70	0.65	0.09
Control Delay	29.1	25.7	4.7	57.4	25.8	4.7	60.7	27.2	3.4	51.2	29.4	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	25.7	4.7	57.4	25.8	4.7	60.7	27.2	3.4	51.2	29.4	5.4
LOS	C	C	A	E	C	A	E	C	A	D	C	A
Approach Delay		13.0			41.2			26.1			30.5	
Approach LOS		B			D			C			C	
Queue Length 50th (ft)	39	9	0	296	10	0	129	305	27	105	428	5
Queue Length 95th (ft)	65	23	42	376	24	43	m164	428	m42	#248	485	m38
Internal Link Dist (ft)		354			992			1081			871	
Turn Bay Length (ft)				400		200	400		400	300		300
Base Capacity (vph)	577	773	747	577	773	752	217	2125	860	210	2104	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.02	0.21	0.66	0.02	0.22	0.79	0.77	0.40	0.70	0.65	0.09

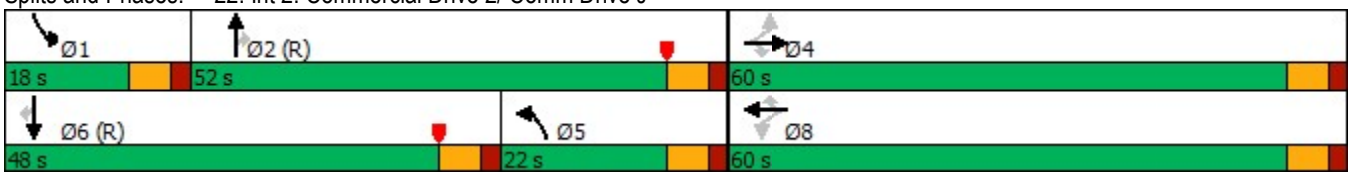
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 120 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 28.8		Intersection LOS: C	
Intersection Capacity Utilization 77.6%		ICU Level of Service D	
Analysis Period (min) 15			

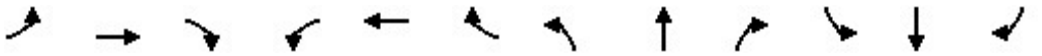
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

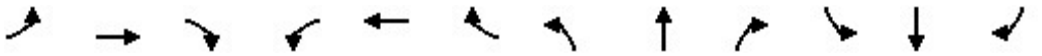
Splits and Phases: 22: Int 2: Commercial Drive 2/ Comm Drive J





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	30	283	35	37	344	261	1614	83	90	1283	112
Future Volume (vph)	121	30	283	35	37	344	261	1614	83	90	1283	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		300	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.731			0.736			0.950			0.950		
Satd. Flow (perm)	1362	1863	1583	1371	1863	1583	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			308			214			90			122
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		586			628			951			1144	
Travel Time (s)		11.4			12.2			18.5			22.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	33	308	38	40	374	284	1754	90	98	1395	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	33	308	38	40	374	284	1754	90	98	1395	122
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6

23: Int 3: Commercial Drive 3/Loop Road N



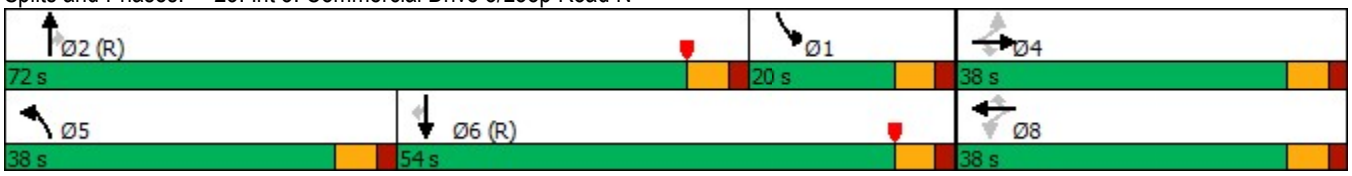
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	38.0	38.0	72.0	72.0	20.0	54.0	54.0
Total Split (%)	29.2%	29.2%	29.2%	29.2%	29.2%	29.2%	29.2%	55.4%	55.4%	15.4%	41.5%	41.5%
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0	32.0	32.0	66.0	66.0	14.0	48.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0		0	0
Act Effct Green (s)	21.0	21.0	21.0	21.0	21.0	21.0	25.6	73.8	73.8	17.2	65.5	65.5
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.16	0.20	0.57	0.57	0.13	0.50	0.50
v/c Ratio	0.60	0.11	0.60	0.17	0.13	0.86	0.82	0.61	0.10	0.42	0.54	0.14
Control Delay	60.4	43.2	9.6	44.9	43.8	41.0	57.8	7.5	0.4	35.9	10.3	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	43.2	9.6	44.9	43.8	41.0	57.8	7.5	0.4	35.9	10.3	2.3
LOS	E	D	A	D	D	D	E	A	A	D	B	A
Approach Delay		26.1			41.6			13.9			11.2	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	105	24	0	28	29	139	159	53	0	64	116	1
Queue Length 95th (ft)	157	50	74	56	58	239	m213	579	m6	140	209	25
Internal Link Dist (ft)		506			548			871			1064	
Turn Bay Length (ft)							300		300	300		300
Base Capacity (vph)	335	458	621	337	458	550	435	2887	937	234	2560	857
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.07	0.50	0.11	0.09	0.68	0.65	0.61	0.10	0.42	0.54	0.14

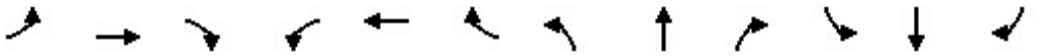
Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 60 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 74.2% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

23: Int 3: Commercial Drive 3/Loop Road N

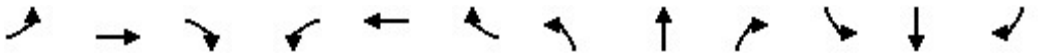
Splits and Phases: 23: Int 3: Commercial Drive 3/Loop Road N





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	5	45	66	5	28	71	2056	103	44	1484	30
Future Volume (vph)	19	5	45	66	5	28	71	2056	103	44	1484	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	400		400	300		300	400		300
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.864			0.871				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1609	0	1770	1622	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.734			0.722			0.950			0.950		
Satd. Flow (perm)	1367	1609	0	1345	1622	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			30				112			76
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		394			885			1144			1073	
Travel Time (s)		7.7			17.2			22.3			20.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	5	49	72	5	30	77	2235	112	48	1613	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	54	0	72	35	0	77	2235	112	48	1613	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6

24: Int 4: Parcel Q/Residential parcel M



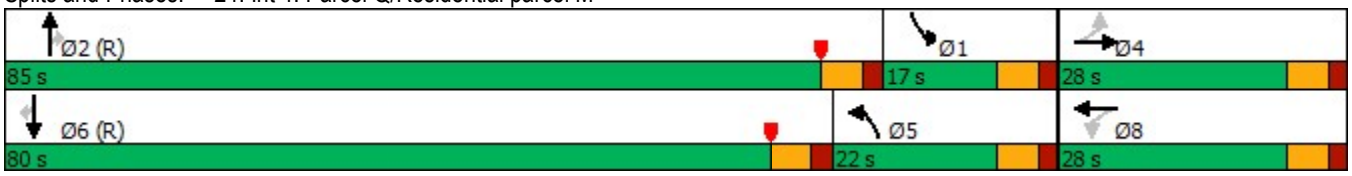
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0		24.0	24.0		11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	28.0	28.0		28.0	28.0		22.0	85.0	85.0	17.0	80.0	80.0
Total Split (%)	21.5%	21.5%		21.5%	21.5%		16.9%	65.4%	65.4%	13.1%	61.5%	61.5%
Maximum Green (s)	22.0	22.0		22.0	22.0		16.0	79.0	79.0	11.0	74.0	74.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)	12.0	12.0		12.3	12.3		12.9	97.1	97.1	8.6	93.1	93.1
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.10	0.75	0.75	0.07	0.72	0.72
v/c Ratio	0.17	0.28		0.57	0.19		0.44	0.59	0.09	0.41	0.44	0.03
Control Delay	54.9	19.6		72.3	22.4		51.5	2.8	0.3	61.6	3.2	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	19.6		72.3	22.4		51.5	2.8	0.3	61.6	3.2	0.0
LOS	D	B		E	C		D	A	A	E	A	A
Approach Delay		29.5			56.0			4.3			4.8	
Approach LOS		C			E			A			A	
Queue Length 50th (ft)	17	4		59	4		68	40	1	42	85	0
Queue Length 95th (ft)	42	44		107	36		m112	121	m0	m84	99	m0
Internal Link Dist (ft)		314			805			1064			993	
Turn Bay Length (ft)				400			300		300	400		300
Base Capacity (vph)	231	313		227	299		217	3799	1211	149	3643	1155
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.17		0.32	0.12		0.35	0.59	0.09	0.32	0.44	0.03

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 58 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 6.2 Intersection LOS: A
Intersection Capacity Utilization 68.4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

24: Int 4: Parcel Q/Residential parcel M

Splits and Phases: 24: Int 4: Parcel Q/Residential parcel M

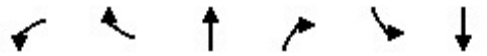


26: Int 5: Parcels NOP & East Peyton



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	271	116	1825	278	119	1311
Future Volume (vph)	271	116	1825	278	119	1311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		400	400	
Storage Lanes	2	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.91
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	1583	5085	1583	1770	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	1583	5085	1583	1770	5085
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		126		302		
Link Speed (mph)	35		35			35
Link Distance (ft)	875		1073			1023
Travel Time (s)	17.0		20.9			19.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	126	1984	302	129	1425
Shared Lane Traffic (%)						
Lane Group Flow (vph)	295	126	1984	302	129	1425
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			40
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Prot	NA	Perm	Prot	NA
Protected Phases	8	8	2		1	6
Permitted Phases				2		

26: Int 5: Parcels NOP & East Peyton



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	1	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0
Total Split (s)	26.0	26.0	79.0	79.0	25.0	104.0
Total Split (%)	20.0%	20.0%	60.8%	60.8%	19.2%	80.0%
Maximum Green (s)	20.0	20.0	73.0	73.0	19.0	98.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0	0	0		0
Act Effct Green (s)	16.3	16.3	76.7	76.7	19.0	101.7
Actuated g/C Ratio	0.13	0.13	0.59	0.59	0.15	0.78
v/c Ratio	0.69	0.41	0.66	0.29	0.50	0.36
Control Delay	62.8	12.3	8.0	1.3	64.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	12.3	8.0	1.3	64.5	1.2
LOS	E	B	A	A	E	A
Approach Delay	47.7		7.1			6.5
Approach LOS	D		A			A
Queue Length 50th (ft)	124	0	50	0	116	4
Queue Length 95th (ft)	168	57	292	33	m137	m58
Internal Link Dist (ft)	795		993			943
Turn Bay Length (ft)				400	400	
Base Capacity (vph)	528	350	3001	1058	258	3979
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.36	0.66	0.29	0.50	0.36

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 71 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 64.6% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

26: Int 5: Parcels NOP & East Peyton

Splits and Phases: 26: Int 5: Parcels NOP & East Peyton



25: East Peyton & Race Track Road

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	648	689	1030	1545	977	965
Future Volume (vph)	648	689	1030	1545	977	965
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	500		0	400
Storage Lanes		1	2		2	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		678				13
Link Speed (mph)	45			45	35	
Link Distance (ft)	1473			1228	1023	
Travel Time (s)	22.3			18.6	19.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	704	749	1120	1679	1062	1049
Shared Lane Traffic (%)						
Lane Group Flow (vph)	704	749	1120	1679	1062	1049
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	40			40	40	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	4		3	8	2	2 3
Permitted Phases		Free				

25: East Peyton & Race Track Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	4		3	8	2	2 3
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	24.8		11.0	24.8	24.0	
Total Split (s)	32.0		49.0	81.0	49.0	
Total Split (%)	24.6%		37.7%	62.3%	37.7%	
Maximum Green (s)	25.2		42.2	74.2	43.0	
Yellow Time (s)	4.8		4.8	4.8	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.8		6.8	6.8	6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	C-Max	
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	25.2	130.0	42.2	74.2	43.0	92.0
Actuated g/C Ratio	0.19	1.00	0.32	0.57	0.33	0.71
v/c Ratio	1.03	0.47	1.01	0.83	0.94	0.53
Control Delay	93.2	3.3	72.0	27.4	48.6	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.2	3.3	72.0	27.4	48.6	12.6
LOS	F	A	E	C	D	B
Approach Delay	46.9			45.3	30.7	
Approach LOS	D			D	C	
Queue Length 50th (ft)	~341	121	~490	581	331	193
Queue Length 95th (ft)	m#412	m163	#642	691	#567	261
Internal Link Dist (ft)	1393			1148	943	
Turn Bay Length (ft)		300	500			400
Base Capacity (vph)	686	1583	1114	2019	1135	1976
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.47	1.01	0.83	0.94	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 61 (47%), Referenced to phase 2:NBL and 6:, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 40.8		Intersection LOS: D	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

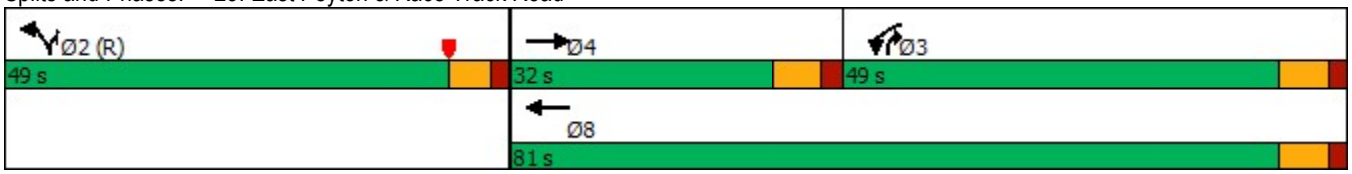
Queue shown is maximum after two cycles.

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 25: East Peyton & Race Track Road



NORTHWEST SECTOR
COMMUNITY MEETING
SUMMARY

ROGERS | TOWERS
ATTORNEYS AT LAW

Ellen Avery-Smith

904 . 824 . 0879 x5207
EAverysmith@rtlaw.com

100 Whetstone Place • Suite 200
St. Augustine, Florida 32086

904 . 825 . 4070 Fax
www.rtlaw.com

MEMORANDUM

TO: Joseph Cearley

FROM: Ellen Avery-Smith

DATE: December 4, 2019

RE: Durbin Park Comprehensive Plan Amendment, Development Agreement Modification and Planned Unit Development Applications/Northwest Sector Community Participation Meeting Summary

Durbin Creek National, LLC ("Durbin") is the owner of approximately 1,271 acres located south of Race Track Road, east of State Road 9B and east and west of Interstate 95 in unincorporated St. Johns County (the "Property"). Durbin has submitted applications for a Comprehensive Plan Amendment, Development Agreement Modification and Planned Unit Development ("PUD") rezoning for the property. The Property is located in the Northwest Sector of St. Johns County, so a community participation meeting is required prior to public hearings on the aforementioned applications.

Drew Frick, Melissa Yuhas, Brad Davis, Tony Robbins and I represented Durbin at a community meeting on the referenced application held at 6 p.m. on December 3, 2019 at the St. Johns County Northwest Service Center, Multi-Purpose Room 115, 725 Flora Branch Boulevard, St. Johns, Florida 32259. Four residents attended the meeting.

The project team gave an overview of the Durbin Park Urban Service Area and Intensive Commercial future land use designation of the Property, the public roads to be constructed pursuant to the Development Agreement and reasons for the proposed modifications to the document, and the proposed mixed-use PUD development on the Property. Mr. Frick noted that Flagler Hospital would construct a medical campus within the first phase of the PUD, which will bring jobs to the area, generate spin-off businesses and require workforce housing for hospital/medical employees. The team discussed the upcoming public hearings on the pending applications and stated they would notify residents of the hearing dates once set by St. Johns County.

The residents were very complimentary of the new Durbin Pavilion being developed by Durbin and its partner adjacent to the Property. They inquired about whether the new project would bring more high-paying jobs to St. Johns County so that residents would not have to drive to Jacksonville for work.

The meeting began at 6 p.m., and the Durbin team remained on site until approximately 7 p.m.

DURBIN PARK COMMUNITY MEETING
FOR
COMPAMD 2019-05, DEVAGRMOD 2019-01 AND PUD 2019-12

DECEMBER 3, 2019 6:00 P.M.

St. Johns County Service Center – Julington Creek Branch
725 Flora Branch Boulevard, Jacksonville, Florida 32259

Name (Please Print)	Address	E-Mail
Ray Green	38 Maleda Way St Johns FL 32259	thegreenhome@comcast.net
LA Caballero	530 Black Forest Drive St Johns FL 32259	CaballeroLA@netscape.net
Linda Daniels	7350 SR 13 N	ldaniels@lindadaniels.com
Dona Cuthbert	218 Thorn Hollow Ct St Aug 32092	cuthfla@bellsouth.net

THANK YOU FOR ATTENDING TONIGHT'S COMMUNITY MEETING.

St. Johns County Growth Management Department
Planning & Zoning Section
4040 Lewis Speedway
St. Augustine, Florida 32084
Phone: 904 209-0675 Fax: 904 209-0576 E-mail:
plandept@sjcfl.us

COMMUNITY MEETING NOTICING AFFIDAVIT

Date: 12-4-19

I hereby certify that the Community Planning Public Participation Meeting noticing procedures outlined in Development Review Manual Section 33, and as required by Comprehensive Plan Policy A.2.1.7, have been properly completed for application number COMPAMD 2019-05; DEVAGE for a Community Meeting held on 12-3-19 . I understand that the Community Meeting must be held at least 15 days prior to the Planning and Zoning Agency hearing, and that this affidavit must be completed and returned within three business days of the community meeting with a summary of the discussion or the item may be continued to the next available hearing date.

Notice Requirement	Date and Initials
☒ **Adjacent Property Owner Notice sent 15 days prior to scheduled meeting**	EAS 11/1/19
☒ **Sign(s) Posted 15 days prior to scheduled meeting**	EAS 11/6/19
☒ **Published Notice with copy to Planning and Zoning 15 days prior to scheduled meeting**	EAS 11/4/19
☒ **Signs posted at location meeting**	EAS 12/3/19
☐ **Flyers posted within Northwest sector** (optional)	

Applicant Signature

12-4-19
Date

State of Florida
County of St. Johns

The foregoing instrument was acknowledged before me this 4th day of Dec. 20 19

By Ellen Avery-Smith, Esq. (name of person acknowledging).

(NOTARY SEAL)

VICKY L. WILLIAMS
Commission # GG 020837
Expires October 25, 2020
Bonded Thru Troy Fain Insurance 800-385-7019

Notary Signature

Vicky L. Williams
Name of Notary - Typed, printed or stamped

Personally known X OR Produced Identification ____

Type of Identification Produced: ____

Agenda Item

COMPAMD 2019-05 and PUD 2019-12
Durbin Park

St. Johns County
Planning and Zoning Agency

Durbin Park

- **Request:**
  - Adoption hearing to amend Comprehensive Plan Site Specific A.1.11.1(m)(8)(o)
  - Rezone approximately 1,281 acres from OR to PUD
  - Located on the south side of Race Track Road east and west of I-95 and SR 9-B

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

Application Summary:

- The Comprehensive Plan amendment proposes to change the site specific policy related to the Durbin Park Urban Service Area to
  - provide for hospital uses
  - reduced and enhanced buffering along portions of East Peyton Parkway
    - East Peyton Parkways shall maintain a minimum 10 foot scenic edge for non-residential uses and a minimum 30 foot scenic edge with an average 50 foot for residential uses
    - Race Track Road will be developed with a 30 foot scenic edge for all uses

Durbin Park

Introduction

Review

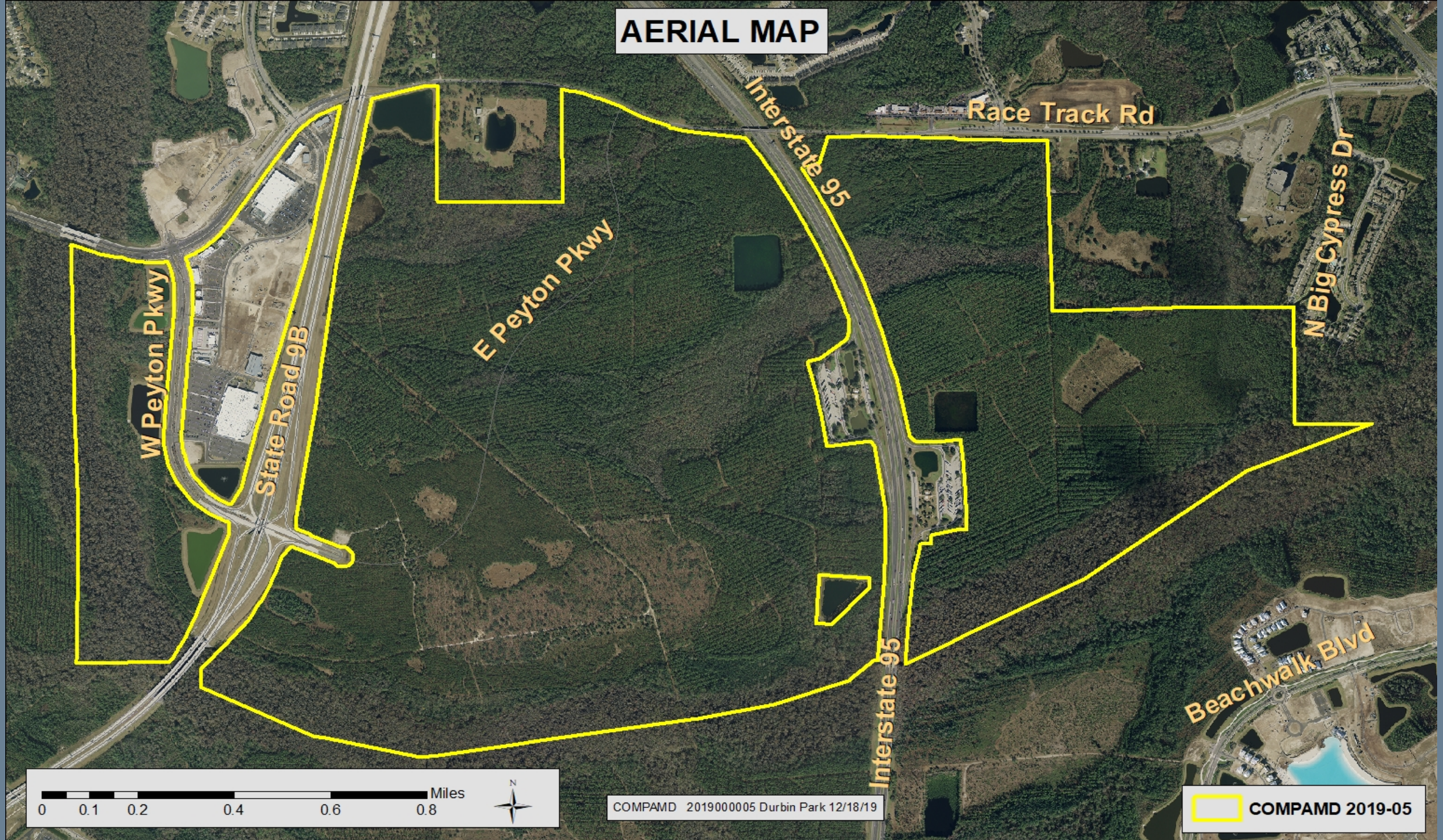
Analysis

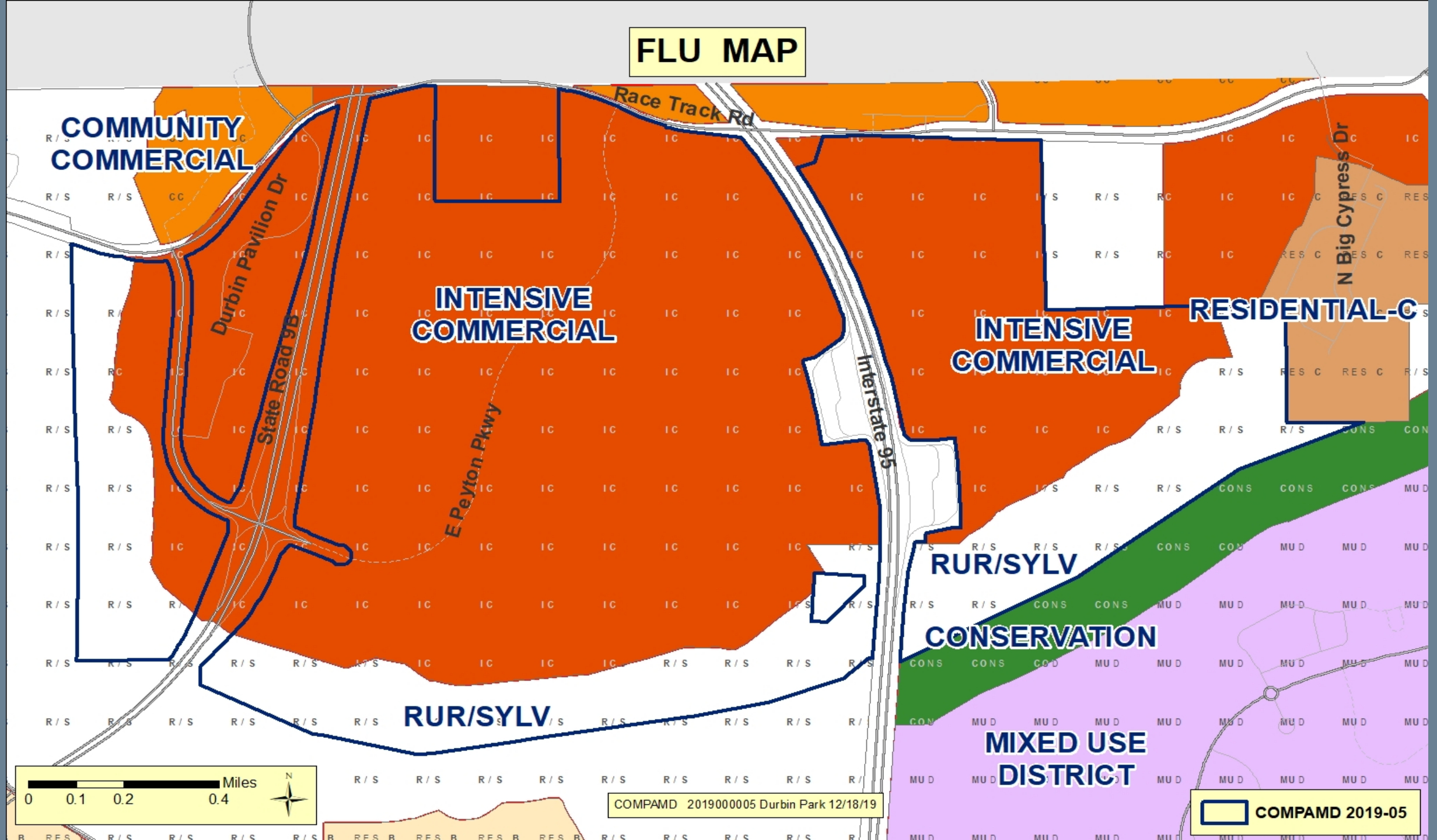
Public Input

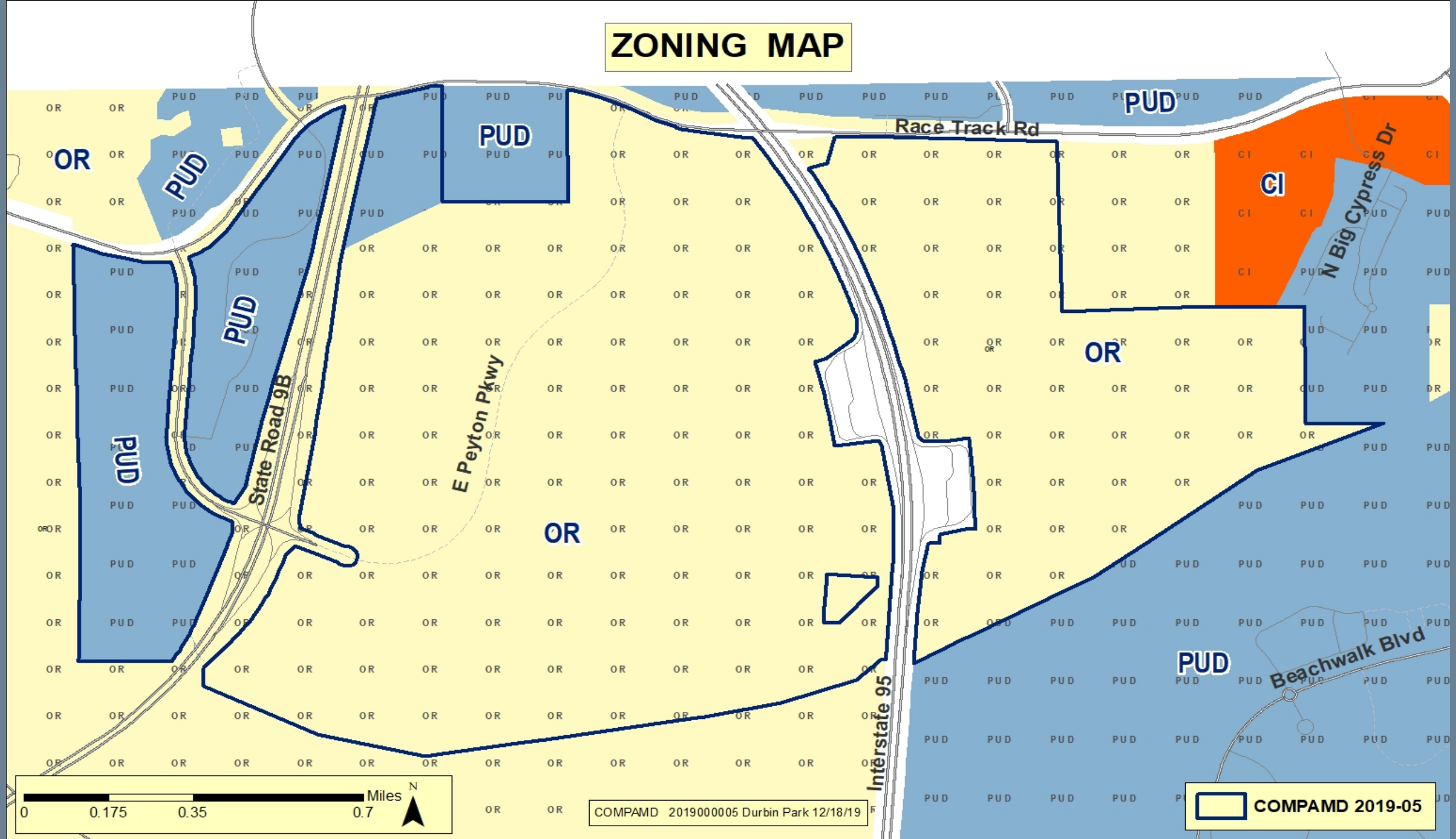
Findings

Application Summary:

- The PUD rezoning allows for the development of a mixed use project that includes:
  - 2,265 multi-family dwelling units
  - 1.6 M square feet Commercial Shopping Center
  - 2.2 M square feet Office uses
  - 350 room Hotel
  - 375,000 square feet Hospital


AERIAL MAP
Interstate 95
Race Track Rd
N Big Cypress Dr
E Peyton Pkwy
W Peyton Pkwy
State Road 9B
Interstate 95
Beachwalk Blvd
0 0.1 0.2 0.4 0.6 0.8 Miles
N
COMPAMD 2019000005 Durbin Park 12/18/19
COMPAMD 2019-05


FLU MAP
COMMUNITY COMMERCIAL
Race Track Rd
Durbin Pavilion Dr
State Road 9B
INTENSIVE COMMERCIAL
E Peyton Pkwy
Interstate 95
INTENSIVE COMMERCIAL
N Big Cypress Dr
RESIDENTIAL-C
RUR/SYLV
CONSERVATION
RUR/SYLV
MIXED USE DISTRICT
0 0.1 0.2 0.4 Miles
N
COMPAMD 2019000005 Durbin Park 12/18/19
COMPAMD 2019-05


ZONING MAP
Race Track Rd
N Big Cypress Dr
State Road 9B
E Peyton Pkwy
Interstate 95
Beachwalk Blvd
OR
PUD
CI
0
0.175
0.35
0.7
Miles
N
COMPAMD 2019000005 Durbin Park 12/18/19
COMPAMD 2019-05

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- **Planning and Zoning Review:**
  - Designated Intensive Commercial on the Future Land Use Map in 2000
  - Urban Service Area approved in 2015
  - Development Agreement, Tax Increment Financing and Road Capacity Charges were approved in 2015
  - Development Agreement was amended in 2016

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- The current Development Agreement allows 999 multi-family units, 350 hotel rooms, 2.7 million square feet of office and 2.3 million square feet of commercial retail
- Durbin Pavilion PUD was approved in 2016 and allows up to 700,000 square feet of commercial retail

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- Durbin Pavilion is under construction with almost 600,000 square feet either in review with the County or constructed
- There are no new impacts with this amendment
- Roadway and other infrastructure improvements are required by the Development Agreement
- Water, sewer and reuse are provided through JEA

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- The project is within five miles of a fire station located one located in Jacksonville along on Bartram Park Boulevard and is also within five miles of Station 19, currently under construction at Veterans Parkway and Race Track Road

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- Addition of Hospital Uses
  - Clarifies the intent to have a hospital use and medical campus within the approved Urban Service Area
  - Hospital uses are consistent with the Intensive Commercial Future Land Use designation

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- Scenic Edges:
  - East Peyton - a minimum 10 foot scenic edge for non-residential uses and minimum 30 foot for residential uses with an average 50 foot for residential uses
  - Race Track Road - a minimum 30 foot scenic edge for residential and non-residential uses
  - Enhanced landscaping consistent with the existing landscaped edges in the Pavilion

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

o PUD Development standards include:

	NON-RESIDENTIAL	RESIDENTIAL
Minimum Lot Width	None	None
Minimum Lot Area	None	None
ISR	95%	75%
Max Lot Coverage by all Buildings	None	None
Setbacks	0 front side and rear	20 front 5 side 10 rear
Max Height	120	100
Parking	Per LDC	Per LDC
Recreation, Open Space, Landscaping, Buffers and Edges	Per Comprehensive Plan and LDC, except where waived by this PUD	Per Comprehensive Plan and LDC, except where waived by this PUD

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- The PUD includes 37 waivers.
- Waivers are related to signage, seasonal sales, sale of alcoholic beverages, tree protection, access management, scenic edges, buffering and screening.
- The applicant has provided these waivers are required to develop this type of large-scale mixed use project with an urban appeal.

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- Comprehensive Plan:
  - Staff finds the reductions in the scenic edge and the addition of a hospital use within the Urban Service Area consistent with the development pattern in the area

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- PUD:
  - Staff finds the requested waivers consistent with the development pattern of the surrounding area
  - The development of SR 9-B, Durbin Pavilion, and Bartram Park has resulted in this area having an urban character
  - The PUD appears compatible with the surrounding area

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- Community meeting was held on December 3, 2019, in addition to the applicant's team, three residents were in attendance
- Residents were complimentary of Durbin Pavilion and inquired about future businesses and potential jobs coming into the area
- Staff has responded to general inquiries about the project and has not received any written correspondence

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- The Planning and Zoning Agency recommended approval of COMPAMD 2019-05 with a 6-0 vote
- The Agency recommended approval of PUD 2019-12 with a 5-1 vote

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- Staff does not object to approval of the of COMPAMD 2019-05 and offer four findings of fact to approve or deny

- Staff does not object to the approval of PUD 2019-12 and offer nine findings of fact to approve and ten findings of fact to deny

Durbin Park

Introduction

Review

Analysis

Public Input

Findings

- Development Agreement Modification
- Road Capacity Charge Ordinance

St. Johns County
Planning and Zoning Agency