

**3**

**AGENDA ITEM  
ST. JOHNS COUNTY BOARD OF COUNTY COMMISSIONERS**

*Deadline for Submission - Wednesday 9 a.m. – Thirteen Days Prior to BCC Meeting*

**7/20/2021**

**BCC MEETING DATE**

**TO:** Hunter S. Conrad, County Administrator **DATE:** June 18, 2021

**FROM:** Cynthia A. May, ASLA, Senior Planner **PHONE:** 904 209-0591

**SUBJECT OR TITLE:** COMPAMD 2021-02 Greenbriar Helow (Transmittal)

**AGENDA TYPE:** Ordinance, Public Hearing, Report

**BACKGROUND INFORMATION:**

Request for a Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Silviculture (R/S) to Residential-B (RES-B), Residential-C (RES-C), Residential-D (RES-D), and Mixed Use District (MD), with a Text Policy Amendment to accommodate development of a maximum 3,500 residential units and a maximum 2.5 million square feet of non-residential uses for approximately 2,211.60 acres of land, located north and south of Greenbriar Road, east and west of Longleaf Pine Parkway, and west of Veterans Parkway. The Planning and Zoning Agency held a public hearing on the proposed comprehensive plan amendment on June 3, 2021 and voted 4 – 3 in favor of recommending transmittal. Detailed information related to this hearing is provided in the attached staff report.

**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:**

APPROVE: Motion to approve transmittal of COMPAMD 2021-02 Greenbriar Helow based on four (4) findings of fact as provided in the Staff Report.  
DENY: Motion to deny transmittal of COMPAMD 2021-02 Greenbriar Helow based on four (4) findings of fact as provided in the Staff Report.

**For Administration Use Only:**  
**Legal:** Christine Valliere 6/29/2021 **OMB:** JDD 6/29/2021 **Admin:** Joy Andrews 7/8/2021



# **Growth Management Department**

## **PLANNING DIVISION REPORT**

**Application for Comprehensive Plan Amendment**  
**File Number: COMPAMD 2021-02 Greenbriar Helow**

**To:** Board of County Commissioners

**Through:** Planning and Zoning Agency

**From:** Cynthia A. May, ASLA, Senior Planner

**Date:** June 18, 2021

**Subject:** Transmittal hearing for COMPAMD 2021-02 Greenbriar Helow, Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Silviculture (R/S) to Residential-B, Residential-C, Residential-D, and Mixed Use District, with a Text Policy Amendment to accommodate development of a maximum 3,500 residential units and a maximum 2.5 million square feet of non-residential uses for approximately 2,211.60 acres of land

**Owner:** Helow Properties, LTD

**Applicant:** Lindsay Haga, AICP, England-Thims & Miller, Inc.

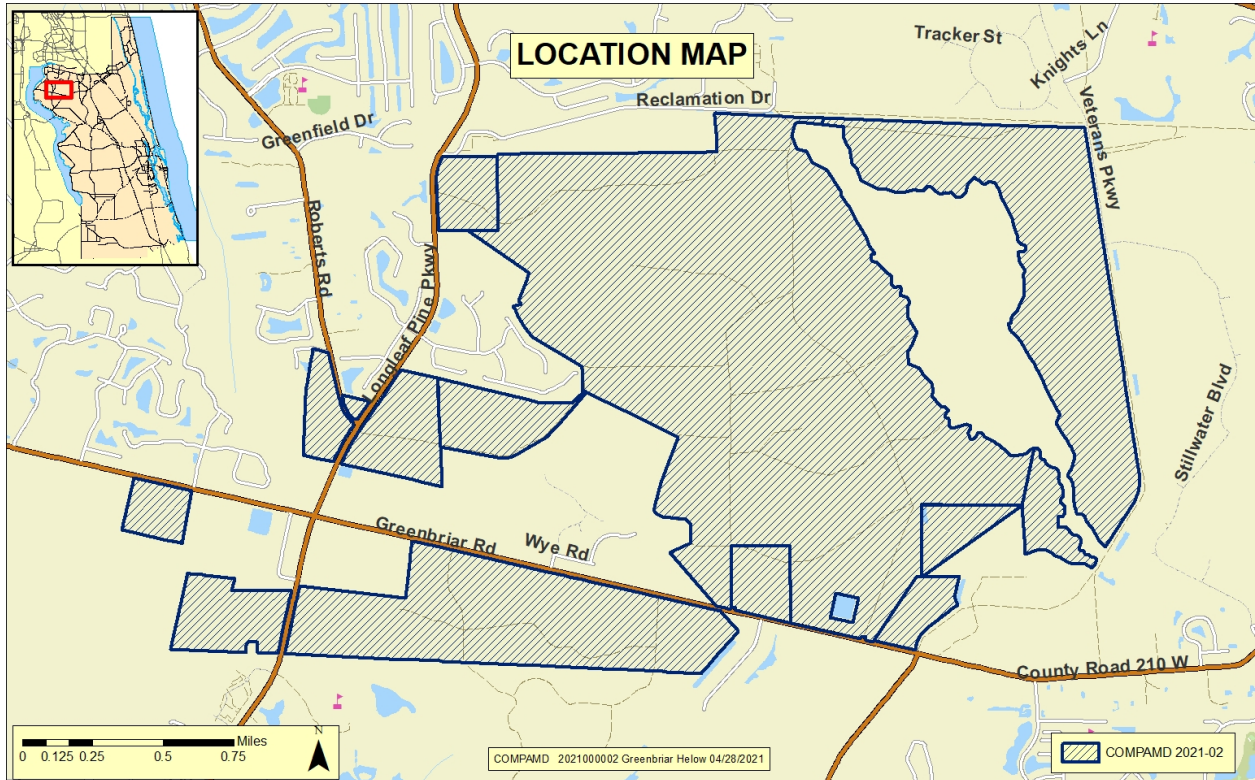
**Hearing dates:** Planning and Zoning Agency – June 3, 2021  
Board of County Commissioners – July 20, 2021

**Commissioner District:** District 1

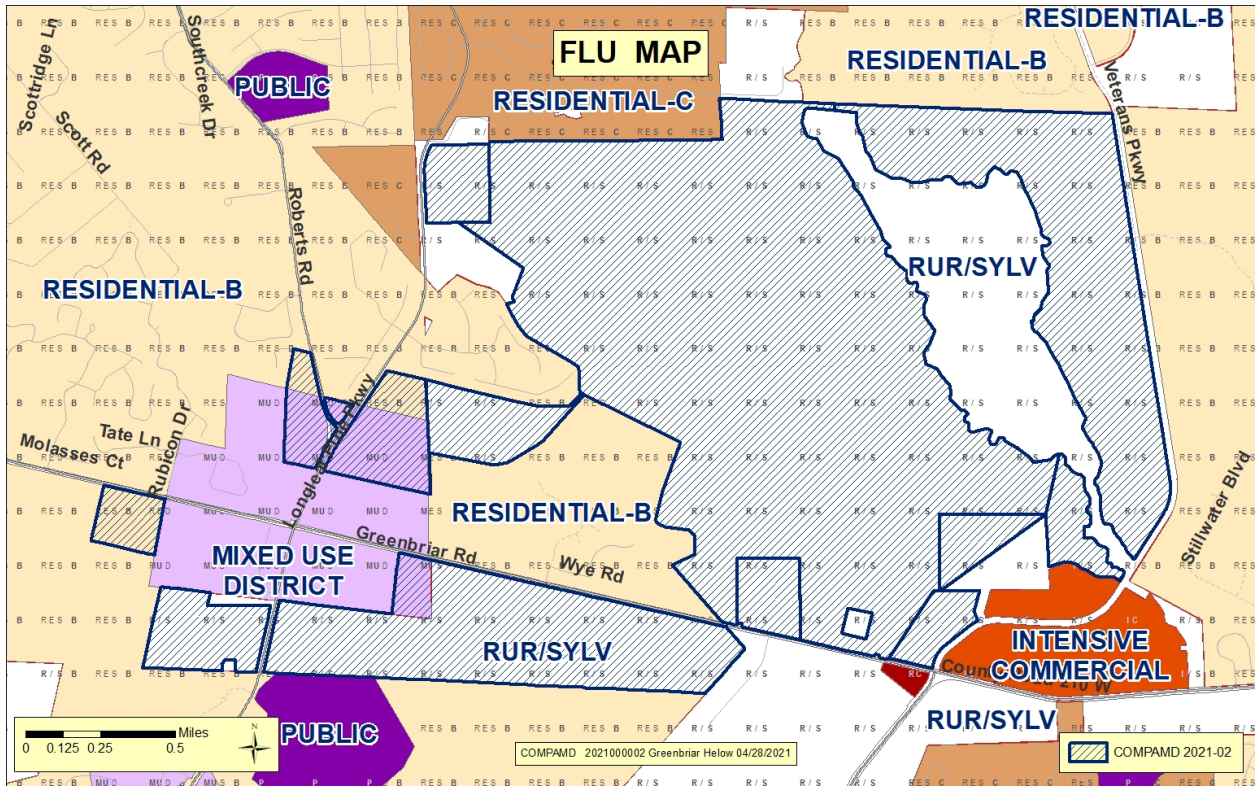
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**MAP SERIES**

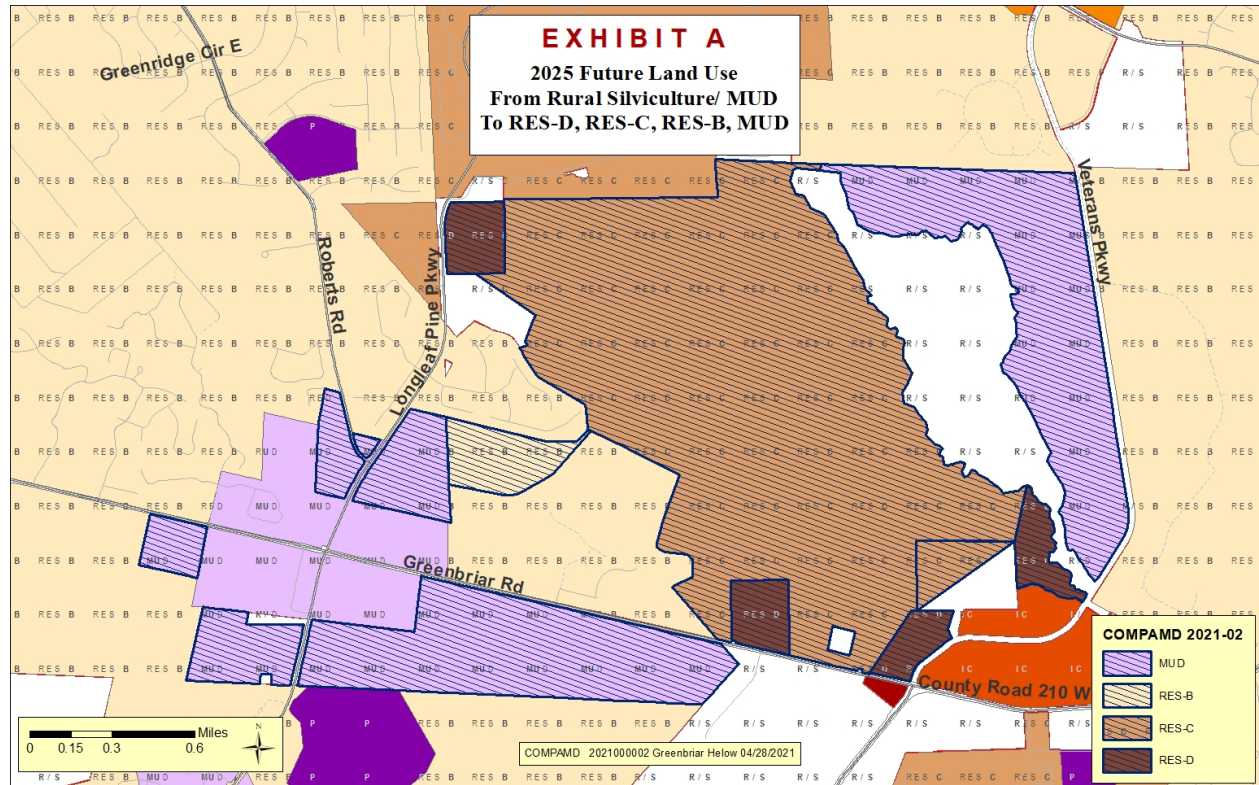
**Location Map:** The subject property is located in the Northwest Sector on the north and south sides of Greenbriar Road, west of CR 210 W and Veterans Parkway, south of Reclamation Drive, and east of Longleaf Pine Parkway. There are several smaller parcels west of Longleaf Pine Parkway at Roberts Road and south of Greenbriar Road included in the proposal.



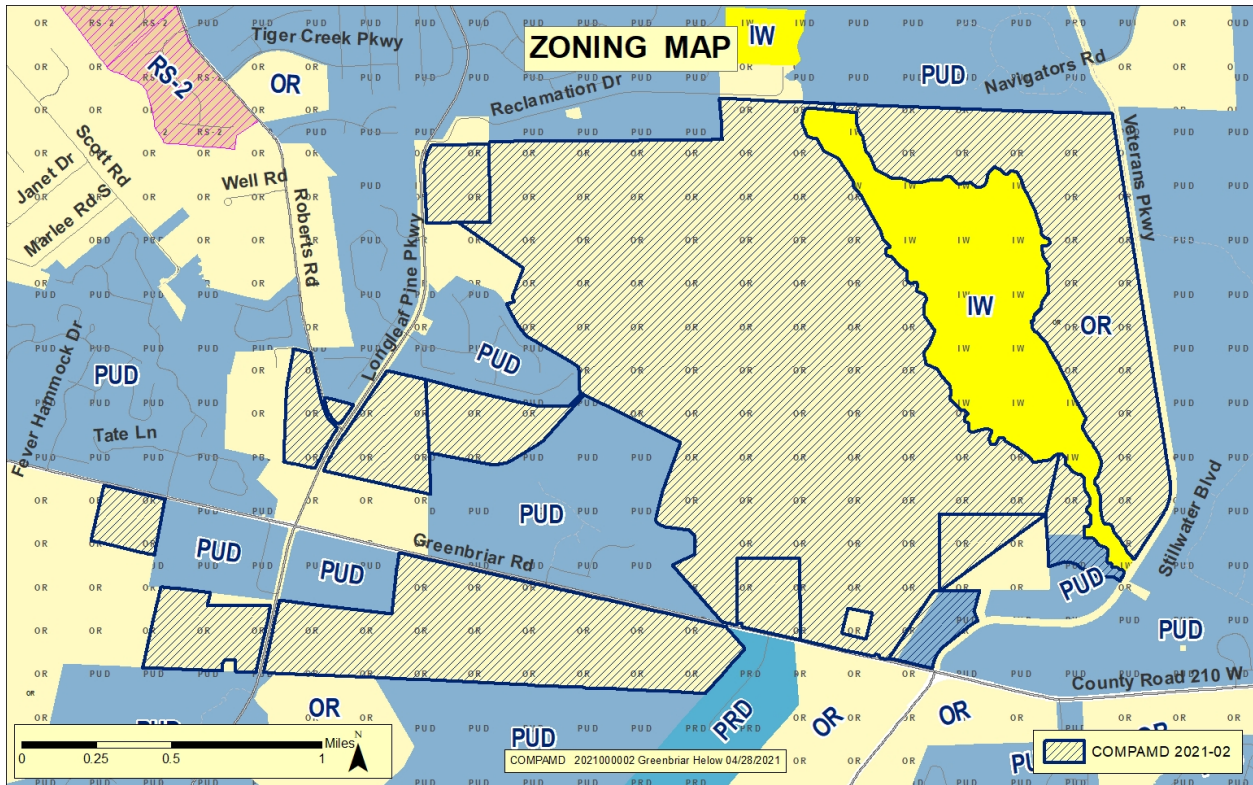
**Existing Future Land Use:** The subject property is primarily designated Rural/Silviculture, with a small area of Mixed Use District on either side of the intersection of Longleaf Pine Parkway and Roberts Road.



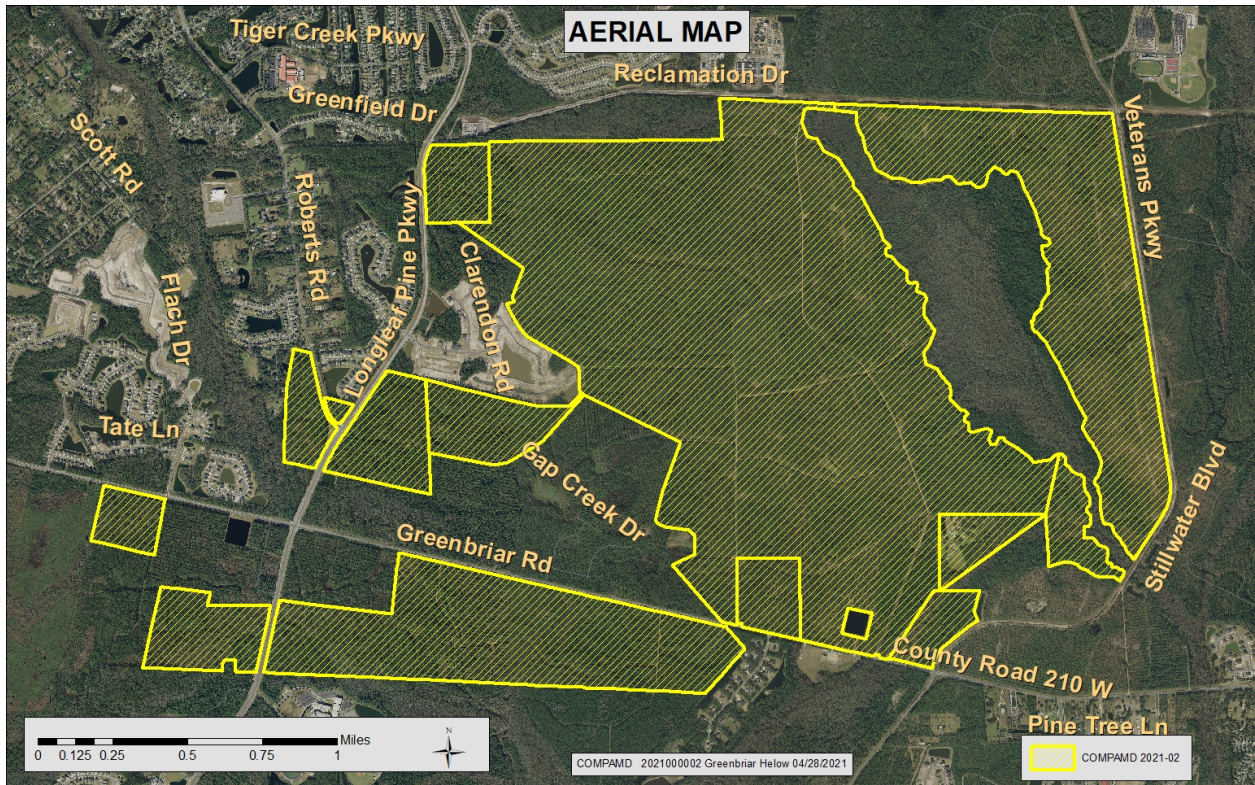
**Proposed Future Land Use:** The applicant is proposing to change the Future Land Use Map designation from Rural Silviculture (R/S) to Residential-B, Residential-C, Residential-D, and Mixed Use District.



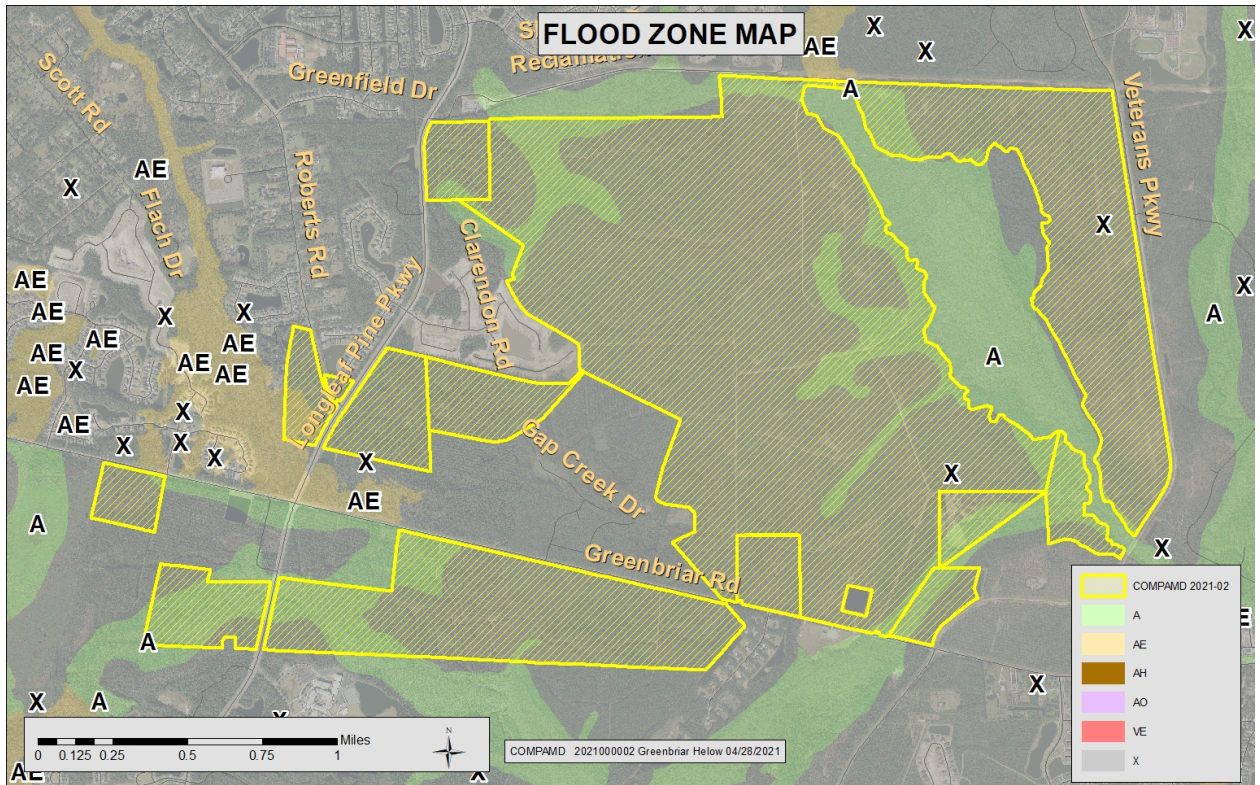
**Zoning District:** The subject property is zoned Open Rural (OR). The southeastern corner at CR 210 W is currently zoned PUD, and is part of the CR 210 Town Center PUD.



**Aerial Imagery:** The subject property contains approximately 2,211.6 acres of undeveloped land, primarily in active commercial silviculture production.



**Flood Zone Map:** The subject property has FEMA flood zone designations of X and A, with the majority of the site located outside any flood zone or floodway.





## APPLICATION SUMMARY

This is a public hearing to consider the transmittal of an application for a Comprehensive Plan Amendment to change the Future Land Use Map designations for property in the Northwest Sector:

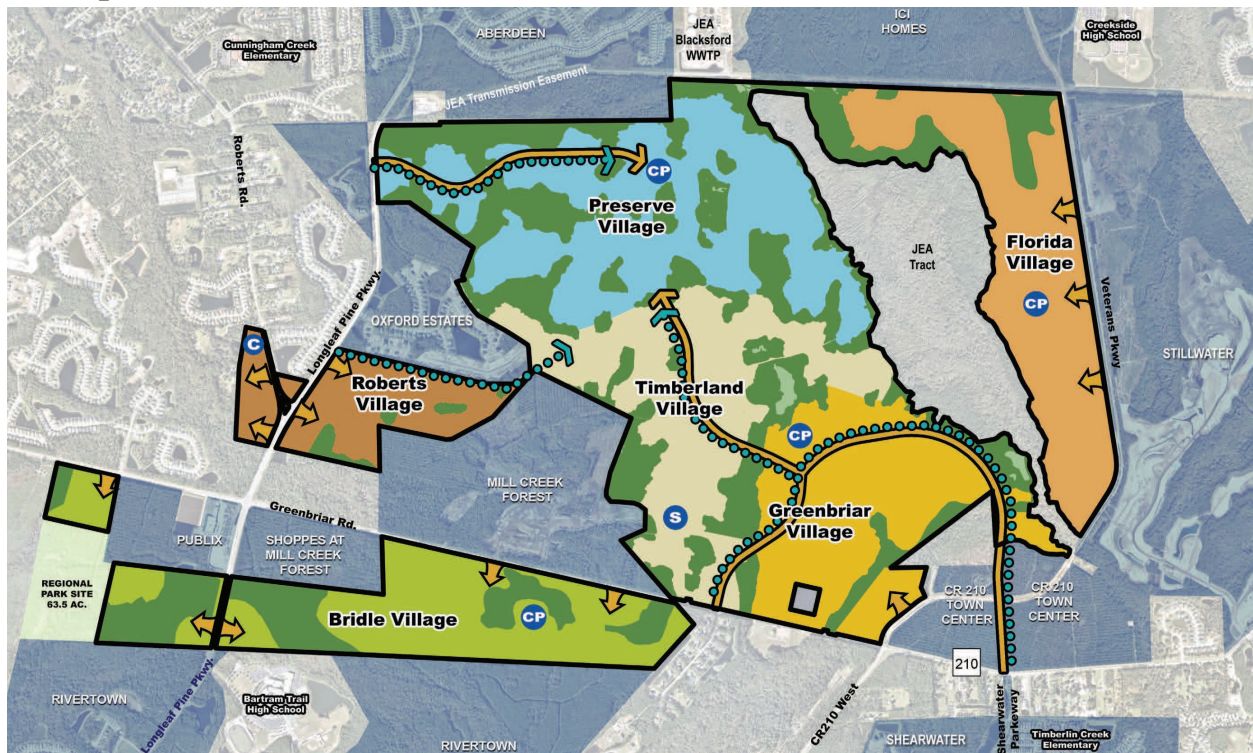
- Current FLUM designations are Rural Silviculture and Mixed Use District
- Proposed change to Residential B (RES-B), Residential C (RES-C), Residential D (RES-D), and Mixed Use District (MD)
- Approximately 2,211.6 acres of land
- A minimum of 500 acres to be preserved, including wetlands
- Envisioned as six villages reflecting the character of the area
- Immediately accessed by a local collector road network, including Veterans Parkway, Greenbriar Road, and Longleaf Pine Parkway

The Applicant also proposes a Text Policy Amendment to accommodate:

- A maximum of 3,500 residential units
- A maximum of 2.5 million square feet of non-residential development

A companion PUD rezoning application is anticipated to track with the adoption hearings for the Comprehensive Plan. The property is characterized by the application narrative as “an agricultural enclave surrounded by residential land uses, public service uses, schools, and commercial nodes at the intersections of Veterans Parkway and Longleaf Pine Parkway at Greenbriar Road.”

## Conceptual Master Plan



## IMPACT REVIEW

The development is subject to concurrency review and compliance with Article XI of the Land Development Code prior to construction plan approval. At that time, a formal concurrency application and a detailed land development traffic analysis will be required. Concurrency will be determined based upon the current availability of public infrastructure.

Transportation: Staff conducted a non-binding traffic impact analysis to assess for potential impacts based solely on the Applicant's intent to develop as provided in the Comprehensive Plan Amendment application. Based on the proposed Text Policy Amendment, the maximum development allowed would be 3,500 residential units and 2.5 million square feet of commercial and office space.

**RESIDENTIAL** - The proposed 3,500 residential units will be classified as a Major Project for concurrency review purposes and is estimated to generate 2,182 new, external pm peak hour trips (based on 2,275 single family units and 1,225 multi-family units) after internal capture to/from the planned non-residential development.

The following roadway segments are currently projected to be adversely impacted by proposed Residential Uses based on total committed traffic:

- Link 23.1 (CR 16A from SR 13 to CR 210)
- Link 33 (CR 210 from CR 16A to Greenbriar Rd)
- Link 34.1 (CR 210 from Greenbriar Rd to Cimarrone Blvd) - Shearwater DRI commitment
- Link 34.2 (CR 210 from Cimarrone Blvd to St. Johns Parkway)
- Link 36.1 (CR 210 from I-95 to Beachwalk Blvd)
- Link 65 (Greenbriar Rd from Longleaf Pine Pkwy to CR 210) - **Directly accessed**
- Link 77.1 (Race Track Rd from Bishop Estates Rd to Veterans Pkwy)
- Link 77.2 (Race Track Rd from Veterans Pkwy to St. Johns Pkwy)
- Link 77.3 (Race Track Rd from St. Johns Pkwy to West Peyton Pkwy)
- Link 78.1 (Race Track Rd from Bartram Park Blvd to Bartram Springs Pkwy) - Bartram Park DRI/FDOT/Durbin Creek National Commitment
- Link 79 (Roberts Rd from SR 13 to Longleaf Pine Pkwy) - **Directly accessed**
- Link 82 (SR 13 from SR 16 to CR 16A)
- Link 88 (SR 13 from Race Track Rd to Duval County Line)
- Link 89 (SR 16 from Clay County Line to SR 13) - FDOT commitment (First Coast Expressway)
- Link 152.1 (Veterans Pkwy from CR 210 to Longleaf Pine Pkwy) - **Directly accessed**; Rivertown DRI commitment
- Link 154 (Longleaf Pine Pkwy from Roberts Rd. to Veterans Pkwy) - **Directly accessed**
- Link 155 (Longleaf Pine Pkwy from Veterans Pkwy to Tollerton Ave)
- Link 156 (Longleaf Pine Pkwy from Tollerton Ave to St. Johns Pkwy)

- Link 158 (St. Johns Pkwy from SR 9B to Longleaf Pine Pkwy)
- Link 171.2 (St. Johns Pkwy from Silverleaf Pkwy to First Coast Expressway)

The applicant has indicated intent to execute a Development Agreement to address adverse residential development impacts over a 20 year time period.

**NON-RESIDENTIAL** - The non-residential portion of the proposed development is estimated to generate 3,700 new, external pm peak hour trips based on 1,250,000 square feet of general office space and 1,250,000 square feet of shopping center space (retail). Non-residential development is currently exempt from concurrency pursuant to Section 11.00.05 of the Land Development Code, adopted August 7, 2018.

School: A School District letter April 29, 2021 recognized “cooperative planning discussions” between the School District and the applicant, who met twice regarding estimated school impacts and potential mitigation measures. The School District letter did not address current available capacity. A formal school concurrency review has not commenced, because an application is not accepted by the School District until after adoption.

Water and Sewer: On November 10, 2020 JEA provided a Water and Sewer Availability Letter that noted multiple connection points for potable water, sewer, and reclaimed water. A copy of the JEA letter is included as an attachment to the staff report.

Drainage and Stormwater Management: The project will comply with all applicable federal, state, regional and local permitting requirements.

Solid Waste: The project will comply with all applicable federal, state, regional and local requirements. There is sufficient capacity to accommodate the solid waste generated from the proposed development.

Recreation and Open Space: Objective F.1.3 of the Comprehensive Plan requires minimum level of service standards for the provision of parks and open space. The Application Narrative provides that Neighborhood, Community, District, and Regional Parks will all be accommodated within the development area. The proposed 3,500 dwelling units would require the following:

Neighborhood Parks:	16.8 acres
Community Parks:	25.2 acres
District Parks:	25.2 acres
Regional Parks:	168.0 acres

Mass Transit: There is currently sufficient capacity.

Fire Services: The subject property is within 5 miles of a fire services station and 1,000 feet of a creditable water supply.

### **COMMUNITY MEETINGS**

A Northwest Sector community meeting, both virtual and in-person, was held on May 17, 2021 at the Switzerland Community Church. The public in-person attendance was over 50 people, and 43 people participated virtually. After the presentation, and number of topics were discussed, including Development Programing and Phasing, Transportation Issues, School Capacity, Regional Preserve Network, and the Proposed Mix of Land Uses. Participants indicated an interest in participating in more community meetings regarding the PUD. A summary of the proceedings provided by the Applicant is attached.

**DEPARTMENT REVIEW**

This application was routed to all appropriate reviewing departments. There are no open comments.

Office of the County Attorney Review: All amendments to the St. Johns County Comprehensive Plan are legislative in nature. This is a policy-making decision to determine the future growth pattern of St. Johns County (i.e. is it appropriate to expand the development area boundary or to change the maximum theoretical growth in this area). A determination of consistency with the Comprehensive Plan and state law and approval or denial of the proposed amendment must not be arbitrary and capricious. Decisions on approval or denial of legislative land-use policy are determined on whether the decision is supported by evidence that is debatable (i.e. whether reasonable minds may differ). This item is a legislative hearing, and therefore the Agency may take into account policy preferences expressed by persons with an interest in the amendment. The types of information, evidence, and documentation that the Agency may consider is broader than the competent substantial evidence of a quasi-judicial hearing.

Technical Division Review: All future 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.

Transportation and Concurrency: The applicant has indicated intent to execute a Development Agreement to address adverse residential development impacts over a 20 year time period. The method to mitigate for project impacts will be required in a Development Agreement in conjunction with the proposed Comprehensive Plan Amendment, to include at a minimum the required proportionate share for the proposed residential development. The applicant's proportionate share estimate (\$21.2 million) does not include roadway segments that are committed by others, but are not currently financially secure. The final proportionate share for the residential will be based on all adversely impacted roadway segments for which improvements are not financially secure at the time of formal concurrency review, which may be higher than the applicant's estimate.

A detailed site access and operational analysis will be required prior to Construction Plan approval for all non-residential development to determine if improvements are needed within the immediate impact area to provide for safe and efficient access to the proposed development. Improvements to the directly accessed roadway segments (noted above) and intersections in the project operational area will likely be required. It is recommended that a commitment to address non-residential impacts be included in the proposed Development Agreement.

On June 1, 2021, the BCC approved a Concurrency and Impact Fee Agreement with Helow Properties, LTD to facilitate the acquisition of right-of-way and pond site needed for the widening of CR 210 from Greenbriar Rd to Cimarrone Blvd (Link 34.1). The agreement included concurrency entitlement for 673 single family units or multi-family units that are equivalent in trip generation and road impact fee credit in the amount of \$5,902,275.00. The concurrency entitlement and road impact fee credit can be used on any of the Helow Properties remaining land subject to appropriate land use and zoning approvals.

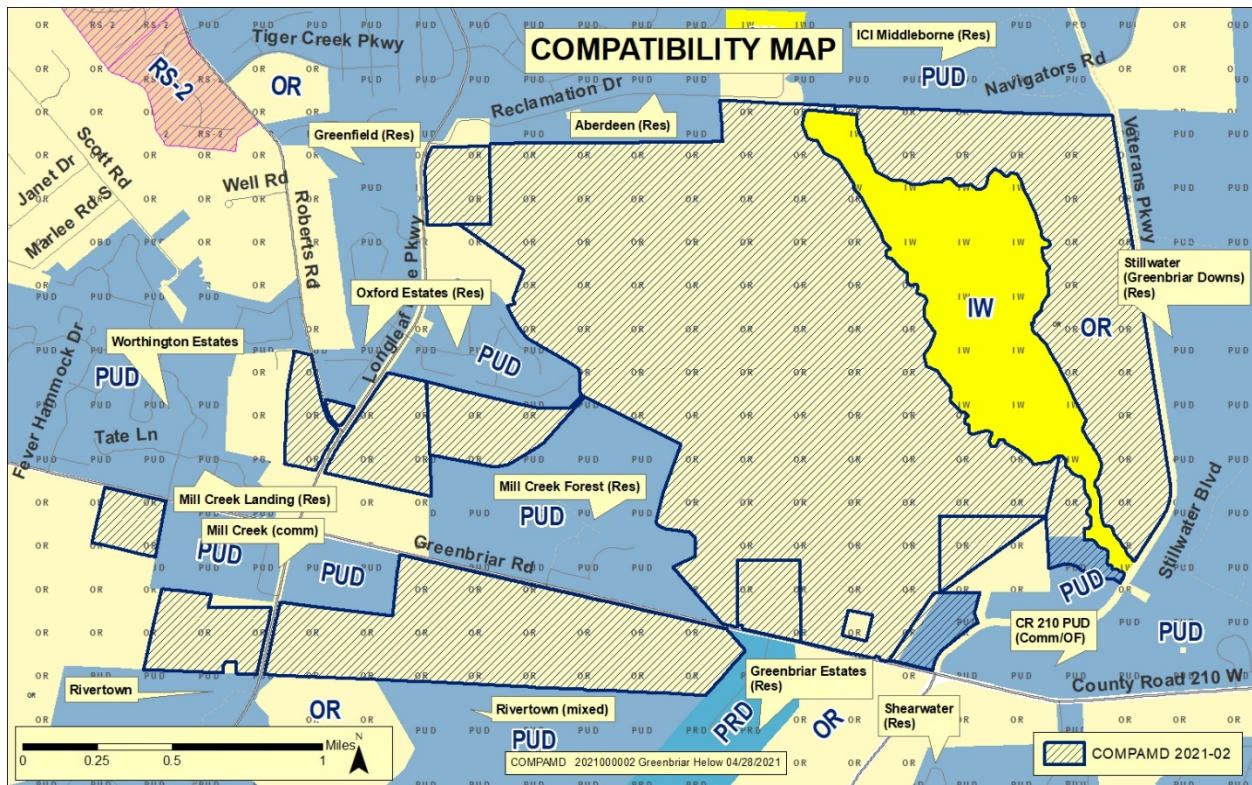
The applicant provided an estimate of the road impact fees attributable to the proposed

residential development that would exceed \$28.75 million based on the current impact fee schedule.

**Planning and Zoning Division:** The applicant is requesting a Comprehensive Plan Amendment to change the Future Land Use Map designation for approximately 2,211.60 acres of land from Rural Silviculture (R/S) to Residential-B, Residential-C, Residential-D, and Mixed Use District. The Comprehensive Plan amendment application includes a Text Policy Amendment to accommodate development of a maximum 3,500 residential units and a maximum 2.5 million square feet of non-residential uses. The project is within an area transitioning from rural to suburban, near other developing residential communities along Longleaf Pine Parkway and Greenbriar Road.

The subject property is outside the County’s defined Development Area, but is surrounded by several Planned Unit Developments, which are predominately residential, but with pockets of commercial and office uses planned near intersection nodes. The subject property is a large area of land with a Future Land Use Map designation of Rural/Silviculture, which is outside defined Development Areas. It should be noted that the County’s Comprehensive Plan encourages infill development within Development Areas (Policy A.1.2.2) and discourages Comprehensive Plan amendments on lands designated Rural/Silviculture or Agriculture-Intensive unless the applicant can demonstrate the amendment provides economic development, job creation, preservation of natural environment, or other public benefit.

**Figure 1: Compatibility Map**



Review by staff finds that the project is located within an area transitioning from rural to suburban, surrounded by other developing residential neighborhoods. Staff notes that this region of the county has lacked school capacity within adjacent School Concurrency Areas, although that may be changing with new schools coming online over the next couple of years. Staff also notes that the project may result in adverse impacts to specific roadway segments identified within the area, depending on the timing of committed improvement projects associated with existing PUD's. While there are concurrency mechanisms in place to address school and transportation capacity issues related to Greenbriar Helow, the County does not have adequate revenue resources at this time to complete capacity improvements, nor is it anticipated that the proportionate share contribution will be adequate to complete those improvements. The applicant has indicated intent to execute a Development Agreement to address adverse development impacts over a 20 year time period; as well, other funding revenues may be identified in the future. Concurrency commitments would not be required until prior to subdivision construction plan approval.

The Comprehensive Plan has several policies directed toward Comprehensive Plan Amendments, including A.1.2.5 and A.1.2.7 specifically. In part, these policies provide:

**A.1.2.5:** All Comprehensive Plan amendments shall provide justification for the need for the proposed amendment and demonstrate how the proposed amendment discourages urban sprawl and not adversely impact natural resources.

**A.1.2.7:** The County shall encourage urban and suburban growth in Development Areas where public facilities and services exist. Development Areas are those areas designated on the Future Land Use Map, which depict the overall future growth pattern of the County. Areas designated R/S and A-I are not Development Areas. Comprehensive Plan amendments to add development area shall be discouraged unless the applicant demonstrates the amendment provides economic development, job creation, preservation of the natural environment, or other public benefit.

The entirety of these policies, and other potentially relevant policies, are included as an attachment to this report. The table below shows the uses permitted within the current Rural Silviculture land use, and uses permitted in proposed Residential B, C, D and Mixed Use. The density for the current Land Use of Rural/Silviculture would allow either 1 unit/100 acres if developed under Open Rural (OR) zoning, or potentially up to 1 unit/5 acres if developed as a Planned Rural Development. As such, the applicant is seeking this FLUM amendment to increase the development entitlements associated with the property.

**Table 1: Future Land Use Map Designation Comparison**

<b>Permitted Uses</b>	<b>R/S</b>	<b>Res-B</b>	<b>Res-C</b>	<b>Res-D</b>	<b>MD</b>
Agricultural	X				
Residential (1 dwelling unit (du) per 100 acres)	X				X
Residential (2 du per net acre)		X			
Residential (4 du per net acre)			X		
Residential (up to 6 du per net acre)			X	X	
Multi-Family Residential (up to 13 du per net acre)				X	X
Cultural/Institutional	X	X	X	X	X
Outdoor Passive	X	X	X	X	X
Neighborhood Public Service	X	X	X	X	X
Public or Private Schools	X	X	X	X	X
Neighborhood Business and Commercial		X	X	X	X
General Business and Commercial			X	X	X
Office and Professional			X	X	X
Agricultural (subject to compatibility)		X	X	X	X
Residential (as an accessory use)					X
Highway Commercial					X
General Public Service					X
Regional Business and Commercial					X
Regional Cultural and Entertainment					X
Mixed Use – Intense Commercial					X
Light Industrial					X
Mining and Extraction	X				
Solid Waste and Correctional Facilities	X				

### **COMPREHENSIVE PLAN AMENDMENT PROCESS**

According to Florida Statute Chapter 163, Florida Community Planning Act, Comprehensive Plan amendments greater than 10 acres in size and changes to Comprehensive Plan policies require a Transmittal hearing. In St. Johns County, Transmittal hearings, require a recommendation from the Planning and Zoning Agency and final action by the Board of County Commissioners. Transmittal means that the Comprehensive Plan application will be sent to the Department of Economic Opportunity, Northeast Florida Regional Council, Department of Education, Florida Fish and Wildlife Conservation Commission, Florida Department of Transportation, St. Johns River Water Management District, Department of Environmental Protection, Department of State and adjacent local governments.

Because of the size of the proposed project, it will require State Coordinated Review at Transmittal, and state and regional reviewing agencies will take a broader look at regional impacts beyond those affecting state or regional resources. Within 60 days of receipt of the complete amendment package, the Department of Economic Opportunity (DEO) will provide the County with an "Objection, Recommendations, and Comments Report" based on input they received from the reviewing agencies. The second set of public hearings shall be held within 180 days of receipt of that report by the County to consider adoption of the amendment.

Should the County receive comments, staff will work with the Department/agency, applicant and County to resolve the comment. Once the 30 day State, regional and local agency review is complete, the Amendment is scheduled for Adoption Hearings, which again require a recommendation from the Planning and Zoning Agency and Board of County Commissioners final action to approve or deny the amendment. The companion PUD modifications will be heard concurrently at these hearings.

### **PLANNING AND ZONING AGENCY TRANSMITTAL HEARING**

The Planning and Zoning Agency held a public hearing on the proposed comprehensive plan amendment on June 3, 2021 and voted 4 – 3 in favor of recommending transmittal. A video recording of this meeting is available at [Jun 03, 2021 Planning and Zoning Agency - St. Johns County, FL \(swagit.com\)](https://www.swagit.com)

In addition to impacts on transportation networks and schools, some of the other issues Agency members discussed included the following:

- The loss of Rural Silviculture land in the Northwest Sector
- Requested the Applicant consider the transition of uses along the edges of the PUD
- Consider previous rezoning approvals in the context of the proposed Comprehensive Plan amendment and PUD, striving for cohesive development
- Density along Veterans Parkway

Public input during the hearing included:

- One group of residents is in support of a proposed comprehensive plan amendment to facilitate master planning the area, but suggested changes
- Surrounding area has predominately Res-B Future Land Use, with the suggestion that the majority of the subject area proposed to be residential be amended to Res-B rather than Res-C to be more compatible (72%)
- Veterans Parkway within the subject area should also become Residential B rather than mixed use
- Tie the development of proposed Bridle Village to the completion of the First Coast Expressway
- Roberts Road impacts from proposed development and substantial improvements are currently needed
- Financial burden on taxpayers for the maintenance of existing and new roads
- The addition of 2.5 million SF of new non-residential development proposed with less than 15% of current non-residential entitlements constructed in the Northwest Sector
- The majority of new jobs would be in the service sector, which would not provide employment opportunities for new and current residents
- 20 impacted traffic segments identified in the area, suggesting that the traffic burden be addressed by a development agreement prior to approval
- No proximity to a major highway
- Environmental impacts, including increase in impervious surfaces and reduction in groundwater recharge areas in the Northwest Sector

### **CORRESPONDENCE**

Staff received letters of correspondence and several phone calls from neighbors to the subject property with inquiries about the proposed development. Copies of e-mails exchanged with staff are included as attachments to the staff report.



**ACTION**

Staff provided four (4) findings of fact in the staff report to support approval to transmit, and four (4) findings of fact to support a denial. These findings may be subject to other competent substantial evidence and materials received or presented during the public hearing.

**ATTACHMENTS**

1. Recorded Documents Section
2. Application and Supporting Documents
3. Relevant Comprehensive Plan Objectives and Policies

**FINDINGS OF FACT**  
**COMPAMD 2021-02 Greenbriar Helow (Transmittal)**

<b>APPROVE</b>	<b>DENY</b>
1. The proposed Comprehensive Plan Amendment was fully considered after public hearing pursuant to legal notice duly published as required by law.	1. The proposed Comprehensive Plan Amendment was fully considered after public hearing pursuant to legal notice duly published as required by law.
2. The proposed Comprehensive Plan Amendment is consistent with the St. Johns County Comprehensive Plan, Ordinance No. 2010-38, as amended, the Northeast Florida Strategic Regional Policy Plan, the Community Planning Act and Land Development Regulation Act (Chapter 163, Florida Statutes), subject to further assessment at the adoption hearing.	2. The proposed Comprehensive Plan Amendment is not consistent with the St. Johns County Comprehensive Plan, Ordinance No. 2010-38, as amended, the Northeast Florida Strategic Regional Policy Plan, the Community Planning Act and Land Development Regulation Act (Chapter 163, Florida Statutes).
3. The proposed Comprehensive Plan Amendment is procedurally consistent with Part 9.05.00 of the Land Development Code, subject to further assessment at the adoption hearing.	3. The proposed Comprehensive Plan Amendment is not procedurally consistent with Part 9.05.00 of the Land Development Code.
4. The amendment is consistent with the Goals, Objectives, and Policies of the St. Johns County Comprehensive Plan, including Policies A.1.2.5, A.1.2.7, A.1.3.11, A.1.15.2, and with other provisions provided during the hearing.	4. The amendment is not consistent with the Goals, Objectives, and Policies of the St. Johns County Comprehensive Plan, including Policies A.1.2.5, A.1.2.7, A.1.3.11, A.1.15.2, nor with other provisions provided during the hearing.

**ATTACHMENT 1**  
**CITED COMPREHENSIVE PLAN**  
**PROVISIONS**

## Objective A.1.2

### Control of Urban Sprawl

**The County shall control urban sprawl, characterized by leapfrog development, strip development, and low density residential over a large area.**

#### Policies

- A.1.2.1 The County shall only issue development orders or development permits consistent with the provisions of the County Concurrency Management System, as provided in the Land Development Code.
- A.1.2.2 The County shall promote infill residential development, within the Development Areas as depicted on the Future Land Use Map, near existing facilities by offering a Variable Density Factor for residential developments that are served by central water and central sewer consistent with the Variable Density Factors established through Policy A1.11.1.
- A.1.2.3 New residential developments in the Agricultural-Intensive and Rural/Silviculture districts shall be clustered pursuant to the provisions of the Planned Rural Development land development regulations.
- A.1.2.4 New stand-alone Commercial development shall not be permitted in the Agricultural-Intensive or Rural/Silviculture districts, unless, directly related to or accessory to or supportive of agricultural activities or operations, or agribusiness opportunities allowed by specific zoning districts or as defined in Policy A.1.6.9 as further defined in the Land Development Code.
- A.1.2.5 All Comprehensive Plan amendments shall provide justification for the need for the proposed amendment and demonstrate how the proposed amendment discourages urban sprawl and not adversely impact natural resources. In evaluating proposed amendments, the County shall consider each of the following:
- (a) the extent to which the proposed amendment is contiguous to an existing Development Area which has developed in a manner providing a compact, contiguous development pattern with the proposed amendment;
  - (b) the extent to which population growth and development trends warrant an amendment , including an analysis of vested and approved but unbuilt development;
  - (c) the extent to which adequate infrastructure to accommodate the proposed amendment exists, or is programmed and funded through an adopted Capital Improvement Schedule, such as the County Capital Improvement Program, the Florida Department of Transportation Five-Year Work

Program, the North Florida Transportation Planning Organization (TPO) Transportation Improvement Program, or will be privately financed through a binding executed agreement, or will otherwise be provided at the time of development impacts as required by law;

- (d) the extent to which the amendment will result in an efficient use of public funds needed for the provision of new infrastructure and services related to it;
- (e) the extent to which the amendment will not result in a sprawl development pattern as determined by Chapter 163, Florida Statutes, and will not discourage infilling of more appropriate areas available for development within existing Development Area Boundaries; and
- (f) the extent to which the amendment will result in a sustainable development pattern through a balance of land uses that is internally interrelated; demonstrates an efficient use of land; ensures compatible development adjacent to agriculture lands; protects environmental qualities and characteristics; provides interconnectivity of roadways; supports the use of non-automobile modes of transportation; and appropriately addresses the infrastructure needs of the community.
- (g) the extent to which the amendment results in positive market, economic and fiscal benefits of the area as demonstrated through a market demand analysis, economic impact analysis and fiscal impact analysis.

A.1.2.6 The extension or expansion of utilities and roads should promote compact, contiguous development patterns.

A.1.2.7 The County shall encourage urban and suburban growth in Development Areas where public facilities and services exist. Development Areas are those areas designated on the Future Land Use Map, which depict the overall future growth pattern of the County. Areas designated R/S and A-I are not Development Areas. Comprehensive Plan amendments to add development area shall be discouraged unless the applicant demonstrates the amendment provides economic development, job creation, preservation of the natural environment, or other public benefit.

A.1.2.8 The County shall encourage infill development. Infill development is development on a vacant parcel or parcels of land within Development Areas that are surrounded by an existing built area. Compatibility of the infill development shall be considered with the development review process. Infill development shall not be considered in R/S or A-I areas.

A.1.2.9 The County shall investigate the designation of an Urban Service Area (USA) or and Transportation Concurrency Exemption Area (TCEA), as allowed by Florida Statutes, in areas where found appropriate.

**Objective A.1.3**  
**Surrounding Land Use**

**The County shall locate land uses so they are compatible and complementary.**

**Policies**

- A.1.3.1 The County shall continue to implement its Land Development Code providing standards and procedures for adequate buffers between incompatible uses. To ensure adequate buffering between incompatible uses, the County shall review and update its standards and procedures as necessary to ensure adequate buffering between incompatible uses.
- A.1.3.2 The County shall continue to implement its Land Development Code providing design guidelines and standards for developments adjacent to major roadways. To ensure appropriate design guidelines, the County shall review and update its standards and procedures as necessary to ensure appropriate design guidelines.
- A.1.3.3 The County shall provide technical assistance and information to the private sector for the redevelopment of blighted areas.
- A.1.3.4 The County shall pursue available state and federal revenue sources in order to obtain funding to improve blighted areas.
- A.1.3.5 The County shall continue to investigate the availability of Federal Community Development Block Grants (CDBG) as applicable, funds for housing rehabilitation and demolition and replacement housing.
- A.1.3.6 The County shall continue to use the housing abatement program for the elimination of substandard housing as funding allows.
- A.1.3.7 Commercial development along SR A1A from the Duval/St. Johns County line south to Vilano Road shall be permitted only on land zoned to permit Commercial development consistent with the uses allowed by the applicable land use designation on the Future Land Use Map, or on lands designated for Commercial on the Future Land Use Map. Additional Commercial development on lands not zoned to permit Commercial development, or on lands not designated for Commercial on the Future Land Use Map, shall only be permitted with a Comprehensive Plan amendment to the Future Land Use Map and approved through the Planned Development land development regulations. In evaluating such Comprehensive Plan amendment, the County shall consider each of the following:
- (a) the proposed Commercial development is at a size and scale compatible with the surrounding area and will not cause adverse impacts to surrounding properties or the natural environment;

surrounding properties or the natural environment;

- b) adequate public facilities exist to serve the intended Commercial development;
- c) there is a demonstrated deficiency of other available lands designated Commercial to accommodate the proposed Commercial use, and the applicant has demonstrated that a need exists for the proposed Commercial development, based on the size, scale and population of the area being served; and
- d) the proposed development will promote compact commercial centers or districts rather than a strip commercial development pattern, characterized by continuous linear commercial frontage along the roadway.
- e) the amendment is consistent with the policies contained in Policy A.1.2.5 and the policies contained in Objective A.1.5 of this Plan.

A.1.3.11 When a Comprehensive Plan amendment, rezoning or development application is considered, the County shall ensure compatibility of adjacent and surrounding land uses. Land uses, include but are not limited to permitted uses, structures, and activities allowed within the land use category or implementing zoning district. Compatibility means a condition in which land uses can co-exist in relative proximity to each other in a stable fashion over time such that no use is unduly negatively impacted directly or indirectly by another use. Compatibility does not mean “the same as“. Compatibility refers to the sensitivity of development proposals in maintaining the character of existing development and environments. The compatibility of land uses is dependent on numerous characteristics which may impact adjacent or surrounding uses. These include, but are not limited to: type of use, density, intensity, height, general appearance and aesthetics, odors, noise, smoke, dust, vibration, traffic generation, sanitation, litter, drainage, fire risk, air quality, vegetation, topography, soil conditions, wildlife, aquifer recharge, surface waters, drainage, protection of Listed Species or Essential Habitat, maintenance of public infrastructure, availability of potable water, sanitary sewer and other necessary public services and nuisances.

In order to ensure compatibility with a Comprehensive Plan amendment, the County may require the submittal of a companion rezoning application, such as a PUD, Special Use request or other application showing development of the property. Amendments that result in unreasonable negative impacts and do not provide sufficient compatibility measures should not be approved.

A rezoning request may be approved only upon determination that the application and evidence presented establish that all the proposed permitted uses are compatible with conforming land uses located on adjacent properties.

The Board of County Commissioners shall utilize the following criteria as applicable in the consideration of all rezoning requests.

1. A rezoning request shall not be approved if the proposed permitted uses are determined to have an unreasonable incompatible impact on the contiguous and surrounding area in respect to sensory characteristics such as odor, noise, vibration, and lighting, as well as non-sensory characteristics such as pollution and traffic flow.
2. A rezoning request shall not be approved if the proposed traffic flow of the proposed permitted uses have an unreasonable impact on the contiguous and surrounding area, or if the proposed traffic has an unreasonable impact upon the projected wear and tear of any public roadway designed to carry lighter traffic than proposed with the rezoning, or if the proposed traffic results in an unreasonable danger to the safety of other traffic, pedestrians, and bicyclists.
3. A rezoning request shall not be approved if any of the proposed permitted uses or proposed activities results in a public nuisance.
4. A rezoning shall not be approved if it results in urban sprawl determined by Chapter 163, Florida Statutes.
5. A rezoning shall not be approved if it unreasonably or unduly impacts the natural environment.
6. With respect to the foregoing, the following factors may be considered as mitigation in order to negate a possible incompatibility:
  - a. permitted uses, structures and activities allowed within the Future Land Use designation;
  - b. building location, dimension, height and floor area ratio;
  - c. location and extent of parking, access drives, loading areas, and service areas;
  - d. hours of operation, noise levels, and lighting;



- e. roads, setbacks, buffers, fences, walls, landscaping, parks and open spaces, wetlands, conservation areas, drainage ponds, lakes, and other similar characteristics.

**Objective A.1.15**  
**Comprehensive Plan Amendment and Review**

**The County shall have a mechanism for review and amendment of the Comprehensive Plan.**

**Policies**

- A.1.15.1 St. Johns County shall provide for the amendment of the Comprehensive Plan in accordance with the provisions of Chapter 163, F.S. Applications to amend the Future Land Use Map may be submitted by the owner, or agent for the owner of property proposed for redesignation; by the County; by the Planning & Zoning Agency; or by the Board of County Commissioners. Applications to amend other portions of the Comprehensive Plan may be submitted by any interested party, by the County, by the Planning & Zoning Agency, or by the Board of County Commissioners. The County shall establish an appropriate fee for the review of the proposed amendments.
- A.1.15.2 Applications requesting amendment to the Comprehensive Plan or Future Land Use Map shall be evaluated based upon criteria which shall include, but not be limited to the following:
- (a) consistency with the Goals, Objectives and Policies of the St. Johns County Comprehensive Plan;
  - (b) consistency with the Northeast Florida Strategic Regional Policy Plan;
  - (c) impacts on public facilities and services;
  - (d) environmental impacts; and,
  - (e) compatibility with surrounding areas.
  - (f) the need to modify land uses and development patterns within antiquated subdivisions.
- A.1.15.3 The County may amend the Comprehensive Plan according to applicable law.
- A.1.15.4 Pursuant to applicable law, the County shall evaluate the effectiveness of the Comprehensive Plan. As applicable, the County may prepare and consider adoption of amendments to the Plan as identified in the evaluation.

## Goal A.2

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

### **Vision Statement**

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

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

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

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

- Provide commercial centers that include commercial, civic, cultural and recreational uses designed at a human scale and provide a sense of place.

**Objective A.2.1**  
**Northwest Sector Overlay**

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

**Policies**

**A.2.1.1 Northwest Sector General Administrative**

- (a) The Northwest Sector shall be developed with neighborhoods and communities that are served by commercial support uses, schools, parks and open spaces and civic spaces.
- (b) The Northwest Sector shall be developed with an orderly compact planned interconnected transportation network with an interconnected network of scenic edges and development edges and recreational trail system. Commercial support uses may be developed in nodes along intersections of Major Collector or arterial roadways. Neighborhood Commercial uses may be located Minor Collector intersections within a nodal pattern. Strip commercial development is prohibited.
- (c) New development or rezoning, which increases the potential density and/or intensity of the sites within the Northwest Sector shall be submitted and reviewed pursuant to the planned development land development regulations, the Northwest Sector Overlay Map and the goals, objectives and policies contained herein.
- (d) Priority for mitigation of environmental impact within the Northwest Sector, shall be to enhance connectivity among connected wetlands, recreational areas and parks, scenic edges, development edges and recreational trails within the Northwest Sector. All wetland impacts and subsequent mitigation are subject to compliance with all applicable County, regional, State and Federal permitting requirements.
- (e) New development within the Northwest Sector shall use a community planning approach that requires public participation from residents and landowners within the proposed new development's defined community impact area.
- (f) New development within the Northwest Sector may be required to identify and reserve land or provide appropriate mitigation for the following public facilities and services, if it is determined that the proposed new development has an impact on the public facilities and services.

- (1) Right-of-way for limited access, arterial, major collector, and other roads as designated on the Northwest Sector Overlay Map.
- (2) Water and wastewater treatment facility sites.
- (3) Regional parks, community parks, and neighborhood parks.
- (4) School sites.
- (5) Police, emergency medical services and fire station sites.
- (6) Public library sites.
- (7) Right-of-way for bikeways and recreational trails.

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

- (g) The County may use other methods of acquiring Rights of Way for County roadways that may be allowed by law.
- (h) The County may require special studies if deemed necessary to sufficiently review the amendment.
- (i) Within the Northwest Sector, St. Johns County supports the protection of agricultural and silvicultural lands. The County shall investigate measures to protect these lands. Protection measures may include but are not limited to the transfer of development rights, State and Federal rural conservation programs, County acquisition of the land, and County subsidies to off-set loss of continued agriculture and silviculture activities.

#### **A.2.1.2 Northwest Sector Circulation**

- (a) The Northwest Sector Overlay Map generally depicts arterial and major collector roadways and other designated roadways.
- (b) These identified roadway corridor rights-of-way shall be protected from encroachment by development.
- (c) Specific roadway corridor rights-of-way shall be determined with an appropriate analysis similar to the Florida Department of Transportation

Project Development and Environmental (PD&E) Study process.

- (d) Arterial and major collector roads shall be designed to connect commercial support services to the regional transportation network.
- (e) Minor collector and local road networks shall provide multiple travel routes within each planned development and throughout the Northwest Sector. Connectivity shall be provided from neighborhoods to commercial support services. Where feasible, connectivity shall be provided between adjacent neighborhoods through roadways, pedestrian and bicycle paths.
- (f) Wildlife crossings, at a minimum, shall be provided at the general locations shown on the Northwest Sector Overlay Map. The design of the wildlife crossings shall be determined at permitting.
- (g) Local roads shall be designed and constructed with the proper lanes to accommodate traffic demand within the area. Major and Minor Collector roadways shall be designed and constructed with lanes needed to accommodate traffic throughout the Northwest Sector.
- (h) A roadway network that provides multiple alternate routes between residential communities and commercial services shall be the preferred design option.
- (i) Access management standards shall be used for arterial and major collector roadways that control the spacing of intersections, median openings and traffic signals.
- (j) Major collector and arterial roadways shall not divide neighborhoods. Connectivity shall be controlled to preserve natural systems, maintain neighborhood development edges and to direct the movement of traffic, bikes, and pedestrians.
- (k) SR 13 is recognized as the William Bartram Scenic and Historic Highway shall be protected for its scenic and historic value to the Northwest area. New development shall comply with the scenic edge described in this Plan, in the event, the scenic edge is averaged or enhanced by performance standards, the edge shall not be reduced below the scenic highway buffers established in the Land Development Code, unless the Board of County Commissioners finds justification to allow a smaller buffer. The Board of County Commissioners may also find justification to protect scenic quality, tree canopy and scenic view sheds by requiring additional scenic highway buffer width as a project is reviewed.
- (l) To protect the quality of scenic highways, scenic edge standards may be

enhanced with xeriscape landscaping, berms, additional native tree plantings, and increased building setbacks on designated scenic highways.

- (m) Additional needed roadway capacity across the St. Johns River shall be provided at the existing Shands Bridge location.

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

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

- (a) Except in areas where a Scenic Edge is required, development edges shall be a minimum of 35 feet in width and located along the edge of the development boundary. Deviations to the 35 foot minimum development edge shall only be allowed where there are practical difficulties in the meeting the development edge requirement, due to exceptional shallowness or unusual shape of a specific piece of property, where connectivity to adjacent development makes a logical pattern or other extraordinary condition of such property. When a deviation is requested, an average 35 foot development edge shall be maintained along the edge of development boundary that maintains native vegetation and in sparse areas shall be revegetated with native plants. Deviations shall be subject to non-zoning variance or waiver review and approval in accordance with the provisions established in the Land Development Code. Additional buffer and screening requirements may be imposed as a condition of approval of the non-zoning variance or waiver to minimize the effect of the reduced development edge and ensure intent of the Northwest Sector. Except in the case where non-residential development abuts non-residential development, deviations to the development edge shall maintain a minimum of 20 feet.
- (b) Development edges and recreational trails shall be identified with the proposed development. Performance standards may be considered to allow flexibility and enhancement to assure rural character and providing for view corridors to parks, scenic areas, wetlands and permanently protected agricultural or silviculture areas. Performance standards may include but are not limited to, natural landscaping that limits the visual impacts of development, installation of pedestrian paths and trails, observation areas, natural areas and similar areas that provide for outdoor passive recreation.



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

**A.2.1.4 Northwest Sector Scenic Edges**

- (a) Scenic edges shall be provided to preserve the rural character and preserve and enhance scenic view sheds, such as, scenic vistas, the St. Johns River, natural areas, and agricultural areas within the Sector. The primary purpose of scenic edges is to screen development and designed in a way that creates a natural edge between development and the roadway through the use of existing natural vegetation and enhancement, where necessary, with a variety of native canopy trees, understory trees, bushes, shrubs, and ground cover. Scenic edges are also an integral part of the development edges and recreational trail system that provide trails, sidewalks, and cart paths. Recreational trails, sidewalks and cart paths may be incorporated into the scenic edge; however, the overall goal of rural character and visual screening shall be met.

Scenic edges shall be provided along all existing arterial and major collector roads depicted on the Northwest Sector Overlay Map, and any

newly proposed arterial or major collector road and shall provide for an average 75 feet in width located outside the road right-of-way. The specific width and extent of these scenic edges shall be determined and identified with the proposed development. The scenic edge shall be in addition to any required right-of-way dedication or reservation.

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

Deviations to allow development not addressed above to encroach within the required minimum 30-foot scenic edge shall only be allowed where there are practical difficulties in the meeting the scenic edge requirement, due to exceptional shallowness or unusual shape of a specific piece of property or other extraordinary condition of such property. Deviations shall be subject to non-zoning variance or waiver review and approval in accordance with the provisions established in the Land Development Code. Additional buffer and screening requirements may be imposed as a condition of approval of the non-zoning variance or waiver to minimize the effect of the reduced scenic edge and ensure intent of the Northwest Sector. In no case shall a deviation result in a scenic edge of less than 30 feet in depth unless the Board of County Commissioners finds justification to allow a smaller buffer.

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

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

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

- (b) Where feasible, a coordinated pedestrian and bicycle system consisting of sidewalks, bike paths or trails and parks shall link Neighborhoods to each other as follows:
  - (1) Schools.
  - (2) Commercial services.
  - (3) Bike paths and sidewalks shall allow for safe non-automobile travel and be integrated into a system of trails to serve both recreation and pedestrian/bicycle travel needs of area residents.
  - (4) Sidewalks shall be required on at least one side of all new roads.
  - (5) Bike lanes shall be required on both sides of all arterial and major collector roadways unless an alternative path is provided.
  - (6) Trails and bikeways should connect to elementary schools. The County shall work with School District to locate elementary and middle schools in close proximity to neighborhoods to encourage walkability.

#### **A.2.1.5 Northwest Sector Blueways**

The St. Johns River is a scenic focal point of the Northwest Sector and is incorporated into the Blueway Plan. St. Johns County shall support the development of riverfront parks and canoe trails from Durbin Creek south along the St. Johns River to Picolata.

New development located along the St. Johns River shall reserve land for public access to the river, except where the County determines such access is not needed.

#### **A.2.1.6 Northwest Sector Greenways**

The Northwest Sector Vision Process identified the need for a Greenway system, including wetlands and uplands, to provide wildlife habitat, recreational opportunities, natural corridors, aesthetics, and open space.

The County shall identify funding sources to purchase lands that fall within an identified greenway. As such potential greenway land and funding sources become available the County may purchase these systems or provide tax incentives, transfers of development rights, or perpetual conservation easement to protect them.

New development within the Northwest Sector may contribute land or funding sources to the County to facilitate the creation of the greenway. The Board of County Commissioners may consider incentives in exchange for these lands. Such incentives may include but not limited to additional density, flexible setbacks, transfer of development rights or an accelerated timing and phasing of development.

#### **A.2.1.7 Community Planning Public Participation**

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

One or more public community workshops shall be conducted prior to development approval with the residents of the defined community within a public place accessible to the residents and the landowners of the defined community. Such workshops shall be held every six months or prior to the Planning and Zoning Agency hearings, whichever comes first. Property owners within the defined community, St. Johns County Planning Division, St. Johns County Board of County Commissioners, and special interest groups that may operate within the community shall be notified of the workshop in a manner as designated by the County. . A summary of the meeting shall be taken and submitted to St. Johns County prior to setting the application for hearing. A St. Johns County Planning staff employee shall attend the public workshop. The applicant shall pay all costs associated with the community public participation workshop.

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

Public review, input and comment shall be documented in the workshop summary. All written comments shall be provided with the summary. The

summary shall include the name and address of all speakers and their comment.

#### **A.2.1.8 Northwest Sector Land Use Diversity**

An overall goal of the Northwest Sector is to achieve a diverse mixture of residential, retail, office uses and civic uses with appropriate open space and recreational opportunities. The County encourages a minimum ratio of one hundred and twelve (112) square feet of retail and office space and 30 square feet of civic space per dwelling unit as a general overall goal to achieve diversity throughout the Northwest Sector.

#### **A.2.1.9 Northwest Sector General Development Pattern**

- (a) Development shall respect existing development patterns and provide for compatibility, quality and integrity of existing neighborhoods. Screening between neighborhoods shall have a vegetation component. The use of opaque fencing, walls and similar privacy fencing around the perimeter of neighborhoods shall also provide natural vegetation along the outside.
- (b) Incompatibilities between existing neighborhoods shall be mitigated through architectural design, development edges and recreational trails, additional landscaping and similar types of screening. Proposed mitigation for neighborhood incompatibility shall be determined by the Board of County Commissioners. The burden of proof shall be upon the applicant to prove to the Board of County Commissioners that the proposed mitigation meets the intent of this policy.
- (c) Development shall identify and incorporate into its plans measures to protect rural character, archeological, cultural, and historic sites, when these sites are deemed to be significant by St. Johns County or the State of Florida.
- (d) Development shall avoid the creation of urban sprawl and strip development.
- (e) Development shall provide accessible open space in the form of squares, plazas, parks, greens and similar open space design. The extent, scale and size of these open space areas shall be submitted with the development plan. Where possible, areas used as open spaces shall consider the use of existing agricultural or rural silvicultural areas to help maintain the rural character of the sector.
- (f) Residential, commercial, retail, office and other non-residential uses shall be provided in compact centers. Strip development shall be prohibited. Commercial, retail, office and other non-residential uses shall be

interconnected with residential areas with vehicular, bike and pedestrian ways to assist in alleviating traffic congestion on other roadways.

- (g) When determined appropriate, development shall provide a mixture of housing types and price ranges to provide housing opportunities for all residents of the Northwest and benefit the area's economy.
- (h) Development shall provide a pedestrian friendly transportation system. Pedestrian sidewalks or bikeways shall be provided.
- (I) When determined appropriate, development shall provide the location and proposed density/intensity of development of each neighborhood, as well as the demand, location and size of schools, civic sites and parks in accordance with the requirements of these policies.
- (j) Development shall identify major, minor collector roadways and limited access arterial roadways. Interconnectivity within the development and with surrounding development shall be provided.
- (k) Development shall identify bikeways and pedestrian ways. Bikeway and pedestrian interconnectivity within the development and with the surrounding area shall be provided, if feasible.
- (l) Development shall identify the extent, type and location of natural features and vistas in the planned development.
- (m) Development shall identify existing land uses and prevalent development patterns within and surrounding the proposed development within the defined community.
- (n) Development shall identify development edges and recreational trails and other environmental features within and surrounding the proposed development within the defined community.
- (o) Development shall identify the developable land area within the development.
- (p) When determined appropriate, Development shall identify public facilities and services available to the area, available capacity and any deficiencies.
- (q) Development shall use underground utilities unless topography, drainage, or similar constraints cause underground utilities not to be feasible. This includes electric, water, sewer, cable, fiber optics, and phone lines that may be located in the development edges.

- (r) Development shall provide a statement of the community goals and objectives (Vision) consistent with the goals, objectives and policies of the Northwest Sector Overlay and provide how the proposed development meets the intent of the Vision.
- (s) Development shall identify the relationship to the surrounding defined community, neighborhoods, and commercial support areas.
- (t) When determined appropriate, the Development shall identify the proposed locations for right-of-ways and reserve right-of-way for roadways depicted on the Northwest Sector Overlay Map.
- (u) Development shall identify neighborhood support facilities that are projected to be needed to address the impacts of the proposed development, such as but not limited to, traffic circulation, water and wastewater treatment plants, solid waste transfer facilities, fire stations, emergency medical services, police stations, government buildings, libraries, civic/cultural places, public gathering places, parks, and schools.

**A.2.1.10 Northwest Sector Neighborhood Design**

- (a) The basic building block within the Northwest Sector is neighborhoods. Generally, neighborhoods are sized to include up to four hundred (400) dwelling units.
- (b) Neighborhoods shall include neighborhood support facilities and services.
- (c) Neighborhoods shall be planned and designed as follows:
  - (1) Except in areas where a Scenic Edge is required or a deviation is approved, each neighborhood shall provide a minimum 35-foot development edge. The development edge shall contain uplands.
  - (2) Each neighborhood shall have a centrally located civic space or public gathering place in the form of a square, green or common area to serve as a focal point of the neighborhood. These civic spaces shall be identifiable through the use of greens, parks, landscape features, and public art.
  - (3) The road network within a neighborhood shall emphasize the use of two-lane streets that connect to adjacent neighborhoods.
  - (4) Neighborhood streets shall use traffic calming design standards. Such traffic calming design may include but is not limited to the installation of traffic circles, narrow travel lanes, the installation of sidewalks, street trees, and the allowance of on-street parking.

- (5) Housing shall have direct access to sidewalks and shall be oriented to parks and public spaces, where applicable.
- (6) Housing shall have direct access to sidewalks and shall be oriented to parks and public spaces, where applicable.
- (7) A variety of block lengths shall be provided.
- (8) To encourage architectural variety, lot sizes shall be varied throughout each neighborhood.
- (9) Dwelling unit setbacks and lot location may also vary within block.
- (10) Repetitive housing design and front lot facades shall be discouraged.
- (11) Front porches, alleyways and detached garages may be allowed.
- (12) A mixture of single family residential detached dwelling units, multi-family residential dwelling units, duplexes, zero lot line detached and attached residential dwelling units shall be encouraged within neighborhoods.
- (13) Accessory uses, such as but not limited to guesthouses, garage apartments, and home offices may be allowed.
- (14) All utilities within developments shall be underground unless topography, drainage, or similar constraints cause underground utilities not to be feasible. This includes electric, water, sewer, cable, fiber optics, and phone lines that may be located in the scenic and development edges.
- (15) Low wattage street lighting shall be provided in a uniform manner throughout the Neighborhood.
- (16) Each Neighborhood shall have a Neighborhood park, a minimum of five (5) acres per 1,000 design population of the neighborhood, pro rata with a minimum of one acre. The park shall be designed with activities and facilities that serve the projected population of the neighborhood and to accommodate all age groups of the project's projected population.

#### **A.2.1.11 Community Support Uses**

- a) It is recognized that commercial areas, office areas, employment centers and



similar non-residential uses are needed to support the livability of the Northwest Sector. Commercial areas, office areas, employment centers and similar non-residential uses developed within the Northwest Sector shall be designed to provide a unique sense of place through architectural design and a mixture of compatible uses in a compact setting. These areas shall serve as commercial retail and service areas for the residents within the Northwest Sector. Such development shall be designed with respect to compliance with the general overall design concepts established in this Policy to promote a compact unified commercial business district. Strip commercial development is prohibited.

- b) Non-residential development design shall provide for a mix of land uses including, retail, office, personal and household service establishments, institutional uses, medical uses, public/civic facilities, cultural and social facilities, parks, playgrounds, community gardens, and other similar uses. When mixed, the projects shall include at least 10% Open Space and at least two uses chosen from Commercial, Office or Industrial; the mix of uses should fall within 10% to 90% of the remaining land within the project. The Impervious Surface Ratio (ISR) and Floor Area Ratio (FAR) shall be as provided in Policy A.1.11.3.
- c) Non-residential development shall be arranged in a manner that emphasizes human-scale, pedestrian-oriented design with buildings fronting the sidewalk and street, short blocks, wide sidewalks, street furniture and similar requirements.
- d) Non-residential development shall be oriented to serve the needs of the surrounding neighborhoods. Development parcels shall be accessed from collectors and internal streets not directly from an arterial roadway.
- e) Non-residential development shall be designed to accommodate future linkage with a regional transit system, if or when available with transit stops located so that they are easily accessible to commercial uses.
- f) Non-residential development design shall provide for parking in the following manner:
  - (1) On-street parking may be allowed on local streets.
  - (2) On-street parking shall be designed to promote traffic calming, pedestrian use, and shopping convenience, including but not limited to parallel and angle and reverse angle parking.
  - (3) Where feasible and appropriate, parking other than on-street parking shall be located in the rear or side of the commercial structures.
- g) Sidewalks and bicycle paths shall be of sufficient width to accommodate multiple users and commercial uses, such as, outdoor markets and cafes.

- h) Street trees shall be provided along pedestrian pathways, streets, sidewalks, and similar areas.

**ATTACHMENT 2**  
**RECORDED DOCUMENTS SECTION**

**ORDINANCE NO. 2021 - \_\_\_\_\_**

**AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, AMENDING THE 2025 COMPREHENSIVE PLAN, ORDINANCE NO. 2010-38, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP DESIGNATION FROM RURAL SILVICULTURE (R/S) TO RESIDENTIAL-B, RESIDENTIAL-C, RESIDENTIAL-D, AND MIXED USE DISTRICT, WITH A TEXT POLICY AMENDMENT TO ACCOMMODATE DEVELOPMENT OF A MAXIMUM 3,500 RESIDENTIAL UNITS AND A MAXIMUM 2.5 MILLION SQUARE FEET OF NON-RESIDENTIAL USES FOR APPROXIMATELY 2,211.60 ACRES OF LAND, LOCATED NORTH AND SOUTH OF GREENBRIAR ROAD, EAST AND WEST OF LONGLEAF PINE PARKWAY, AND WEST OF VETERANS PARKWAY; PROVIDING FOR FINDINGS OF FACT; FINDINGS OF CONSISTENCY; SEVERABILITY; AND AN EFFECTIVE DATE.**

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

WHEREAS, Sections 163.3184 and 163.3187, Florida Statutes, provide the process for the adoption of Comprehensive Plan amendments; and,

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

**SECTION 1.** The St. Johns County Comprehensive Plan is amended to change the Future Land Use Map designation from Rural Silviculture (R/S) to Residential-B (RES-B), Residential-C (RES-C), Residential-D (RES-D), and Mixed Use District (MD), with a Text Policy Amendment to accommodate development of a maximum 3,500 residential units and a maximum 2.5 million square feet of non-residential uses for approximately 2,211.60 acres of land, located north and south of Greenbriar Road, east and west of Longleaf Pine Parkway, and west of Veterans Parkway, as described and shown on the attached Exhibits "A", "B" and "C".

**SECTION 2.** The 2025 Comprehensive Plan amendment described in Section 1 is based upon the following Findings of Fact:

- (a) The proposed Comprehensive Plan Amendment was fully considered after public hearing pursuant to legal notice duly published as required by law.
- (b) The proposed Comprehensive Plan Amendment is consistent with the St. Johns County Comprehensive Plan, Ordinance No. 2010-38, as amended, the Northeast Florida Strategic Regional Policy Plan, the Community Planning Act and Land Development Regulation Act (Chapter 163, Florida Statutes).
- (c) The proposed Comprehensive Plan Amendment is procedurally consistent with Part 9.05.00 of the Land Development Code.

- (d) The amendment is consistent with the Goals, Objectives, and Policies of the St. Johns County Comprehensive Plan, including Policies A.1.2.5, A.1.2.7, A.1.3.11, A.1.15.2, and with other provisions provided during the hearing.

**SECTION 3.** The remaining portions of the St. Johns County Comprehensive Plan, Ordinance No. 2010-38, as amended, and the 2025 Future Land Use Map, as amended, which are not in conflict with the provisions of this ordinance, shall remain in full force and effect.

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

**SECTION 5.** These amendments to the St. Johns County Comprehensive Plan shall be effective 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged within 30 days after adoption, the amendment does not become effective until the state land planning agency or Administration Commission enters a final order determining the adopted amendment to be in compliance.

**SECTION 6.** This ordinance shall be recorded in a book of land use regulation ordinances kept and maintained by the Clerk of Court in accordance with Section 125.68, Florida Statutes.

**PASSED AND ENACTED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2021.**

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

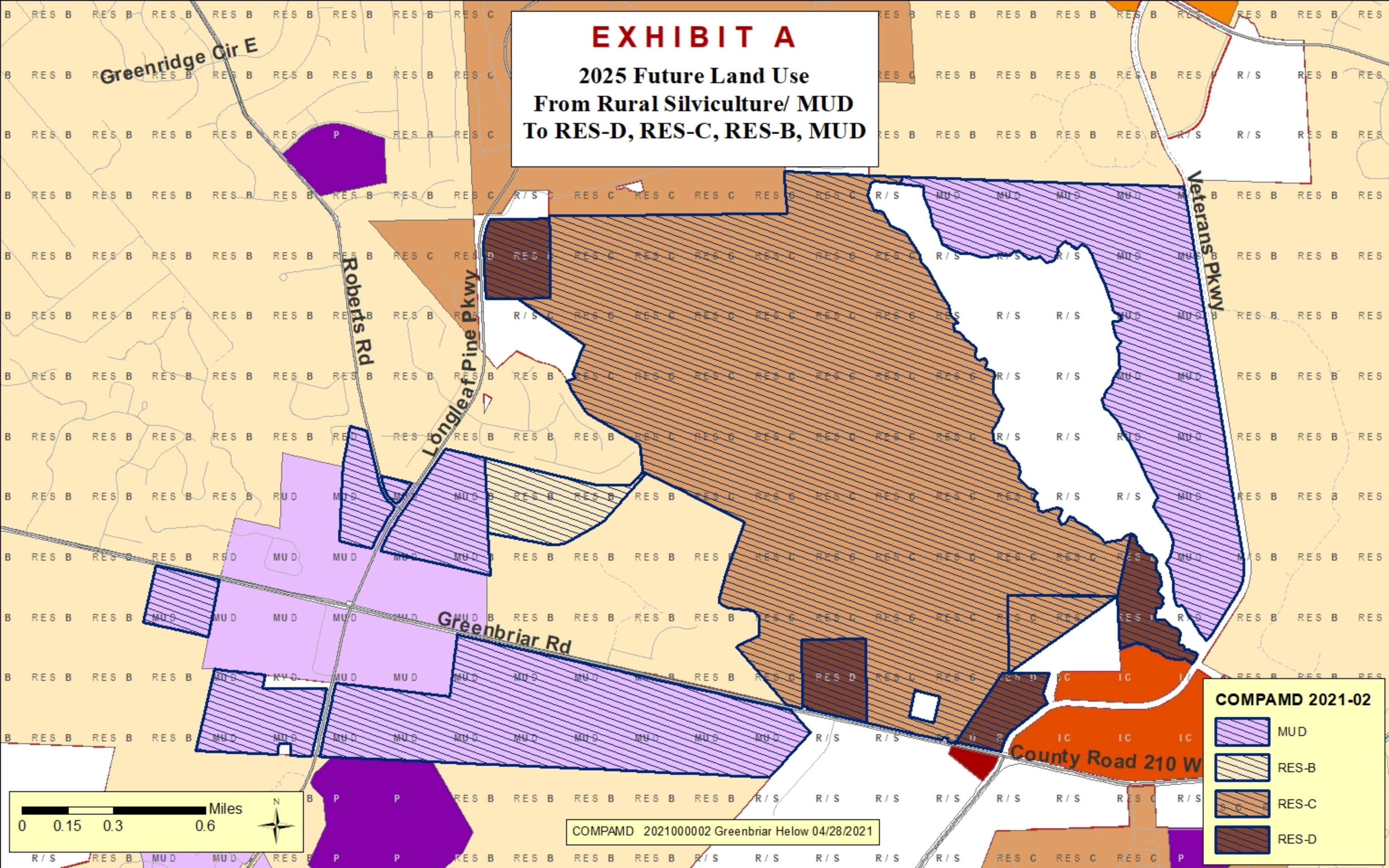
**BY: \_\_\_\_\_  
JEREMIAH R. BLOCKER, CHAIR**

**ATTEST: BRANDON J. PATTY, CLERK OF THE CIRCUIT COURT AND COMPTROLLER**




**BY: \_\_\_\_\_  
Deputy Clerk**

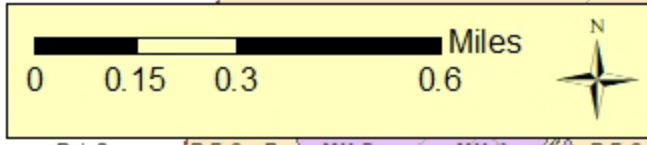
**EFFECTIVE DATE: \_\_\_\_\_**

**EXHIBIT A**  
**2025 Future Land Use**  
**From Rural Silviculture/ MUD**  
**To RES-D, RES-C, RES-B, MUD**



**COMPAMD 2021-02**

-  MUD
-  RES-B
-  RES-C
-  RES-D



COMPAMD 202100002 Greenbriar Helow 04/28/2021

## EXHIBIT B

### LEGAL DESCRIPTION

#### VILLAGES OF TOWN CENTER

#### RES-D PARCEL 1

A PARCEL OF LAND, CONSISTING OF A PORTION OF SECTION 16, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA., SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGIN AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF "LONGLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", A 150 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 59, PAGES 51 THROUGH 67 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, WITH THE NORTHERLY BOUNDARY LINE OF SECTION 16, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, (ALSO BEING THE SOUTHERLY BOUNDARY OF SECTION 9, TOWNSHIP 5 SOUTH, RANGE 27 EAST, AND THE SOUTHERLY BOUNDARY OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 895, PAGE 1414 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA. AND RUN THENCE, NORTH 89°28'43" EAST, ALONG LAST SAID LINE, A DISTANCE OF 1,027.62 FEET, TO THE SOUTHEAST CORNER OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 895, PAGE 1414 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, SOUTH 00°31'16" EAST, A DISTANCE OF 1,372.31 FEET, TO AN EASTERLY PROLONGATION OF THE NORTHERLY LINE OF THAT CORRECTIVE SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 5157, PAGE 19 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY; RUN THENCE, SOUTH 89°27'47" WEST, ALONG THE EASTERLY PROLONGATION, AND THEN ALONG THE NORTHERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 5157, PAGE 19 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 1,114.67 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID "LONGLEAF PINE PARKWAY/COUNTY ROAD 244 WEST"; RUN THENCE, ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID "LONGLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", THE FOLLOWING TWO (2) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 02°39'29" WEST, A DISTANCE OF 870.84 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING NORTHEASTERLY;

COURSE No. 2: RUN THENCE, NORTHEASTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE EASTERLY, AND HAVING A RADIUS OF 965.00 FEET, THROUGH A CENTRAL ANGLE OF 31°02'19" TO THE RIGHT, AN ARC DISTANCE OF 522.77 FEET, TO THE POINT OF BEGINNING, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 12°51'41" EAST, 516.40 FEET.

THE LANDS THUS DESCRIBED CONTAINS 1,542,417 SQUARE FEET, OR 35.40 ACRES, MORE OR LESS, IN AREA.

LEGAL DESCRIPTION

VILLAGES OF TOWN CENTER

RES-D, PARCEL 2

A PARCEL OF LAND, CONSISTING OF A PORTION OF SECTION 21 and 22, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA., SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE INTERSECTION OF THE COMMON BOUNDARY LINE OF SECTION 21, TOWNSHIP 5 SOUTH, RANGE 27 EAST, AND THE "FRANCIS P. FATIO" GRANT, SECTION 39, TOWNSHIP 5 SOUTH, RANGE 27 EAST, WITH THE NORTHERLY RIGHT-OF-WAY LINE OF "GREENBRIAR ROAD", A VARIABLE WIDTH PUBLIC ROAD RIGHT-OF-WAY, AS PER RIGHT-OF-WAY MAP PREPARED BY THE ST. JOHNS COUNTY SURVEYING AND MAPPING PROGRAM, DATED APRIL 19, 1999, (AND ALSO KNOWN AS OR FORMERLY KNOWN AS COUNTY ROAD No. 11/BOMBING RANGE ROAD), AND AS PER THAT SPECIAL WARRANTY DEED TO ST. JOHNS COUNTY, RECORDED IN OFFICIAL RECORDS BOOK 1404, PAGE 199 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID "GREENBRIAR ROAD", THE FOLLOWING THREE (3) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 77°11'36" EAST, A DISTANCE OF 250.32 FEET, TO A POINT;

COURSE No. 2: RUN THENCE, NORTH 57°48'24" EAST, A DISTANCE OF 28.22 FEET TO A POINT;

COURSE No. 3: RUN THENCE, NORTH 12°48'21" EAST, A DISTANCE OF 30.00 FEET, TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING THUS DESCRIBED, RUN THENCE, NORTH 00°46'59" WEST, A DISTANCE OF 1,130.76 FEET, TO A POINT; RUN THENCE, NORTH 89°13'01" EAST, A DISTANCE OF 1,106.00 FEET, TO A POINT; RUN THENCE, SOUTH 00°46'59" EAST, A DISTANCE OF 1,449.52 FEET, TO A POINT ON THE AFORESAID NORTHERLY RIGHT-OF-WAY LINE OF "GREENBRIAR ROAD", A VARIABLE WIDTH PUBLIC ROAD RIGHT-OF-WAY; RUN THENCE, ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID "GREENBRIAR ROAD", THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 77°11'36" WEST, A DISTANCE OF 1,049.98 FEET, TO A POINT;

COURSE No. 2: RUN THENCE, NORTH 32°11'32" WEST, A DISTANCE OF 28.22 FEET, TO A POINT;

COURSE No. 3: RUN THENCE, NORTH 12°48'21" EAST, A DISTANCE OF 30.00 FEET, TO A POINT;

COURSE No. 4: RUN THENCE, NORTH 77°11'36" WEST, A DISTANCE OF 80.00 FEET, TO THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 1,451,424 SQUARE FEET, OR 33.32 ACRES, MORE OR LESS, IN AREA.



VILLAGES OF TOWN CENTER

RES-D, PARCEL 3

A PARCEL OF LAND, CONSISTING OF A PORTION OF SECTION 22, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA., SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING, BEGIN AT THE MOST SOUTHWEST CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE NORTH 89°16'00" EAST, ALONG THE SOUTHERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 710.45 FEET. TO A POINT; RUN THENCE, SOUTH 15°18'13" WEST, A DISTANCE OF 357.98 FEET, TO A POINT; RUN THENCE, SOUTH 24°10'32" EAST, A DISTANCE OF 203.08 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF "COUNTY ROAD No. 223/VETERNS PARKWAY", A 130 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS PLANNED); RUN THENCE, ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID "COUNTY ROAD No. 223/VETERNS PARKWAY", THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTHWESTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE SOUTHEASTERLY, AND HAVING A RADIUS OF 815.00 FEET, THROUGH A CENTRAL ANGLE OF 13°36'55" TO THE LEFT, AN ARC DISTANCE OF 193.67 FEET, TO THE LEFT, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 58°29'32" WEST, 193.22 FEET;

COURSE No. 2: RUN THENCE, SOUTH 51°41'04" WEST, ALONG LAST SAID TANGENCY, A DISTANCE OF 548.31 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING SOUTHWESTERLY;

COURSE No. 3: RUN THENCE SOUTHWESTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE SOUTHEASTERLY, AND HAVING A RADIUS OF 565.00 FEET, THROUGH A CENTRAL ANGLE OF 38°58'51" TO THE LEFT, AN ARC DISTANCE OF 384.39 FEET, TO THE POINT OF TANGENCY OF LAST SAID CURVE, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 32°11'39" WEST, 377.02 FEET;

COURSE No. 4: RUN THENCE, SOUTH 12°42'13" WEST, ALONG LAST SAID TANGENCY, A DISTANCE OF 70.04 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF "GREENBRIAR ROAD" A VARIABLE WIDTH PUBLIC ROAD RIGHT-OF-WAY, AS PER RIGHT-OF-WAY MAP PREPARED BY THE ST. JOHNS COUNTY SURVEYING AND MAPPING PROGRAM, DATED APRIL 19, 1999, (AND ALSO KNOWN AS OR FORMERLY KNOWN AS COUNTY ROAD No. 11/BOMBING RANGE ROAD), AND AS PER THAT SPECIAL WARRANTY DEED TO ST. JOHNS COUNTY, RECORDED IN OFFICIAL RECORDS BOOK 1404, PAGE 199 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE NORTH 77°17'41" WEST, ALONG AFORESAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 799.02 FEET, TO A POINT; RUN THENCE, NORTH 34°01'07" EAST, A DISTANCE OF 1,414.90 FEET, TO A POINT ON THE WESTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, NORTH 89°16'00" EAST, ALONG THE AFORESAID WESTERLY PROLONGATION OF THE SOUTHERLY LINE OF LAST SAID LANDS, A DISTANCE OF 100.00 FEET, TO THE MOST SOUTHWEST CORNER

OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 1,173,168 SQUARE FEET, OR 26.93 ACRES, MORE OR LESS, IN AREA.

VILLAGES OF TOWN CENTER

RES-D, PARCEL 4

A PARCEL OF LAND, CONSISTING OF A PORTION OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA., SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING, BEGIN AT THE MOST NORTHEAST CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, NORTH 11°18'06" EAST, A DISTANCE OF 1,073.57 FEET, TO A POINT ON THE WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN THAT QUIT CLAIM DEED FROM UNITED WATER FLORIDA, LLC TO JEA (FORMERLY KNOWN AS JACKSONVILLE ELECTRIC AUTHORITY) AS PER THAT INSTRUMENT RECORDED IN OFFICIAL RECORDS BOOK 1720, PAGE 876 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE ALONG THE WESTERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1720, PAGE 876 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING FIFTY-FOUR (54) COURSES AND DISTANCES:

- COURSE No. 1: RUN THENCE SOUTH 75°45'56" EAST, A DISTANCE OF 66.31 FEET, TO A POINT;
- COURSE No. 2: RUN THENCE SOUTH 40°48'09" EAST, A DISTANCE OF 57.54 FEET, TO A POINT;
- COURSE No. 3: RUN THENCE SOUTH 08°35'06" EAST, A DISTANCE OF 64.25 FEET, TO A POINT;
- COURSE No. 4: RUN THENCE SOUTH 03°46'18" EAST, A DISTANCE OF 74.59 FEET, TO A POINT;
- COURSE No. 5: RUN THENCE SOUTH 66°28'51" EAST, A DISTANCE OF 75.45 FEET, TO A POINT;
- COURSE No. 6: RUN THENCE SOUTH 33°15'37" EAST, A DISTANCE OF 78.07 FEET, TO A POINT;
- COURSE No. 7: RUN THENCE SOUTH 43°11'12" EAST, A DISTANCE OF 49.13 FEET, TO A POINT;
- COURSE No. 8: RUN THENCE SOUTH 63°46'34" EAST, A DISTANCE OF 70.66 FEET, TO A POINT;
- COURSE No. 9: RUN THENCE SOUTH 82°38'53" EAST, A DISTANCE OF 64.46 FEET, TO A POINT;
- COURSE No. 10: RUN THENCE SOUTH 50°44'13" EAST, A DISTANCE OF 63.50 FEET, TO A POINT;
- COURSE No. 11: RUN THENCE SOUTH 17°02'11" EAST, A DISTANCE OF 69.61 FEET, TO A POINT;
- COURSE No. 12: RUN THENCE SOUTH 06°33'43" WEST, A DISTANCE OF 61.92 FEET, TO A POINT;
- COURSE No. 13: RUN THENCE SOUTH 01°18'02" WEST, A DISTANCE OF 54.96 FEET, TO A POINT;
- COURSE No. 14: RUN THENCE SOUTH 17°23'30" EAST, A DISTANCE OF 59.30 FEET, TO A POINT;
- COURSE No. 15: RUN THENCE SOUTH 34°09'01" EAST, A DISTANCE OF 40.85 FEET, TO A POINT;
- COURSE No. 16: RUN THENCE SOUTH 21°42'18" EAST, A DISTANCE OF 56.21 FEET, TO A POINT;

COURSE No. 17: RUN THENCE SOUTH 31°13'18" EAST, A DISTANCE OF 43.98 FEET, TO A POINT;  
COURSE No. 18: RUN THENCE SOUTH 13°00'02" EAST, A DISTANCE OF 49.22 FEET, TO A POINT;  
COURSE No. 19: RUN THENCE SOUTH 02°10'48" EAST, A DISTANCE OF 46.76 FEET, TO A POINT;  
COURSE No. 20: RUN THENCE SOUTH 16°22'30" WEST, A DISTANCE OF 45.78 FEET, TO A POINT;  
COURSE No. 21: RUN THENCE SOUTH 43°26'53" WEST, A DISTANCE OF 54.84 FEET, TO A POINT;  
COURSE No. 22: RUN THENCE SOUTH 04°32'35" WEST, A DISTANCE OF 43.67 FEET, TO A POINT;  
COURSE No. 23: RUN THENCE SOUTH 21°24'06" EAST, A DISTANCE OF 38.22 FEET, TO A POINT;  
COURSE No. 24: RUN THENCE SOUTH 47°29'20" EAST, A DISTANCE OF 31.90 FEET, TO A POINT;  
COURSE No. 25: RUN THENCE SOUTH 42°27'57" EAST, A DISTANCE OF 61.79 FEET, TO A POINT;  
COURSE No. 26: RUN THENCE SOUTH 23°27'48" WEST, A DISTANCE OF 37.12 FEET, TO A POINT;  
COURSE No. 27: RUN THENCE SOUTH 04°08'23" WEST, A DISTANCE OF 26.02 FEET, TO A POINT;  
COURSE No. 28: RUN THENCE SOUTH 24°13'32" EAST, A DISTANCE OF 19.89 FEET, TO A POINT;  
COURSE No. 29: RUN THENCE SOUTH 14°13'38" EAST, A DISTANCE OF 35.59 FEET, TO A POINT;  
COURSE No. 30: RUN THENCE SOUTH 10°09'50" WEST, A DISTANCE OF 45.50 FEET, TO A POINT;  
COURSE No. 31: RUN THENCE SOUTH 49°47'50" WEST, A DISTANCE OF 49.68 FEET, TO A POINT;  
COURSE No. 32: RUN THENCE NORTH 82°17'45" WEST, A DISTANCE OF 75.41 FEET, TO A POINT;  
COURSE No. 33: RUN THENCE SOUTH 03°59'09" WEST, A DISTANCE OF 204.67 FEET, TO A POINT;  
COURSE No. 34: RUN THENCE, NORTH 87°51'44" EAST, A DISTANCE OF 41.67 FEET, TO A POINT;  
COURSE No. 35: RUN THENCE, SOUTH 81°19'46" EAST, A DISTANCE OF 73.51 FEET, TO A POINT;  
COURSE No. 36: RUN THENCE, NORTH 77°58'51" EAST, A DISTANCE OF 49.64 FEET, TO A POINT;  
COURSE No. 37: RUN THENCE, SOUTH 51°55'48" EAST, A DISTANCE OF 56.08 FEET, TO A POINT;  
COURSE No. 38: RUN THENCE, SOUTH 28°24'20" EAST, A DISTANCE OF 46.22 FEET, TO A POINT;  
COURSE No. 39: RUN THENCE, SOUTH 53°58'56" EAST, A DISTANCE OF 49.89 FEET, TO A POINT;  
COURSE No. 40: RUN THENCE, SOUTH 40°43'27" EAST, A DISTANCE OF 45.50 FEET, TO A POINT;  
COURSE No. 41: RUN THENCE, SOUTH 79°01'19" EAST, A DISTANCE OF 64.55 FEET, TO A POINT;  
COURSE No. 42: RUN THENCE, SOUTH 52°50'34" EAST, A DISTANCE OF 68.39 FEET, TO A POINT;  
COURSE No. 43: RUN THENCE, SOUTH 22°31'57" EAST, A DISTANCE OF 67.61 FEET, TO A POINT;  
COURSE No. 44: RUN THENCE, SOUTH 22°47'14" WEST, A DISTANCE OF 55.93 FEET, TO A POINT;  
COURSE No. 45: RUN THENCE, SOUTH 10°24'32" WEST, A DISTANCE OF 99.82 FEET, TO A POINT;

COURSE No. 46: RUN THENCE, SOUTH 36°46'55" EAST, A DISTANCE OF 42.54 FEET, TO A POINT;

COURSE No. 47: RUN THENCE, SOUTH 84°22'57" EAST, A DISTANCE OF 64.10 FEET, TO A POINT;

COURSE No. 48: RUN THENCE, SOUTH 18°37'56" EAST, A DISTANCE OF 76.56 FEET, TO A POINT;

COURSE No. 49: RUN THENCE, SOUTH 80°30'47" EAST, A DISTANCE OF 42.76 FEET, TO A POINT;

COURSE No. 50: RUN THENCE, NORTH 81°26'52" EAST, A DISTANCE OF 41.89 FEET, TO A POINT;

COURSE No. 51: RUN THENCE, SOUTH 50°21'11" EAST, A DISTANCE OF 44.69 FEET, TO A POINT;

COURSE No. 52: RUN THENCE, SOUTH 75°27'18" EAST, A DISTANCE OF 57.90 FEET, TO A POINT;

COURSE No. 53: RUN THENCE, SOUTH 46°39'00" EAST, A DISTANCE OF 53.62 FEET, TO A POINT;

COURSE No. 54: RUN THENCE, SOUTH 08°41'43" WEST, A DISTANCE OF 72.28 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF "COUNTY ROAD No. 223/VETERNS PARKWAY", ( A 130 FOOT PUBLIC ROAD-RIGHT-OF-WAY, AS PLANNED); RUN THENCE, SOUTH 32°25'17" WEST, ALONG AFORESAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 126.18 FEET, TO A POINT; THENCE DEPARTING FROM AFORESAID NORTHERLY RIGHT-OF-WAY LINE, RUN THE FOLLOWING TEN (10) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 57°34'43" WEST, A DISTANCE OF 168.50 FEET, TO A POINT;

COURSE No. 2: RUN THENCE, SOUTH 82°55'24" WEST, A DISTANCE OF 61.40 FEET, TO A POINT;

COURSE No. 3: RUN THENCE, NORTH 87°58'17" WEST, A DISTANCE OF 150.44 FEET, TO A POINT;

COURSE No. 4: RUN THENCE, NORTH 78°08'35" WEST, A DISTANCE OF 103.92 FEET, TO A POINT;

COURSE No. 5: RUN THENCE, NORTH 55°20'28" WEST, A DISTANCE OF 182.14 FEET, TO A POINT;

COURSE No. 6: RUN THENCE, NORTH 76°58'23" WEST, A DISTANCE OF 97.65 FEET, TO A POINT;

COURSE No. 7: RUN THENCE, NORTH 47°27'29" WEST, A DISTANCE OF 103.87 FEET, TO A POINT;

COURSE No. 8: RUN THENCE, NORTH 65°35'58" WEST, A DISTANCE OF 95.23 FEET, TO A POINT;

COURSE No. 9: RUN THENCE, NORTH 84°08'14" WEST, A DISTANCE OF 137.66 FEET, TO A POINT;

COURSE No. 10: RUN THENCE, SOUTH 70°16'29" WEST, A DISTANCE OF 292.21 FEET, TO A POINT ON THE EASTERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, NORTH 01°28'44" WEST, ALONG THE EASTERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 943.27 FEET, TO THE NORTHEAST CORNER OF SAID LANDS, AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 1,406,775 SQUARE FEET, OR 32.29 ACRES, MORE OR LESS, IN AREA.

## LEGAL DESCRIPTION

### VILLAGES OF TOWN CENTER

#### PARCEL 4 SKETCH

A PARCEL OF LAND, CONSISTING OF A PORTION OF SECTION 16, AND A PORTION OF THE FRANCIS P. FATIO GRANT, SECTION 39, ALL IN TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA., SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF "LONGLY PINE PARKWAY/COUNTY ROAD 244 WEST", A 150 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 59, PAGES 51 THROUGH 67 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, WITH THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES PHASE FOUR", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 90, PAGES 71 THROUGH 77 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, ALONG THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES UNIT FOUR", AND THEN ALONG THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES UNIT FIVE AND SIX B", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 99, PAGES 63 THROUGH 67 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 701.37 FEET, TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING THUS DESCRIBED, RUN THENCE, ALONG THE AFORESAID SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES PHASE FIVE AND SIX B, AS SHOWN ON THE PLAT THEREOF, AND THEN ALONG THE SOUTHERLY BOUNDARY LINE OF "OXFORD ESTATES UNIT SIX A, AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 103, PAGES 90 THROUGH 93 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE SOUTH 76°40'12" EAST, A DISTANCE OF 1,985.00 FEET, TO A POINT;

COURSE No. 2: RUN THENCE, SOUTH 89°09'20" EAST, A DISTANCE OF 578.27 FEET, TO A POINT;

COURSE No. 3: RUN THENCE, NORTH 47°32'49" EAST, A DISTANCE OF 240 .04 FEET, TO A POINT;

COURSE No. 4: RUN THENCE, NORTH 43°45'05" EAST, A DISTANCE OF 33.39 FEET, TO A POINT;

COURSE No. 5: RUN THENCE, NORTH 11°31'04" EAST, A DISTANCE OF 51.14 FEET, TO A POINT; RUN THENCE, SOUTH 66°22'25" EAST, A DISTANCE OF 77.38 FEET, TO A POINT THE BOUNDARY LINES OF THOSE LANDS DESCRIBED AND RECORDED IN THAT SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 4833, PAGE 1660 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, RUN THE FIVE (5) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 41°17'23" WEST, A DISTANCE OF 1,046.53 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING SOUTHWESTERLY;

COURSE No. 2: RUN THENCE, SOUTHWESTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE NORTHWESTERLY, AND HAVING A RADIUS OF 350.00 FEET, THROUGH A CENTRAL ANGLE OF 18°33'39" TO THE LEFT, AN ARC DISTANCE OF 113.38 FEET, AN ARC DISTANCE OF 113.38 FEET, TO THE POINT OF TANGENCY OF LAST SAID CURVE, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 50°34'13" WEST, 112.89 FEET;

## LEGAL DESCRIPTION

COURSE No. 3: RUN THENCE, SOUTH 59°51'02" WEST, ALONG LAST SAID TANGENCY, A DISTANCE OF 601.12 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING SOUTHWESTERLY;

COURSE No. 4: RUN THENCE, SOUTHWESTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE NORTHWESTERLY, AND HAVING A RADIUS OF 550.00 FEET, THROUGH A CENTRAL ANGLE OF 40°37'33" TO THE RIGHT, AN ARC DISTANCE OF 389.98 FEET, TO THE POINT OF TANGENCY OF LAST SAID CURVE, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 80°09'49" WEST, 381.86 FEET;

COURSE No. 5: RUN THENCE, NORTH 79°31'25" WEST, ALONG LAST SAID TANGENCY, A DISTANCE OF 1,074.44 FEET, TO A POINT; RUN THENCE, NORTH 02°41'31" WEST, DEPARTING FROM THE AFORESAID BOUNDARY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN THAT SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 4833, PAGE 1660 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 1,292.19 FEET, TO A POINT ON THE SOUTHERLY BOUNDARY OF "OXFORD ESTATES-PHASE FIVE & SIX-B", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 99, PAGES 63 THROUGH 67 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 2,464,320 SQUARE FEET, OR 56.57 ACRES, MORE OR LESS, IN AREA.

## LEGAL DESCRIPTION

### VILLAGES OF TOWN CENTER

#### PARCEL 5 SKETCH

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

FOR A POINT OF BEGINNING, BEGIN AT THE MONUMENTED NORTHWESTERLY CORNER OF LOT 1, "GREENBRIAR PLANTATION", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 55, PAGES 1 THROUGH 12 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, ALONG THE WESTERLY BOUNDARY OF SAID "GREENBRIAR PLANTATION", AS SHOWN ON THE AFORESAID PLAT, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 41°04'36" EAST, A DISTANCE OF 498.05 FEET, TO A POINT;

COURSE No. 2: RUN THENCE, SOUTH 41°29'12" WEST, A DISTANCE OF 1,047.42 FEET, TO A POINT ON THE NORTHERLY BOUNDARY LINE OF THE "RIVERTOWN PUD"; RUN THENCE, NORTH 87°17'21" WEST, ALONG LAST SAID LINE, A DISTANCE OF 7,796.09 FEET, TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF "COUNTY ROAD No. 244, LONGLEAF PINE PARKWAY", A 130 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS DESCRIBED AND RECORDED IN THAT SPECIAL WARRANTY DEED RECORDED AT OFFICIAL RECORDS BOOK 3318, PAGE 926 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, NORTH 12°29'01" EAST, ALONG THE AFORESAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 1,292.22 FEET, TO A POINT, BEING THE SOUTHWESTERLY CORNER OF THE "SHOPPES AT MILL CREEK FOREST" PUD, GREENBRIAR MARKETPLACE EAST, AS DESCRIBED IN THAT ST. JOHNS COUNTY ORDINANCE No. 2018-45, RECORDED IN OFFICIAL RECORDS BOOK 4618, PAGE 970 ET SEQ, OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY; RUN THENCE, ALONG THE SOUTHERLY AND EASTERLY BOUNDARY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4618, PAGE 970 ET SEQ, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 83°18'06" EAST, A DISTANCE OF 1,991.00 FEET, TO THE MOST SOUTHEASTERLY CORNER OF LAST SAID LANDS;

COURSE No. 2: RUN THENCE, NORTH 06°37'27" EAST, A DISTANCE OF 1,081.00 FEET, TO THE MOST NORTHEASTERLY CORNER OF LAST SAID LANDS, AND TO A POINT LYING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF "GREENBRIAR ROAD", (ALSO KNOWN AS BOMBING RANGE ROAD/COUNTY ROAD No. 11), A VARIABLE WIDTH PUBLIC ROAD RIGHT-OF-WAY, AS PER RIGHT-OF-WAY MAP PREPARED BY ST. JOHNS COUNTY SURVEYING AND MAPPING PROGRAM, DATED APRIL 19, 1999); RUN THENCE, SOUTH 77°11'48" EAST, ALONG THE AFORESAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 5,919.72 FEET, TO THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 12,608,075 SQUARE FEET, OR 289.44 ACRES, MORE OR LESS, IN AREA.



## LEGAL DESCRIPTION

### VILLAGES OF TOWN CENTER

#### PARCEL 6 SKETCH

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

FOR A POINT OF REFERENCE, COMMENT AT THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF "GREENBRIAR ROAD", (ALSO KNOWN AS BOMBING RANGE ROAD/COUNTY ROAD No. 11), A VARIABLE WIDTH PUBLIC ROAD RIGHT-OF-WAY, AS PER RIGHT-OF-WAY MAP PREPARED BY ST. JOHNS COUNTY SURVEYING AND MAPPING PROGRAM, DATED APRIL 19, 1999), WITH THE WESTERLY

RIGHT-OF-WAY LINE OF "COUNTY ROAD No. 244, LONGLEAF PINE PARKWAY", A 130 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS DESCRIBED AND RECORDED IN THAT SPECIAL WARRANTY DEED RECORDED AT OFFICIAL RECORDS BOOK 3318, PAGE 926 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID "COUNTY ROAD 244/LONGLEAF PINE PARKWAY", THE FOLLOWING THREE (3) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 28°11'59" EAST, A DISTANCE OF 58.36 FEET, TO A POINT ON THE ARC OF A CURVE LEADING SOUTHWESTERLY;

COURSE No. 2: RUN THENCE, SOUTHWESTERLY, ALONG AND AROUND THE ARC OF A NON TANGENTIAL CURVE, BEING CONCAVE SOUTHEASTERLY, AND HAVING A RADIUS OF 07°13'01" TO THE LEFT, AN ARC DISTANCE OF 386.07 FEET, TO THE POINT OF TANGENCY, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 16°05'31" WEST, 385.81 FEET;

COURSE No. 3: RUN THENCE, SOUTH 12°29'01" WEST, A DISTANCE OF 974.67 FEET, TO THE MOST SOUTHEASTERLY CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN THAT SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 4862, PAGE 579 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING THUS DESCRIBED, CONTINUE SOUTH 12°29'01" WEST, A DISTANCE OF 1,197.92 FEET, TO A POINT ON THE SOUTHERLY BOUNDARY OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 807, PAGE 564 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, (AND ALSO BEING THE NORTHERLY BOUNDARY LINE OF THE "RIVERTOWN PUD"); RUN THENCE, NORTH 87°17'21" WEST, A DISTANCE OF 366.80 FEET, TO A POINT, BEING THE MOST SOUTHEASTERLY CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4736, PAGE 1427 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, ALONG THE EASTERLY, NORTHERLY AND THEN WESTERLY BOUNDARY OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4736, PAGES 1427 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 00°10'36" EAST, A DISTANCE OF 200.20 FEET, TO A POINT;

COURSE No. 2: RUN THENCE, NORTH 87°17'26" WEST, A DISTANCE OF 187.43 FEET, TO A POINT;

COURSE No. 3: RUN THENCE, SOUTH 28°52'57" WEST, A DISTANCE OF 76.20 FEET, TO A POINT;

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COURSE No. 4: RUN THENCE, SOUTH 00°10'36" WEST, A DISTANCE OF 131.74 FEET, TO A POINT ON THE AFORESAID SOUTHERLY BOUNDARY OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 807, PAGE 564 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, (AND ALSO BEING THE NORTHERLY BOUNDARY LINE OF THE "RIVERTOWN PUD"); RUN THENCE, NORTH 87°17'21" WEST, ALONG LAST SAID LINE, A DISTANCE OF 1,409.56 FEET, TO A POINT, BEING THE MOST SOUTHEASTERLY CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN THAT CORPORATE WARRANTY DEED TO ST. JOHNS COUNTY, AS RECORDED IN OFFICIAL RECORDS BOOK 2471 PAGE 683 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; ; RUN THENCE, NORTH 12°48'00" EAST, ALONG THE EASTERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 2471, PAGE 683 OF SAID PUBLIC RECORDS, A DISTANCE OF 1,438.11 FEET, TO A POINT ON THE SOUTHERLY LINE OF THE "SHOPPES AT MILL CREEK FOREST" PUD, GREENBRIAR MARKETPLACE WEST, AS PER THAT ST. JOHNS COUNTY, ORDINANCE No. 2018-45, RECORDED IN OFFICIAL RECORDS BOOK 4618, PAGE 970 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; RUN THENCE, SOUTH 83°18'06" EAST, ALONG THE AFORESAID SOUTHERLY LINE OF THE "SHOPPES AT MILL CREEK FOREST" PUD, GREENBRIAR MARKETPLACE WEST, AS PER THAT ST. JOHNS COUNTY, ORDINANCE No. 2018-45, RECORDED IN OFFICIAL RECORDS BOOK 4618, PAGE 970 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 880.94 FEET, TO A POINT ON THE WESTERLY BOUNDARY OF THOSE LANDS DESCRIBED AND RECORDED IN THAT SPECIAL WARRANTY DEED TO PUBLIX SUPER MARKETS, INC., AS RECORDED IN OFFICIAL RECORDS BOOK 4862, PAGE 579 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, ALONG THE WESTERLY, AND THEN SOUTHERLY BOUNDARY OF LAST SAID LANDS, THE FOLLOWING TWO COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 12°49'38" WEST, A DISTANCE OF 230.37 FEET, TO THE SOUTHWESTERLY CORNER OF LAST SAID LANDS;

COURSE No. 2: RUN THENCE, SOUTH 90°00'00" EAST, ALONG THE SOUTHERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4862, PAGE 579 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 1,114.74 FEET, TO A POINT ON THE AFORESAID WESTERLY RIGHT-OF-WAY LINE OF "COUNTY ROAD 244/LONGLEAF PINE PARKWAY", AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 2,467,069 SQUARE FEET, OR 56.63 ACRES, MORE OR LESS, IN AREA.

## LEGAL DESCRIPTION

### VILLAGES OF TOWN CENTER

#### PARCEL 7 SKETCH

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

FOR A POINT OF REFERENCE, COMMENT AT THE INTERSECTION OF THE WESTERLY RIGHT-OF-WAY LINE OF "COUNTY ROAD No. 244, LONGLEAF PINE PARKWAY", A 130 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS DESCRIBED AND RECORDED IN THAT SPECIAL WARRANTY DEED RECORDED AT OFFICIAL RECORDS BOOK 3318, PAGE 926 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF "GREENBRIAR ROAD", (ALSO KNOWN AS BOMBING RANGE ROAD/COUNTY ROAD No. 11), A VARIABLE WIDTH PUBLIC ROAD RIGHT-OF-WAY, AS PER RIGHT-OF-WAY MAP PREPARED BY ST. JOHNS COUNTY SURVEYING AND MAPPING PROGRAM, DATED APRIL 19, 1999); RUN THENCE, NORTH 77°11'48" WEST, ALONG THE AFORESAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 2,204.15 FEET, TO THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING THUS DESCRIBED, RUN THENCE, SOUTH 12°48'12" WEST, DEPARTING FROM AFORESAID RIGHT-OF-WAY LINE, AND PARALLEL WITH THE WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 807, PAGE 564 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 1,000.00 FEET, TO A POINT; RUN THENCE, NORTH 77°11'48" WEST, PARALLEL WITH AND 1,000 FEET SOUTHERLY OF AFORESAID SOUTHERLY RIGHT-OF-WAY LINE OF "GREENBRIAR ROAD", A DISTANCE OF 1,115.00 FEET, TO A POINT ON THE WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 807, PAGE 564 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, NORTH 12°48'12" EAST, ALONG THE AFORESAID WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 807, PAGE 564 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 1,000.00 FEET, TO A POINT ON THE AFORESAID SOUTHERLY RIGHT-OF-WAY LINE OF "GREENBRIAR ROAD"; RUN THENCE, SOUTH 77°11'48" EAST, ALONG LAST SAID LINE, A DISTANCE OF 1,115.00 FEET, TO THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 1,115,000 SQUARE FEET, OR 25.59 ACRES, MORE OR LESS, IN AREA.

## LEGAL DESCRIPTION

### VILLAGES AT TOWN CENTER

#### PARCEL 8 SKETCH

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

FOR A POINT OF REFERENCE, COMMENCE AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF "LONGLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", A 150 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 59, PAGES 51 THROUGH 67 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, WITH THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES PHASE FOUR", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 90, PAGES 71 THROUGH 77 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, ALONG A WESTERLY PROLONGATION OF SAID SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES UNIT FOUR", A DISTANCE OF 1,395.53 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID "ROBERTS ROAD", AND THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING THUS DESCRIBED, RUN THENCE, ALONG THE AFORESAID WESTERLY RIGHT-OF-WAY LINE OF "ROBERTS ROAD", THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 13°29'03" EAST, A DISTANCE OF 967.96 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING SOUTHEASTERLY;

COURSE No. 2: RUN THENCE, SOUTHEASTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE NORTHEASTERLY, AND HAVING A RADIUS OF 627.50 FEET, THROUGH A CENTRAL ANGLE OF 38°37'59" TO THE LEFT, AN ARC DISTANCE OF 423.11 FEET, TO THE POINT OF TANGENCY OF LAST SAID CURVE, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 32°46'17" EAST, 415.14 FEET;

COURSE No. 3: RUN THENCE, SOUTH 52°05'16" EAST, ALONG LAST SAID TANGENCY, A DISTANCE OF 10.14 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING SOUTHEASTERLY;

COURSE No. 4: RUN THENCE, SOUTHEASTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE WESTERLY, AND HAVING A RADIUS OF 50.00 FEET, THROUGH A CENTRAL ANGLE OF 86°15'27" TO THE RIGHT, AN ARC DISTANCE OF 75.27 FEET, TO THE POINT OF TANGENCY OF LAST SAID ARC, SAID POINT LYING ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF "LONGLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 08°57'33" EAST, 68.36 FEET; RUN THENCE, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF "LONGLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", THE FOLLOWING TWO (2) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 34°10'11" WEST, ALONG LAST SAID TANGENCY, A DISTANCE OF 4.15 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING SOUTHWESTERLY;

COURSE No. 2: RUN THENCE, SOUTHEASTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE SOUTHEASTERLY, AND HAVING A RADIUS OF 4,075.00 FEET, THROUGH A CENTRAL ANGLE OF 10°53'54" TO THE LEFT, AN ARC DISTANCE OF 775.11 FEET, TO A POINT, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 28°43'08" WEST, 773.95 FEET;

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RUN THENCE, NORTH 77°20'41" WEST, A DISTANCE OF 578.13 FEET, TO A POINT; RUN THENCE, NORTH 02°45'26" EAST, A DISTANCE OF 1,285.90 FEET, TO A POINT; RUN THENCE, NORTH 09°48'24" EAST, A DISTANCE OF 713.36 FEET, TO A POINT; RUN THENCE, SOUTH 76°40'12" EAST, A DISTANCE OF 293.80 FEET, TO A POINT ON THE AFORESAID WESTERLY RIGHT-OF-WAY LINE OF "ROBERTS ROAD", AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 1,252,532 SQUARE FEET, OR 28.75 ACRES, MORE OR LESS, IN AREA.

## LEGAL DESCRIPTION

### VILLAGES OF TOWN CENTER

#### PARCEL 9 SKETCH

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

FOR A POINT OF BEGINNING, BEGIN AT THE MOST SOUTHEASTERLY CORNER OF "OXFORD ESTATES-PHASE THREE", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 79, PAGES 15 THROUGH 19 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF "LONGLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", AS SHOWN ON THE PLAT OF "COUNTY ROAD WEST", AS RECORDED IN MAP BOOK 59, PAGES 51 THROUGH 67 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, SOUTH 34°10'11" WEST, A DISTANCE OF 386.98 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING SOUTHWESTERLY;

COURSE No. 2: RUN THENCE, SOUTHWESTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE NORTHWESTERLY, AND HAVING A RADIUS OF 50.00 FEET, THROUGH A CENTRAL ANGLE OF 93°44'32" TO THE RIGHT, AN ARC DISTANCE OF 81.81 FEET, TO THE POINT OF COMPOUND CURVATURE, OF A CURVE LEADING NORTHWESTERLY, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 81°02'27" WEST, 72.98 FEET; RUN THENCE, ALONG THE NORTHEASTERLY RIGHT-OF-WAY LINE OF ROBERTS ROAD, ( A 55 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS PER THE AFORESAID PLAT OF "COUNTY ROAD 244 WEST", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 59, PAGES 51 THROUGH 67 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; RUN THENCE, ALONG THE AFORESAID RIGHT-OF-WAY LINE, THE FOLLOWING COURSE AND DISTANCE:

COURSE No. 1: RUN THENCE, NORTHWESTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE NORTHEASTERLY, AND HAVING A RADIUS OF 572.50 FEET, THROUGH A CENTRAL ANGLE OF 38°37'59" TO THE RIGHT, A ARC DISTANCE OF 386.02 FEET, TO THE POINT OF TANGENCY OF LAST SAID CURVE, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 32°46'17" WEST, 378.75 FEET; CONTINUE, ALONG THE EXISTING RIGHT-OF-WAY LINE OF ROBERTS ROAD, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 76°30'57" EAST, A DISTANCE OF 10.12 FEET, TO A POINT, ON THE SOUTHERLY PROLONGATION OF THE EASTERLY RIGHT-OF-WAY LINE OF ROBERTS ROAD, AS SHOWN ON THE AFORESAID PLAT OF "OXFORD ESTATES-PHASE THREE", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 79, PAGES 15 THROUGH 19 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA;

COURSE No. 2: RUN THENCE, NORTH 13°29'03" WEST, ALONG LAST SAID PROLONGATION, A DISTANCE OF 137.20 FEET, TO THE MOST SOUTHWESTERLY CORNER OF SAID "OXFORD ESTATES-PHASE THREE"; RUN THENCE SOUTH 76°38'20" EAST, ALONG THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES-UNIT THREE", A DISTANCE OF 530.97 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF "LONGLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 132,378 SQUARE FEET, OR 3.03 ACRES, MORE OR LESS, IN AREA.

## LEGAL DESCRIPTION

### VILLAGES AT TOWN CENTER

#### PARCEL 10 SKETCH

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

FOR A POINT OF BEGINNING, BEGIN AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY LINE OF "LONGBLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", A 150 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 59, PAGES 51 THROUGH 67 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, WITH THE SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES PHASE FOUR", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 90, PAGES 71 THROUGH 77 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, ALONG THE SAID SOUTHERLY BOUNDARY LINE OF THE PLAT OF "OXFORD ESTATES UNIT FOUR", AND THEN ALONG THE SOUTHERLY BOUNDARY LINE OF "OXFORD ESTATES PHASE FIVE AND SIX B", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 99, PAGES 63 THROUGH 67 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 701.37 FEET, TO A POINT; RUN THENCE, SOUTH  $02^{\circ}41'31''$  EAST, A DISTANCE OF 2,023.24 FEET, TO A POINT, ON THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF TRACT "A", (STORM WATER MANAGEMENT FACILITY), AS SHOWN ON THE AFORESAID PLAT OF "COUNTY ROAD 244 WEST", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 59, PAGES 51 THROUGH 67 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; RUN THENCE, NORTH  $77^{\circ}20'41''$  WEST, ALONG THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF TRACT "A", (STORM WATER MANAGEMENT FACILITY), AND THEN ALONG THE ACTUAL NORTHERLY LINE OF SAID TRACT "A", (STORM WATER MANAGEMENT FACILITY), A DISTANCE OF 1,938.69 FEET, TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAID "LONGBLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", SAID POINT LYING ON THE ARC OF A CURVE LEADING NORTHEASTERLY; RUN THENCE, ALONG THE AFORESAID EASTERLY RIGHT-OF-WAY LINE OF SAID "LONGBLEAF PINE PARKWAY/COUNTY ROAD 244 WEST", THE FOLLOWING TWO (2) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTHEASTERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE SOUTHEASTERLY, AND HAVING A RADIUS OF 3,925.00 FEET, THROUGH A CENTRAL ANGLE OF  $10^{\circ}29'22''$  TO THE RIGHT, AN ARC DISTANCE OF 718.56 FEET, TO THE POINT OF TANGENCY OF SAID CURVE, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH  $28^{\circ}55'30''$  EAST, 717.56 FEET;

COURSE No. 2: RUN THENCE, NORTH  $34^{\circ}10'11''$  EAST, ALONG LAST SAID TANGENCY, A DISTANCE OF 1,365.68 FEET, TO THE SOUTHERLY BOUNDARY LINE OF SAID "OXFORD ESTATES PHASE FOUR", AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 2,633,896 SQUARE FEET, OR 60.46 ACRES, MORE OR LESS, IN AREA.

A PARCEL OF LAND, CONSISTING OF A PORTION OF SECTIONS 10, 11, 14, 15, AND 23, ALL IN TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 15, (AND ALSO BEING THE COMMON CORNER OF SECTIONS 9, 10, 15 AND 16, TOWNSHIP 5 SOUTH, RANGE 27 EAST), SAID POINT ALSO BEING THE MOST SOUTHEAST CORNER OF "ABERDEEN (D.R. HORTON PHASE 2A)", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 78, PAGES 1 THROUGH 9 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE NORTH 02°41'05" WEST, ALONG THE EAST LINE OF SAID SECTION 9, (AND ALSO BEING THE WEST LINE OF SECTION 10) AND ALSO BEING THE EAST LINE OF "ABERDEEN (D.R. HORTON PHASE 2A)", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 78, PAGES 1 THROUGH 9 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 726.14 FEET, TO A POINT ON THE SOUTH LINE OF THAT 130 FOOT JEA (JACKSONVILLE ELECTRIC AUTHORITY) EASEMENT, AS PER OFFICIAL RECORDS BOOK 878, PAGE 1152 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; RUN THENCE SOUTH 87°48'09" EAST, ALONG THE AFORESAID SOUTH LINE OF AFORESAID 130 FOOT JEA EASEMENT, A DISTANCE OF 1,496.44 FEET, TO A POINT, ON A NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN THAT QUIT CLAIM DEED FROM UNITED WATER FLORIDA, LLC TO JEA (FORMERLY KNOWN AS JACKSONVILLE ELECTRIC AUTHORITY) AS PER THAT INSTRUMENT RECORDED IN OFFICIAL RECORDS BOOK 1720, PAGE 876 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING, THUS DESCRIBED, RUN THENCE, SOUTH 11°00'23" WEST ALONG THE AFORESAID NORTHERLY PROLONGATION, A DISTANCE OF 206.65 FEET, TO A POINT BEING THE MOST NORTHWESTERLY CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN THAT QUIT CLAIM DEED FROM UNITED WATER FLORIDA, LLC TO JEA (FORMERLY KNOWN AS JACKSONVILLE ELECTRIC AUTHORITY) AS PER THAT INSTRUMENT RECORDED IN OFFICIAL RECORDS BOOK 1720, PAGE 876 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, ALONG THE NORTHERLY AND EASTERLY LIMITS OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1720, PAGE 876 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING ONE HUNDRED AND SIXTY-FOUR (164) COURSES AND DISTANCES:

- COURSE No. 1: RUN THENCE, NORTH 33°44'42" EAST, A DISTANCE OF 39.29 FEET, TO A POINT;
- COURSE No. 2: RUN THENCE, NORTH 77°26'32" EAST, A DISTANCE OF 115.91 FEET, TO A POINT;
- COURSE No. 3: RUN THENCE, SOUTH 84°33'05" EAST, A DISTANCE OF 843.77 FEET, TO A POINT;
- COURSE No. 4: RUN THENCE, SOUTH 04°34'19" EAST, A DISTANCE OF 224.48 FEET, TO A POINT;
- COURSE No. 5: RUN THENCE, SOUTH 19°26'21" EAST, A DISTANCE OF 186.60 FEET, TO A POINT;
- COURSE No. 6: RUN THENCE, SOUTH 33°26'13" EAST, A DISTANCE OF 171.62 FEET, TO A POINT;
- COURSE No. 7: RUN THENCE, SOUTH 03°56'16" EAST, A DISTANCE OF 208.06 FEET, TO A POINT;
- COURSE No. 8: RUN THENCE, SOUTH 44°08'37" EAST, A DISTANCE OF 89.40 FEET, TO A POINT;



COURSE No. 9: RUN THENCE, SOUTH 21°39'38" EAST, A DISTANCE OF 172.30 FEET, TO A POINT;  
COURSE No. 10: RUN THENCE, SOUTH 40°47'16" EAST, A DISTANCE OF 197.22 FEET, TO A POINT;  
COURSE No. 11: RUN THENCE, SOUTH 64°47'36" EAST, A DISTANCE OF 136.07 FEET, TO A POINT;  
COURSE No. 12: RUN THENCE, NORTH 88°17'46" EAST, A DISTANCE OF 163.40 FEET, TO A POINT;  
COURSE No. 13: RUN THENCE, SOUTH 71°50'18" EAST, A DISTANCE OF 192.54 FEET, TO A POINT;  
COURSE No. 14: RUN THENCE, NORTH 88°47'51" EAST, A DISTANCE OF 72.63 FEET, TO A POINT;  
COURSE No. 15: RUN THENCE, SOUTH 82°12'52" EAST, A DISTANCE OF 55.43 FEET, TO A POINT;  
COURSE No. 16: RUN THENCE, NORTH 70°05'10" EAST, A DISTANCE OF 68.30 FEET, TO A POINT;  
COURSE No. 17: RUN THENCE, NORTH 79°12'18" EAST, A DISTANCE OF 71.05 FEET, TO A POINT;  
COURSE No. 18: RUN THENCE, NORTH 76°13'15" EAST, A DISTANCE OF 91.06 FEET, TO A POINT;  
COURSE No. 19: RUN THENCE, SOUTH 72°12'56" EAST, A DISTANCE OF 70.67 FEET, TO A POINT;  
COURSE No. 20: RUN THENCE, NORTH 85°36'24" EAST, A DISTANCE OF 96.07 FEET, TO A POINT;  
COURSE No. 21: RUN THENCE, NORTH 39°04'56" EAST, A DISTANCE OF 47.89 FEET, TO A POINT;  
COURSE No. 22: RUN THENCE, NORTH 60°59'32" EAST, A DISTANCE OF 63.94 FEET, TO A POINT;  
COURSE No. 23: RUN THENCE, SOUTH 88°23'20" EAST, A DISTANCE OF 66.32 FEET, TO A POINT;  
COURSE No. 24: RUN THENCE, SOUTH 42°27'16" EAST, A DISTANCE OF 58.08 FEET, TO A POINT;  
COURSE No. 25: RUN THENCE, SOUTH 42°02'57" EAST, A DISTANCE OF 61.00 FEET, TO A POINT;  
COURSE No. 26: RUN THENCE, SOUTH 65°45'35" EAST, A DISTANCE OF 43.85 FEET, TO A POINT;  
COURSE No. 27: RUN THENCE, SOUTH 49°48'51" EAST, A DISTANCE OF 47.10 FEET, TO A POINT;  
COURSE No. 28: RUN THENCE, NORTH 87°19'07" EAST, A DISTANCE OF 42.24 FEET, TO A POINT;  
COURSE No. 29: RUN THENCE, NORTH 69°29'22" EAST, A DISTANCE OF 54.11 FEET, TO A POINT;  
COURSE No. 30: RUN THENCE, SOUTH 80°16'31" EAST, A DISTANCE OF 51.25 FEET, TO A POINT;  
COURSE No. 31: RUN THENCE, NORTH 43°00'37" EAST, A DISTANCE OF 38.89 FEET, TO A POINT;  
COURSE No. 32: RUN THENCE, NORTH 74°41'26" EAST, A DISTANCE OF 35.04 FEET, TO A POINT;  
COURSE No. 33: RUN THENCE, SOUTH 50°51'29" EAST, A DISTANCE OF 54.24 FEET, TO A POINT;  
COURSE No. 34: RUN THENCE, SOUTH 38°48'52" EAST, A DISTANCE OF 61.98 FEET, TO A POINT;  
COURSE No. 35: RUN THENCE, SOUTH 56°26'33" EAST, A DISTANCE OF 41.59 FEET, TO A POINT;  
COURSE No. 36: RUN THENCE, SOUTH 86°12'27" EAST, A DISTANCE OF 54.04 FEET, TO A POINT;  
COURSE No. 37: RUN THENCE, NORTH 76°56'03" EAST, A DISTANCE OF 33.90 FEET, TO A POINT;

COURSE No. 38: RUN THENCE, NORTH 43°16'44" EAST, A DISTANCE OF 73.70 FEET, TO A POINT;  
COURSE No. 39: RUN THENCE, NORTH 33°13'20" EAST, A DISTANCE OF 45.96 FEET, TO A POINT;  
COURSE No. 40: RUN THENCE, NORTH 09°10'52" WEST, A DISTANCE OF 27.44 FEET, TO A POINT;  
COURSE No. 41: RUN THENCE, NORTH 13°52'10" EAST, A DISTANCE OF 32.27 FEET, TO A POINT;  
COURSE No. 42: RUN THENCE, NORTH 28°06'23" EAST, A DISTANCE OF 38.84 FEET, TO A POINT;  
COURSE No. 43: RUN THENCE, NORTH 06°26'16" EAST, A DISTANCE OF 34.66 FEET, TO A POINT;  
COURSE No. 44: RUN THENCE, NORTH 23°05'12" EAST, A DISTANCE OF 46.68 FEET, TO A POINT;  
COURSE No. 45: RUN THENCE, NORTH 44°54'57" EAST, A DISTANCE OF 161.59 FEET, TO A POINT;  
COURSE No. 46: RUN THENCE, SOUTH 31°13'10" EAST, A DISTANCE OF 45.05 FEET, TO A POINT;  
COURSE No. 47: RUN THENCE, SOUTH 63°46'53" EAST, A DISTANCE OF 41.58 FEET, TO A POINT;  
COURSE No. 48: RUN THENCE, SOUTH 76°05'00" EAST, A DISTANCE OF 37.58 FEET, TO A POINT;  
COURSE No. 49: RUN THENCE, SOUTH 30°25'19" EAST, A DISTANCE OF 43.68 FEET, TO A POINT;  
COURSE No. 50: RUN THENCE, SOUTH 60°52'37" EAST, A DISTANCE OF 82.87 FEET, TO A POINT;  
COURSE No. 51: RUN THENCE, NORTH 51°55'52" EAST, A DISTANCE OF 111.96 FEET, TO A POINT;  
COURSE No. 52: RUN THENCE, SOUTH 72°33'12" EAST, A DISTANCE OF 107.32 FEET, TO A POINT;  
COURSE No. 53: RUN THENCE, SOUTH 28°52'59" EAST, A DISTANCE OF 149.90 FEET, TO A POINT;  
COURSE No. 54: RUN THENCE, SOUTH 19°24'37" EAST, A DISTANCE OF 173.91 FEET, TO A POINT;  
COURSE No. 55: RUN THENCE, SOUTH 28°51'01" EAST, A DISTANCE OF 100.97 FEET, TO A POINT;  
COURSE No. 56: RUN THENCE, SOUTH 32°19'52" EAST, A DISTANCE OF 150.60 FEET, TO A POINT;  
COURSE No. 57: RUN THENCE, SOUTH 20°21'52" EAST, A DISTANCE OF 166.03 FEET, TO A POINT;  
COURSE No. 58: RUN THENCE, SOUTH 15°32'45" EAST, A DISTANCE OF 145.54 FEET, TO A POINT;  
COURSE No. 59: RUN THENCE, SOUTH 17°44'20" EAST, A DISTANCE OF 98.47 FEET, TO A POINT;  
COURSE No. 60: RUN THENCE, SOUTH 27°54'46" EAST, A DISTANCE OF 77.14 FEET, TO A POINT;  
COURSE No. 61: RUN THENCE, SOUTH 11°36'23" EAST, A DISTANCE OF 138.39 FEET, TO A POINT;  
COURSE No. 62: RUN THENCE, SOUTH 46°44'39" EAST, A DISTANCE OF 53.04 FEET, TO A POINT;  
COURSE No. 63: RUN THENCE, SOUTH 56°38'07" EAST, A DISTANCE OF 53.24 FEET, TO A POINT;  
COURSE No. 64: RUN THENCE, SOUTH 38°42'50" EAST, A DISTANCE OF 43.98 FEET, TO A POINT;  
COURSE No. 65: RUN THENCE, SOUTH 19°58'54" EAST, A DISTANCE OF 44.05 FEET, TO A POINT;  
COURSE No. 66: RUN THENCE, SOUTH 26°16'54" WEST, A DISTANCE OF 33.79 FEET, TO A POINT;

COURSE No. 67: RUN THENCE, SOUTH 58°26'10" WEST, A DISTANCE OF 27.51 FEET, TO A POINT;  
COURSE No. 68: RUN THENCE, SOUTH 28°48'15" WEST, A DISTANCE OF 102.27 FEET, TO A POINT;  
COURSE No. 69: RUN THENCE, SOUTH 89°40'05" WEST, A DISTANCE OF 48.82 FEET, TO A POINT;  
COURSE No. 70: RUN THENCE, SOUTH 87°47'22" WEST, A DISTANCE OF 56.56 FEET, TO A POINT;  
COURSE No. 71: RUN THENCE, SOUTH 12°28'39" EAST, A DISTANCE OF 50.06 FEET, TO A POINT;  
COURSE No. 72: RUN THENCE, SOUTH 15°29'39" EAST, A DISTANCE OF 64.57 FEET, TO A POINT;  
COURSE No. 73: RUN THENCE, SOUTH 09°46'19" EAST, A DISTANCE OF 62.47 FEET, TO A POINT;  
COURSE No. 74: RUN THENCE, SOUTH 40°19'34" EAST, A DISTANCE OF 51.21 FEET, TO A POINT;  
COURSE No. 75: RUN THENCE, SOUTH 00°05'29" EAST, A DISTANCE OF 41.38 FEET, TO A POINT;  
COURSE No. 76: RUN THENCE, SOUTH 14°13'26" EAST, A DISTANCE OF 40.67 FEET, TO A POINT;  
COURSE No. 77: RUN THENCE, SOUTH 40°25'55" EAST, A DISTANCE OF 35.02 FEET, TO A POINT;  
COURSE No. 78: RUN THENCE, SOUTH 53°31'12" EAST, A DISTANCE OF 46.90 FEET, TO A POINT;  
COURSE No. 79: RUN THENCE, SOUTH 29°21'13" WEST A DISTANCE OF 62.18 FEET, TO A POINT;  
COURSE No. 80: RUN THENCE, SOUTH 23°39'36" WEST, A DISTANCE OF 48.34 FEET, TO A POINT;  
COURSE No. 81: RUN THENCE, SOUTH 16°17'57" EAST, A DISTANCE OF 48.67 FEET, TO A POINT;  
COURSE No. 82: RUN THENCE, SOUTH 23°10'35" EAST, A DISTANCE OF 44.45 FEET, TO A POINT;  
COURSE No. 83: RUN THENCE, SOUTH 06°23'28" WEST, A DISTANCE OF 39.80 FEET, TO A POINT;  
COURSE No. 84: RUN THENCE, SOUTH 03°32'38" WEST, A DISTANCE OF 72.01 FEET, TO A POINT;  
COURSE No. 85: RUN THENCE, SOUTH 03°49'04" EAST, A DISTANCE OF 52.54 FEET, TO A POINT;  
COURSE No. 86: RUN THENCE, SOUTH 13°54'54" EAST, A DISTANCE OF 46.37 FEET, TO A POINT;  
COURSE No. 87: RUN THENCE, SOUTH 02°52'40" EAST, A DISTANCE OF 68.04 FEET, TO A POINT;  
COURSE No. 88: RUN THENCE, SOUTH 37°17'04" WEST, A DISTANCE OF 127.23 FEET, TO A POINT;  
COURSE No. 89: RUN THENCE, SOUTH 20°48'21" WEST, A DISTANCE OF 72.71 FEET, TO A POINT;  
COURSE No. 90: RUN THENCE, SOUTH 14°09'15" WEST, A DISTANCE OF 129.89 FEET, TO A POINT;  
COURSE No. 91: RUN THENCE, SOUTH 45°57'45" WEST, A DISTANCE OF 73.56 FEET, TO A POINT;  
COURSE No. 92: RUN THENCE, SOUTH 47°50'14" WEST, A DISTANCE OF 60.84 FEET, TO A POINT;  
COURSE No. 93: RUN THENCE, SOUTH 24°04'05" WEST, A DISTANCE OF 69.19 FEET, TO A POINT;  
COURSE No. 94: RUN THENCE, SOUTH 08°47'36" EAST, A DISTANCE OF 53.72 FEET, TO A POINT;  
COURSE No. 95: RUN THENCE, SOUTH 64°36'15" WEST, A DISTANCE OF 54.61 FEET, TO A POINT;

COURSE No. 96: RUN THENCE, SOUTH 19°44'36" EAST, A DISTANCE OF 52.36 FEET, TO A POINT;  
COURSE No. 97: RUN THENCE, SOUTH 10°32'03" EAST, A DISTANCE OF 63.94 FEET, TO A POINT;  
COURSE No. 98: RUN THENCE, SOUTH 25°01'18" EAST, A DISTANCE OF 50.22 FEET, TO A POINT;  
COURSE No. 99: RUN THENCE, SOUTH 44°58'44" EAST, A DISTANCE OF 42.11 FEET, TO A POINT;  
COURSE No. 100: RUN THENCE, SOUTH 86°43'28" EAST, A DISTANCE OF 30.59 FEET, TO A POINT;  
COURSE No. 101: RUN THENCE, SOUTH 46°13'59" EAST, A DISTANCE OF 42.60 FEET, TO A POINT;  
COURSE No. 102: RUN THENCE, SOUTH 02°35'49" WEST, A DISTANCE OF 27.08 FEET, TO A POINT;  
COURSE No. 103: RUN THENCE, SOUTH 41°31'08" EAST, A DISTANCE OF 39.20 FEET, TO A POINT;  
COURSE No. 104: RUN THENCE, SOUTH 54°35'58" EAST, A DISTANCE OF 56.80 FEET, TO A POINT;  
COURSE No. 105: RUN THENCE, SOUTH 45°45'42" EAST, A DISTANCE OF 22.68 FEET, TO A POINT;  
COURSE No. 106: RUN THENCE, SOUTH 64°22'58" EAST, A DISTANCE OF 44.93 FEET, TO A POINT;  
COURSE No. 107: RUN THENCE, SOUTH 39°21'42" EAST, A DISTANCE OF 60.55 FEET, TO A POINT;  
COURSE No. 108: RUN THENCE, SOUTH 31°27'41" EAST, A DISTANCE OF 85.60 FEET, TO A POINT;  
COURSE No. 109: RUN THENCE, SOUTH 22°05'49" EAST, A DISTANCE OF 89.13 FEET, TO A POINT;  
COURSE No. 110: RUN THENCE, SOUTH 37°15'44" EAST, A DISTANCE OF 112.70 FEET, TO A POINT;  
COURSE No. 111: RUN THENCE, SOUTH 35°32'59" EAST, A DISTANCE OF 110.19 FEET, TO A POINT;  
COURSE No. 112: RUN THENCE, SOUTH 16°36'11" EAST, A DISTANCE OF 117.11 FEET, TO A POINT;  
COURSE No. 113: RUN THENCE, SOUTH 26°39'35" EAST, A DISTANCE OF 98.24 FEET, TO A POINT;  
COURSE No. 114: RUN THENCE, SOUTH 28°00'09" EAST, A DISTANCE OF 97.98 FEET, TO A POINT;  
COURSE No. 115: RUN THENCE, SOUTH 26°13'33" EAST, A DISTANCE OF 113.47 FEET, TO A POINT;  
COURSE No. 116: RUN THENCE, SOUTH 25°53'44" EAST, A DISTANCE OF 115.00 FEET, TO A POINT;  
COURSE No. 117: RUN THENCE, SOUTH 12°55'14" EAST, A DISTANCE OF 91.08 FEET, TO A POINT;  
COURSE No. 118: RUN THENCE, SOUTH 24°36'33" EAST, A DISTANCE OF 90.29 FEET, TO A POINT;  
COURSE No. 119: RUN THENCE, SOUTH 28°58'39" EAST, A DISTANCE OF 100.64 FEET, TO A POINT;  
COURSE No. 120: RUN THENCE, SOUTH 33°03'14" EAST, A DISTANCE OF 101.96 FEET, TO A POINT;  
COURSE No. 121: RUN THENCE, SOUTH 27°05'37" EAST, A DISTANCE OF 94.10 FEET, TO A POINT;  
COURSE No. 122: RUN THENCE, SOUTH 26°42'01" EAST, A DISTANCE OF 76.21 FEET, TO A POINT;  
COURSE No. 123: RUN THENCE, SOUTH 64°30'12" WEST, A DISTANCE OF 49.30 FEET, TO A POINT;  
COURSE No. 124: RUN THENCE, SOUTH 08°54'36" WEST A DISTANCE OF 73.03 FEET, TO A POINT;

COURSE No. 125: RUN THENCE, SOUTH 16°08'48" WEST, A DISTANCE OF 48.40 FEET, TO A POINT;  
COURSE No. 126: RUN THENCE, SOUTH 16°20'33" EAST, A DISTANCE OF 47.81 FEET, TO A POINT;  
COURSE No. 127: RUN THENCE, SOUTH 28°13'13" EAST, A DISTANCE OF 84.23 FEET, TO A POINT;  
COURSE No. 128: RUN THENCE, SOUTH 26°37'35" EAST, A DISTANCE OF 65.88 FEET, TO A POINT;  
COURSE No. 129: RUN THENCE, SOUTH 40°32'52" EAST, A DISTANCE OF 49.14 FEET, TO A POINT;  
COURSE No. 130: RUN THENCE, SOUTH 39°48'07" EAST, A DISTANCE OF 56.93 FEET, TO A POINT;  
COURSE No. 131: RUN THENCE, SOUTH 15°47'52" EAST, A DISTANCE OF 34.96 FEET, TO A POINT;  
COURSE No. 132: RUN THENCE, SOUTH 22°47'43" EAST, A DISTANCE OF 40.44 FEET, TO A POINT;  
COURSE No. 133: RUN THENCE, SOUTH 08°05'49" EAST, A DISTANCE OF 45.23 FEET, TO A POINT;  
COURSE No. 134: RUN THENCE, SOUTH 44°13'12" EAST, A DISTANCE OF 65.49 FEET, TO A POINT;  
COURSE No. 135: RUN THENCE, SOUTH 29°45'24" EAST, A DISTANCE OF 52.62 FEET, TO A POINT;  
COURSE No. 136: RUN THENCE, SOUTH 24°43'48" EAST, A DISTANCE OF 59.70 FEET, TO A POINT;  
COURSE No. 137: RUN THENCE, SOUTH 30°51'23" EAST, A DISTANCE OF 86.58 FEET, TO A POINT;  
COURSE No. 138: RUN THENCE, SOUTH 12°35'50" WEST, A DISTANCE OF 312.20 FEET, TO A POINT;  
COURSE No. 139: RUN THENCE, SOUTH 65°45'55" WEST, A DISTANCE OF 29.81 FEET, TO A POINT;  
COURSE No. 140: RUN THENCE, SOUTH 44°24'29" WEST, A DISTANCE OF 44.70 FEET, TO A POINT;  
COURSE No. 141: RUN THENCE, SOUTH 22°33'45" EAST, A DISTANCE OF 61.87 FEET, TO A POINT;  
COURSE No. 142: RUN THENCE, SOUTH 37°27'18" EAST, A DISTANCE OF 54.96 FEET, TO A POINT;  
COURSE No. 143: RUN THENCE, SOUTH 10°33'58" EAST, A DISTANCE OF 53.47 FEET, TO A POINT;  
COURSE No. 144: RUN THENCE, SOUTH 13°47'11" EAST, A DISTANCE OF 67.40 FEET, TO A POINT;  
COURSE No. 145: RUN THENCE, SOUTH 21°00'46" EAST, A DISTANCE OF 51.48 FEET, TO A POINT;  
COURSE No. 146: RUN THENCE, SOUTH 00°14'47" EAST, A DISTANCE OF 53.40 FEET, TO A POINT;  
COURSE No. 147: RUN THENCE, SOUTH 08°30'14" EAST, A DISTANCE OF 61.51 FEET, TO A POINT;  
COURSE No. 148: RUN THENCE, SOUTH 05°49'38" EAST, A DISTANCE OF 58.08 FEET, TO A POINT;  
COURSE No. 149: RUN THENCE, SOUTH 26°35'58" EAST, A DISTANCE OF 97.54 FEET, TO A POINT;  
COURSE No. 150: RUN THENCE, SOUTH 08°20'03" WEST, A DISTANCE OF 36.42 FEET, TO A POINT;  
COURSE No. 151: RUN THENCE, SOUTH 33°19'51" WEST A DISTANCE OF 60.79 FEET, TO A POINT;  
COURSE No. 152: RUN THENCE, SOUTH 41°59'29" EAST, A DISTANCE OF 43.81 FEET, TO A POINT;  
COURSE No. 153: RUN THENCE, SOUTH 05°29'12" EAST, A DISTANCE OF 72.19 FEET, TO A POINT;

COURSE No. 154: RUN THENCE, SOUTH 26°58'26" EAST, A DISTANCE OF 54.77 FEET, TO A POINT;  
COURSE No. 155: RUN THENCE, NORTH 62°29'15" EAST, A DISTANCE OF 30.30 FEET, TO A POINT;  
COURSE No. 156: RUN THENCE, SOUTH 84°56'50" EAST, A DISTANCE OF 94.36 FEET, TO A POINT;  
COURSE No. 157: RUN THENCE, SOUTH 16°10'11" EAST, A DISTANCE OF 146.52 FEET, TO A POINT;  
COURSE No. 158: RUN THENCE, SOUTH 39°19'32" EAST, A DISTANCE OF 124.14 FEET, TO A POINT;  
COURSE No. 159: RUN THENCE, SOUTH 32°07'01" EAST, A DISTANCE OF 80.26 FEET, TO A POINT;  
COURSE No. 160: RUN THENCE, SOUTH 41°19'27" EAST, A DISTANCE OF 101.78 FEET, TO A POINT;  
COURSE No. 161: RUN THENCE, SOUTH 18°57'06" EAST, A DISTANCE OF 52.37 FEET, TO A POINT;  
COURSE No. 162: RUN THENCE, SOUTH 50°27'51" EAST, A DISTANCE OF 71.29 FEET, TO A POINT;  
COURSE No. 163: RUN THENCE, SOUTH 33°08'38" EAST, A DISTANCE OF 60.76 FEET, TO A POINT;

COURSE No. 164: RUN THENCE, SOUTH 54°19'54" EAST, A DISTANCE OF 109.56 FEET, TO THE PROPOSED WESTERLY RIGHT-OF-WAY LINE OF "COUNTY ROAD No. 223 ~ VETERANS PARKWAY", A 130 FOOT PUBLIC ROAD RIGHT-OF-WAY, AS CURRENTLY PLANNED AND DESIGNED; RUN THENCE, ALONG THE AFORESAID WESTERLY RIGHT-OF-WAY LINE OF "COUNTY ROAD No. 223 ~ VETERANS PARKWAY", THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 32°25'17" EAST, A DISTANCE OF 1,042.49 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING NORTHERLY;

COURSE No. 2: RUN THENCE, NORTHERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE WESTERLY, AND HAVING A RADIUS OF 855.00 FEET, THROUGH A CENTRAL ANGLE OF 41°24'07" TO THE LEFT, AN ARC DISTANCE OF 617.82 FEET, TO THE POINT OF TANGENCY OF LAST SAID CURVE, SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 11°43'13" EAST, 604.47 FEET;

COURSE No. 3: RUN THENCE, NORTH 08°58'50" WEST, ALONG LAST SAID TANGENCY, A DISTANCE OF 6,445.56 FEET, TO THE POINT OF CURVATURE, OF A CURVE LEADING NORTHERLY;

COURSE No. 4: RUN THENCE, NORTHERLY, ALONG AND AROUND THE ARC OF A CURVE, BEING CONCAVE WESTERLY, AND HAVING A RADIUS OF 985.00 FEET, THROUGH A CENTRAL ANGLE OF 05°57'15" TO THE LEFT, AN ARC DISTANCE OF 102.36 FEET, TO POINT ON THE SOUTH LINE OF THAT 130 FOOT JEA (JACKSONVILLE ELECTRIC AUTHORITY) EASEMENT, AS PER OFFICIAL RECORDS BOOK 878, PAGE 1152 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, LAST SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 11°57'27" WEST, 102.31 FEET; RUN THENCE, NORTH 87°48'09" WEST, ALONG LAST SAID LINE, A DISTANCE OF 5,400.90 FEET, TO THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 15,796,175 SQUARE FEET, OR 362.63 ACRES, MORE OR LESS, IN AREA.

A PARCEL OF LAND, CONSISTING OF A PORTION OF SECTIONS 10, 11, 14, 16, 21, 22, 23, THE FRANCIS P. FATIO GRANT, SECTION 39, AND ALL OF SECTION 15, ALL IN TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING, BEGIN AT THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF GREENBRIAR ROAD, A VARIABLE WIDTH PUBLIC ROAD RIGHT-OF-WAY, AS PER RIGHT-OF-WAY MAP PREPARED BY THE ST. JOHNS COUNTY SURVEYING AND MAPPING PROGRAM, DATED APRIL 19, 1999, (AND ALSO KNOWN AS OR FORMERLY KNOWN AS COUNTY ROAD No. 11 AND/OR BOMBING RANGE ROAD), AND AS PER THAT SPECIAL WARRANTY DEED TO ST. JOHNS COUNTY, RECORDED IN OFFICIAL RECORDS BOOK 1404, PAGE 199 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, WITH THE WESTERLY LINE OF SAID SECTION 21, (AND ALSO BEING THE EASTERLY LINE OF THE FRANCIS P. FATIO GRANT, SECTION 39), AND RUN THENCE NORTH 41°04'15" WEST, ALONG THE AFORESAID WESTERLY LINE OF SAID SECTION 21, (AND ALSO BEING THE AFORESAID EASTERLY LINE OF SAID FRANCIS P. FATIO GRANT, SECTION 39, AND ALSO BEING THE EASTERLY LINE OF THAT DEED OF DEDICATION TO ST. JOHNS COUNTY, AS PER OFFICIAL RECORDS BOOK 4920, PAGE 73 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND THEN ALONG THE EASTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 4833, PAGE 1660 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY), A DISTANCE OF 1,329.10 FEET; RUN THENCE, DEPARTING FROM AFORESAID SECTION LINE, BUT CONTINUING ALONG THE BOUNDARY LINES OF SAID LANDS DESCRIBED AND RECORDED IN THAT SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 4833, PAGE 1660 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, RUN THE NINE (9) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 64°40'30" EAST, A DISTANCE OF 444.94 FEET, TO A POINT;

COURSE No. 2: RUN THENCE NORTH 00°46'58" WEST, A DISTANCE OF 324.92 FEET, TO A POINT;

COURSE No. 3: RUN THENCE, NORTH 41°48'14" WEST, A DISTANCE OF 137.17 FEET, TO A POINT;

COURSE No. 4: RUN THENCE, NORTH 83°40'53" WEST, A DISTANCE OF 443.08 FEET, TO A POINT;

COURSE No. 5: RUN THENCE, NORTH 65°40'31" WEST, A DISTANCE OF 108.55 FEET, TO A POINT;

COURSE No. 6: RUN THENCE, NORTH 41°05'25" WEST, A DISTANCE OF 81.30 FEET, TO A POINT;

COURSE No. 7: RUN THENCE, NORTH 04°53'24" WEST, A DISTANCE OF 71.80 FEET, TO A POINT;

COURSE No. 8: RUN THENCE, NORTH 15°31'00" EAST, A DISTANCE OF 471.99 FEET, TO A POINT;

COURSE No. 9: RUN THENCE, NORTH 20°09'38" EAST, A DISTANCE OF 918.63 FEET, TO A POINT; RUN THENCE NORTH 63°50'17" WEST, A DISTANCE OF 1,976.68 FEET, TO A POINT ON THE EASTERLY BOUNDARY OF "OXFORD ESTATES-PHASE FIVE & SIX-B", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 99, PAGES 63 THROUGH 67 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; RUN THENCE, ALONG THE SOUTHERLY BOUNDARY OF SAID "OXFORD ESTATES-PHASE FIVE & SIX-B", AND THEN ALONG THE SOUTHERLY AND EASTERLY BOUNDARY OF "OXFORD ESTATES- UNIT SIX-A", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 103, PAGES 90 THROUGH 93, THEN AGAIN ALONG THE EASTERLY BOUNDARY OF OXFORD ESTATES-PHASE FIVE & SIX-B". AND THEN FINALLY

ALONG THE EASTERLY LINE OF "OXFORD ESTATE-PHASE FOUR", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 90, PAGES 71 THROUGH 77 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA. THE FOLLOWING NINE (9) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 03°07'38" WEST, A DISTANCE OF 400.93 FEET, TO A POINT;

COURSE No. 2: RUN THENCE, NORTH 17°32'06" WEST, A DISTANCE OF 59.51 FEET, TO A POINT;

COURSE No. 3: RUN THENCE, NORTH 56°36'32" WEST, A DISTANCE OF 158.96 FEET, TO A POINT, BEING THE COMMON CORNER BETWEEN SAID "OXFORD ESTATES-PHASE SIX-A", AND "OXFORD ESTATES-PHASE FIVE-C & SIX-B";

COURSE No. 4: RUN THENCE, NORTH 59°47'38" WEST, A DISTANCE OF 860.76 FEET, TO A POINT;

COURSE No. 5: RUN THENCE, NORTH 43°21'40" WEST A DISTANCE OF 107.93 FEET, TO A POINT;

COURSE No. 6: RUN THENCE, NORTH 36°38'28" WEST, A DISTANCE OF 174.42 FEET, TO A POINT;

COURSE No. 7: RUN THENCE, NORTH 32°41'40" WEST, A DISTANCE OF 227.41 FEET, TO A POINT;

COURSE No. 8: RUN THENCE, NORTH 22°06'50" WEST, A DISTANCE OF 127.04 FEET, TO A POINT;

COURSE No. 9: RUN THENCE, NORTH 31°33'40" WEST, A DISTANCE OF 74.21 FEET, TO A POINT, BEING THE MOST SOUTHWESTERLY CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN THAT CORRECTIVE SPECIAL WARRANTY DEED BETWEEN HELOW PROPERTIES, LTD. TO OXFORD ESTATES, LLC. AS RECORDED IN OFFICIAL RECORDS BOOK 5157, PAGE 19 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, ALONG THE SOUTHERLY AND THEN EASTERLY BOUNDARY OF SAID LANDS RECORDED IN OFFICIAL RECORDS BOOK 5157, PAGE 19 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE, NORTH 75°12'31" EAST, A DISTANCE OF 156.61 FEET, TO A POINT;

COURSE No. 2: RUN THENCE, NORTH 32°16'30" WEST, A DISTANCE OF 84.41 FEET, TO A POINT;

COURSE No. 3: RUN THENCE, NORTH 21°06'58" EAST, A DISTANCE OF 546.30 FEET, TO A POINT;

COURSE No. 4: RUN THENCE, NORTH 55°07'12" WEST, A DISTANCE OF 1,400.00 FEET, TO A POINT;

COURSE No. 5: RUN THENCE, NORTH 89°27'47" EAST, A DISTANCE OF 564.84 FEET, TO A POINT; RUN THENCE NORTH 00°31'17" WEST, A DISTANCE OF 1,422.31 FEET, TO A POINT ON THE NORTH LINE OF SAID SECTION 16, TOWNSHIP 5 SOUTH, RANGE 27 EAST; RUN THENCE NORTH 89°28'43" EAST, ALONG THE NORTH LINE OF SAID SECTION 16, (AND ALSO BEING THE SOUTH LINE OF SECTION 9, TOWNSHIP 5 SOUTH, RANGE 27 EAST, AND ALSO BEING THE SOUTHERLY LINE OF THE PLAT OF "ABERDEEN (D.R. HORTON) PHASE "1, AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 60, PAGES 58 THROUGH 78 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA, AND THEN ALONG THE SOUTH LINE OF "ABERDEEN (D.R. HORTON PHASE 2A)", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 78, PAGES 1 THROUGH 9 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, AND THEN FINALLY ON THE SOUTH LINE OF "ABERDEEN (D.R. HORTON-PHASE TWO-A," AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 88, AGES 79 THROUGH 86 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA), A DISTANCE OF 4,101.85 FEET, TO THE NORTHEAST CORNER OF SAID SECTION 16, (AND ALSO BEING THE COMMON CORNER OF SECTIONS 9, 10, 15 AND 16, TOWNSHIP 5



SOUTH, RANGE 27 EAST), SAID POINT ALSO BEING THE MOST SOUTHEAST CORNER OF "ABERDEEN (D.R. HORTON PHASE 2A)", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 78, PAGES 1 THROUGH 9 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE NORTH 02°41'05" WEST, ALONG THE EAST LINE OF SAID SECTION 9, (AND ALSO BEING THE WEST LINE OF SECTION 10) AND ALSO BEING THE EAST LINE OF "ABERDEEN (D.R. HORTON PHASE 2A)", AS SHOWN ON THE PLAT THEREOF, RECORDED IN MAP BOOK 78, PAGES 1 THROUGH 9 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 726.14 FEET, TO A POINT ON THE SOUTH LINE OF THAT 130 FOOT JEA (JACKSONVILLE ELECTRIC AUTHORITY) EASEMENT, AS PER OFFICIAL RECORDS BOOK 878, PAGE 1152 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA; RUN THENCE SOUTH 87°48'09" EAST, ALONG THE AFORESAID SOUTH LINE OF AFORESAID 130 FOOT JEA EASEMENT, A DISTANCE OF 1,496.44 FEET, TO A POINT, ON A NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN THAT QUIT CLAIM DEED FROM UNITED WATER FLORIDA, LLC TO JEA (FORMERLY KNOWN AS JACKSONVILLE ELECTRIC AUTHORITY) AS PER THAT INSTRUMENT RECORDED IN OFFICIAL RECORDS BOOK 1720, PAGE 876 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, SOUTH 11°00'23" WEST ALONG THE AFORESAID NORTHERLY PROLONGATION, AND THEN ALONG THE WESTERLY LINE OF SAID LANDS, A DISTANCE OF 365.50 FEET, TO A POINT ON THE AFORESAID WESTERLY LINE OF THOSE LANDS DESCRIBED AND RECORDED IN THAT QUIT CLAIM DEED FROM UNITED WATER FLORIDA, LLC TO JEA (FORMERLY KNOWN AS JACKSONVILLE ELECTRIC AUTHORITY) AS PER THAT INSTRUMENT RECORDED IN OFFICIAL RECORDS BOOK 1720, PAGE 876 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, ALONG SAID WESTERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 1720, PAGE 876 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING ONE-HUNDRED AND ONE (101) COURSES AND DISTANCES:

- COURSE No. 1: RUN THENCE SOUTH 07°20'37" WEST, A DISTANCE OF 46.17 FEET, TO A POINT;
- COURSE No. 2: RUN THENCE SOUTH 28°20'02" EAST, A DISTANCE OF 224.30 FEET, TO A POINT;
- COURSE No. 3: RUN THENCE SOUTH 29°09'50" EAST, A DISTANCE OF 147.89 FEET, TO A POINT;
- COURSE No. 4: RUN THENCE SOUTH 82°18'24" EAST, A DISTANCE OF 165.50 FEET, TO A POINT;
- COURSE No. 5: RUN THENCE SOUTH 30°04'45" EAST, A DISTANCE OF 214.69 FEET, TO A POINT;
- COURSE No. 6: RUN THENCE SOUTH 12°44'42" EAST, A DISTANCE OF 39.78 FEET, TO A POINT;
- COURSE No. 7: RUN THENCE SOUTH 64°14'54" EAST, A DISTANCE OF 109.44 FEET, TO A POINT;
- COURSE No. 8: RUN THENCE SOUTH 66°03'41" EAST, A DISTANCE OF 182.24 FEET, TO A POINT;
- COURSE No. 9: RUN THENCE SOUTH 39°42'21" EAST, A DISTANCE OF 120.67 FEET, TO A POINT;
- COURSE No. 10: RUN THENCE SOUTH 33°34'18" EAST, A DISTANCE OF 226.32 FEET, TO A POINT;
- COURSE No. 11: RUN THENCE SOUTH 27°25'30" EAST, A DISTANCE OF 132.38 FEET, TO A POINT;
- COURSE No. 12: RUN THENCE SOUTH 08°33'24" EAST, A DISTANCE OF 98.37 FEET, TO A POINT;
- COURSE No. 13: RUN THENCE SOUTH 44°41'47" EAST, A DISTANCE OF 174.78 FEET, TO A POINT;
- COURSE No. 14: RUN THENCE SOUTH 21°27'50" EAST, A DISTANCE OF 233.47 FEET, TO A POINT;

COURSE No. 15: RUN THENCE SOUTH 14°38'52" EAST, A DISTANCE OF 121.21 FEET, TO A POINT;  
COURSE No. 16: RUN THENCE SOUTH 42°09'06" EAST, A DISTANCE OF 113.10 FEET, TO A POINT;  
COURSE No. 17: RUN THENCE SOUTH 27°01'20" EAST, A DISTANCE OF 182.08 FEET, TO A POINT;  
COURSE No. 18: RUN THENCE SOUTH 10°25'12" EAST, A DISTANCE OF 146.24 FEET, TO A POINT;  
COURSE No. 19: RUN THENCE SOUTH 33°01'01" EAST, A DISTANCE OF 107.35 FEET, TO A POINT;  
COURSE No. 20: RUN THENCE SOUTH 11°43'23" EAST, A DISTANCE OF 77.88 FEET, TO A POINT;  
COURSE No. 21: RUN THENCE SOUTH 64°46'50" WEST, A DISTANCE OF 77.00 FEET, TO A POINT;  
COURSE No. 22: RUN THENCE SOUTH 07°42'37" EAST, A DISTANCE OF 62.62 FEET, TO A POINT;  
COURSE No. 23: RUN THENCE SOUTH 16°01'39" EAST, A DISTANCE OF 58.31 FEET, TO A POINT;  
COURSE No. 24: RUN THENCE SOUTH 86°35'47" EAST, A DISTANCE OF 57.03 FEET, TO A POINT;  
COURSE No. 25: RUN THENCE SOUTH 55°14'43" EAST, A DISTANCE OF 43.81 FEET, TO A POINT;  
COURSE No. 26: RUN THENCE SOUTH 35°07'06" EAST, A DISTANCE OF 51.42 FEET, TO A POINT;  
COURSE No. 27: RUN THENCE SOUTH 42°27'13" EAST, A DISTANCE OF 49.23 FEET, TO A POINT;  
COURSE No. 28: RUN THENCE SOUTH 46°32'27" EAST, A DISTANCE OF 48.92 FEET, TO A POINT;  
COURSE No. 29: RUN THENCE SOUTH 44°55'17" EAST, A DISTANCE OF 65.28 FEET, TO A POINT;  
COURSE No. 30: RUN THENCE SOUTH 80°00'59" EAST, A DISTANCE OF 50.86 FEET, TO A POINT;  
COURSE No. 31: RUN THENCE SOUTH 89°10'35" EAST, A DISTANCE OF 63.09 FEET, TO A POINT;  
COURSE No. 32: RUN THENCE SOUTH 15°12'01" EAST, A DISTANCE OF 52.52 FEET, TO A POINT;  
COURSE No. 33: RUN THENCE SOUTH 18°27'04" WEST, A DISTANCE OF 74.43 FEET, TO A POINT;  
COURSE No. 34: RUN THENCE SOUTH 44°33'50" EAST, A DISTANCE OF 47.33 FEET, TO A POINT;  
COURSE No. 35: RUN THENCE SOUTH 08°28'17" EAST, A DISTANCE OF 36.56 FEET, TO A POINT;  
COURSE No. 36: RUN THENCE SOUTH 39°21'19" WEST, A DISTANCE OF 36.19 FEET, TO A POINT;  
COURSE No. 37: RUN THENCE SOUTH 21°07'08" EAST, A DISTANCE OF 51.96 FEET, TO A POINT;  
COURSE No. 38: RUN THENCE SOUTH 60°42'19" EAST, A DISTANCE OF 54.34 FEET, TO A POINT;  
COURSE No. 39: RUN THENCE NORTH 65°00'29" EAST, A DISTANCE OF 68.12 FEET, TO A POINT;  
COURSE No. 40: RUN THENCE SOUTH 84°58'35" EAST, A DISTANCE OF 47.31 FEET, TO A POINT;  
COURSE No. 41: RUN THENCE SOUTH 29°10'50" EAST, A DISTANCE OF 43.47 FEET, TO A POINT;  
COURSE No. 42: RUN THENCE SOUTH 38°58'47" WEST, A DISTANCE OF 60.42 FEET, TO A POINT;  
COURSE No. 43: RUN THENCE SOUTH 13°50'25" WEST, A DISTANCE OF 42.85 FEET, TO A POINT;

COURSE No. 44: RUN THENCE SOUTH 39°29'10" EAST, A DISTANCE OF 58.15 FEET, TO A POINT;  
COURSE No. 45: RUN THENCE SOUTH 65°20'21" EAST, A DISTANCE OF 57.12 FEET, TO A POINT;  
COURSE No. 46: RUN THENCE SOUTH 81°56'19" EAST, A DISTANCE OF 53.75 FEET, TO A POINT;  
COURSE No. 47: RUN THENCE SOUTH 50°32'58" EAST, A DISTANCE OF 61.40 FEET, TO A POINT;  
COURSE No. 48: RUN THENCE SOUTH 06°28'47" EAST, A DISTANCE OF 52.80 FEET, TO A POINT;  
COURSE No. 49: RUN THENCE SOUTH 58°16'49" WEST, A DISTANCE OF 39.69 FEET, TO A POINT;  
COURSE No. 50: RUN THENCE SOUTH 31°31'33" EAST, A DISTANCE OF 55.87 FEET, TO A POINT;  
COURSE No. 51: RUN THENCE SOUTH 53°45'12" WEST, A DISTANCE OF 52.95 FEET, TO A POINT;  
COURSE No. 52: RUN THENCE SOUTH 01°46'53" EAST, A DISTANCE OF 123.80 FEET, TO A POINT;  
COURSE No. 53: RUN THENCE SOUTH 06°04'25" EAST, A DISTANCE OF 72.90 FEET, TO A POINT;  
COURSE No. 54: RUN THENCE SOUTH 31°16'18" EAST, A DISTANCE OF 271.06 FEET, TO A POINT;  
COURSE No. 55: RUN THENCE SOUTH 23°47'46" EAST, A DISTANCE OF 61.04 FEET, TO A POINT;  
COURSE No. 56: RUN THENCE SOUTH 28°04'38" WEST, A DISTANCE OF 96.04 FEET, TO A POINT;  
COURSE No. 57: RUN THENCE SOUTH 11°24'23" WEST, A DISTANCE OF 98.50 FEET, TO A POINT;  
COURSE No. 58: RUN THENCE SOUTH 24°22'54" WEST, A DISTANCE OF 119.42 FEET, TO A POINT;  
COURSE No. 59: RUN THENCE SOUTH 43°03'00" WEST, A DISTANCE OF 84.42 FEET, TO A POINT;  
COURSE No. 60: RUN THENCE SOUTH 10°51'25" EAST, A DISTANCE OF 217.94 FEET, TO A POINT;  
COURSE No. 61: RUN THENCE SOUTH 72°23'36" EAST, A DISTANCE OF 147.07 FEET, TO A POINT;  
COURSE No. 62: RUN THENCE SOUTH 65°23'17" EAST, A DISTANCE OF 70.35 FEET, TO A POINT;  
COURSE No. 63: RUN THENCE SOUTH 22°18'50" EAST, A DISTANCE OF 112.70 FEET, TO A POINT;  
COURSE No. 64: RUN THENCE SOUTH 40°54'29" EAST, A DISTANCE OF 241.53 FEET, TO A POINT;  
COURSE No. 65: RUN THENCE SOUTH 15°51'48" EAST, A DISTANCE OF 152.32 FEET, TO A POINT;  
COURSE No. 66: RUN THENCE SOUTH 11°52'57" WEST, A DISTANCE OF 93.37 FEET, TO A POINT;  
COURSE No. 67: RUN THENCE SOUTH 41°21'03" EAST, A DISTANCE OF 296.62 FEET, TO A POINT;  
COURSE No. 68: RUN THENCE SOUTH 87°11'55" EAST, A DISTANCE OF 77.82 FEET, TO A POINT;  
COURSE No. 69: RUN THENCE SOUTH 46°52'16" EAST, A DISTANCE OF 61.04 FEET, TO A POINT;  
COURSE No. 70: RUN THENCE SOUTH 57°55'20" WEST, A DISTANCE OF 34.40 FEET, TO A POINT;  
COURSE No. 71: RUN THENCE SOUTH 48°36'29" WEST, A DISTANCE OF 37.67 FEET, TO A POINT;  
COURSE No. 72: RUN THENCE SOUTH 19°12'01" WEST, A DISTANCE OF 54.56 FEET, TO A POINT;

COURSE No. 73: RUN THENCE SOUTH 07°26'35" WEST, A DISTANCE OF 31.27 FEET, TO A POINT;  
COURSE No. 74: RUN THENCE SOUTH 64°45'06" EAST, A DISTANCE OF 86.44 FEET, TO A POINT;  
COURSE No. 75: RUN THENCE SOUTH 06°40'34" WEST, A DISTANCE OF 157.21 FEET, TO A POINT;  
COURSE No. 76: RUN THENCE NORTH 65°36'31" EAST, A DISTANCE OF 31.60 FEET, TO A POINT;  
COURSE No. 77: RUN THENCE SOUTH 72°21'16" EAST, A DISTANCE OF 78.88 FEET, TO A POINT;  
COURSE No. 78: RUN THENCE NORTH 68°43'36" EAST, A DISTANCE OF 85.34 FEET, TO A POINT;  
COURSE No. 79: RUN THENCE NORTH 70°15'54" EAST, A DISTANCE OF 69.71 FEET, TO A POINT;  
COURSE No. 80: RUN THENCE NORTH 80°51'42" EAST, A DISTANCE OF 103.53 FEET, TO A POINT;  
COURSE No. 81: RUN THENCE SOUTH 68°04'08" EAST, A DISTANCE OF 85.72 FEET, TO A POINT;  
COURSE No. 82: RUN THENCE SOUTH 11°50'31" WEST, A DISTANCE OF 50.88 FEET, TO A POINT;  
COURSE No. 83: RUN THENCE SOUTH 39°05'40" WEST, A DISTANCE OF 56.96 FEET, TO A POINT;  
COURSE No. 84: RUN THENCE SOUTH 08°20'15" WEST, A DISTANCE OF 52.12 FEET, TO A POINT;  
COURSE No. 85: RUN THENCE SOUTH 21°57'27" EAST, A DISTANCE OF 60.60 FEET, TO A POINT;  
COURSE No. 86: RUN THENCE SOUTH 28°56'13" EAST, A DISTANCE OF 60.17 FEET, TO A POINT;  
COURSE No. 87: RUN THENCE NORTH 74°16'54" EAST, A DISTANCE OF 77.08 FEET, TO A POINT;  
COURSE No. 88: RUN THENCE NORTH 30°06'09" EAST, A DISTANCE OF 133.79 FEET, TO A POINT;  
COURSE No. 89: RUN THENCE SOUTH 76°17'10" EAST, A DISTANCE OF 78.08 FEET, TO A POINT;  
COURSE No. 90: RUN THENCE SOUTH 27°21'36" EAST, A DISTANCE OF 64.43 FEET, TO A POINT;  
COURSE No. 91: RUN THENCE SOUTH 51°09'04" EAST, A DISTANCE OF 80.47 FEET, TO A POINT;  
COURSE No. 92: RUN THENCE SOUTH 65°04'55" EAST, A DISTANCE OF 77.67 FEET, TO A POINT;  
COURSE No. 93: RUN THENCE SOUTH 69°55'43" EAST, A DISTANCE OF 80.58 FEET, TO A POINT;  
COURSE No. 94: RUN THENCE SOUTH 48°12'30" EAST, A DISTANCE OF 69.24 FEET, TO A POINT;  
COURSE No. 95: RUN THENCE SOUTH 57°06'39" EAST, A DISTANCE OF 101.06 FEET, TO A POINT;  
COURSE No. 96: RUN THENCE SOUTH 51°32'08" EAST, A DISTANCE OF 121.75 FEET, TO A POINT;  
COURSE No. 97: RUN THENCE SOUTH 31°35'22" EAST, A DISTANCE OF 96.89 FEET, TO A POINT;  
COURSE No. 98: RUN THENCE NORTH 79°48'02" EAST, A DISTANCE OF 305.76 FEET, TO A POINT;  
COURSE No. 99: RUN THENCE NORTH 60°32'51" EAST, A DISTANCE OF 55.14 FEET, TO A POINT;  
COURSE No. 100: RUN THENCE NORTH 45°59'07" EAST, A DISTANCE OF 69.75 FEET, TO A POINT;

COURSE No. 101: RUN THENCE NORTH 63°44'38" EAST, A DISTANCE OF 75.05 FEET, TO A POINT; RUN THENCE, SOUTH 11°18'06" WEST, A DISTANCE OF 1,073.56 FEET, TO THE MOST NORTHEASTERLY CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194, OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE ALONG THE NORTHERLY, AND THEN WESTERLY BOUNDARY OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE SOUTH 89°16'00" WEST, A DISTANCE OF 1,902.36 FEET, TO A POINT;

COURSE No. 2: RUN THENCE SOUTH 01°28'44" EAST, A DISTANCE OF 1,316.48 FEET, TO THE SOUTHWEST CORNER OF LAST SAID LANDS; RUN THENCE SOUTH 89°16'00" WEST, A DISTANCE OF 100.00 FEET, TO A POINT; RUN THENCE SOUTH 34°01'07" WEST, A DISTANCE OF 1,414.90 FEET, TO A POINT; RUN THENCE ON THE AFORESAID NORTHERLY RIGHT-OF-WAY LINE OF GREENBRIAR ROAD, A VARIABLE WIDTH PUBLIC ROAD RIGHT OF WAY, AS PER RIGHT-OF-WAY MAP PREPARED BY THE ST. JOHNS COUNTY SURVEYING AND MAPPING PROGRAM, DATED APRIL 19, 1999, (AND ALSO KNOWN AS OR FORMERLY KNOWN AS COUNTY ROAD No. 11 AND/OR BOMBING RANGE ROAD), AND AS PER THAT SPECIAL WARRANTY DEED TO ST. JOHNS COUNTY, RECORDED IN OFFICIAL RECORDS BOOK 1404, PAGE 199 OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, ALONG THE AFORESAID NORTHERLY RIGHT-OF-WAY LINE OF GREENBRIAR ROAD, THE FOLLOWING EIGHT (8) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE SOUTH 12°48'24" WEST, A DISTANCE OF 27.70 FEET, TO A POINT;

COURSE No. 2: RUN THENCE NORTH 77°11'36" WEST, A DISTANCE OF 141.67 FEET, TO A POINT;

COURSE No. 3: RUN THENCE NORTH 32°11'36" WEST, A DISTANCE OF 28.22 FEET, TO A POINT;

COURSE No. 4: RUN THENCE NORTH 12°48'33" EAST, A DISTANCE OF 30.00 FEET, TO A POINT;

COURSE No. 5: RUN THENCE NORTH 77°11'36" WEST, A DISTANCE OF 80.00 FEET, TO A POINT;

COURSE No. 6: RUN THENCE SOUTH 12°48'33" WEST, A DISTANCE OF 30.00 FEET, TO A POINT;

COURSE No. 7: RUN THENCE SOUTH 57°48'26" WEST, A DISTANCE OF 28.22 FEET, TO A POINT;

COURSE No. 8: RUN THENCE NORTH 77°11'36" WEST, A DISTANCE OF 1,322.87 FEET; RUN THENCE, NORTH 00°46'59" WEST, DEPARTING THE AFORESAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 1,449.51 FEET, TO A POINT; RUN THENCE, SOUTH 89°13'01" WEST, A DISTANCE OF 1,106.00 FEET, TO A POINT; RUN THENCE, SOUTH 00°46'59" EAST, A DISTANCE OF 1,130.76 FEET, TO A POINT ON THE AFORESAID NORTHERLY RIGHT-OF-WAY LINE OF SAID GREENBRIAR ROAD; RUN THENCE, ALONG LAST SAID LINE, THE FOLLOWING THREE (3) COURSES AND DISTANCES:

COURSE No. 1: RUN THENCE SOUTH 12°48'21" WEST, A DISTANCE OF 30.00 FEET, TO A POINT;

COURSE No. 2: RUN THENCE SOUTH 57°48'24" WEST, A DISTANCE OF 28.22 FEET, TO A POINT;

COURSE No. 3: RUN THENCE NORTH 77°11'36" WEST, A DISTANCE OF 250.32 FEET, TO THE AFORESAID WEST LINE OF SECTION 21, TOWNSHIP 5 SOUTH, RANGE 27 EAST, (AND ALSO BEING THE EAST LINE OF THE FRANCIS P. FATIO GRANT, SECTION 39), AND THE POINT OF BEGINNING.

LESS AND EXCEPT THOSE LANDS DESCRIBED IN THAT SPECIAL WARRANTY DEED FROM NORRISTOWN PROPERTIES, INC. TO ST. JOHNS COUNTY, PARCEL 8A (Revised), AS RECORDED IN OFFICIAL RECORDS BOOK 1404, PAGE 199 OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.

THE LANDS THUS DESCRIBED CONTAINS 51,916,271 SQUARE FEET, OR 1,191.83 ACRES, MORE OR LESS, IN AREA.

VILLAGES OF TOWN CENTER

TRINITY PARCEL SKETCH

A PARCEL OF LAND, BEING A PORTION OF THE SOUTHEAST 1/4, OF THE NORTHEAST 1/4, AND A PORTION OF THE EAST SIXTEEN (16) ACRES OF THE SOUTHWEST 1/4, OF THE NORTHEAST 1/4, OF SECTION 22, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, AND FURTHER BEING A PORTION OF THAT WARRANTY DEED TO TRINITY BAPTIST CHURCH OF JACKSONVILLE, INC. RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194, (PARCEL "E") OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING, BEGIN AT THE MONUMENTED NORTHEAST CORNER OF THE SOUTHEAST 1/4, OF THE NORTHEAST 1/4, OF SAID SECTION 22, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, AND RUN THENCE, SOUTH 89°16'00" WEST, ALONG THE MONUMENTED NORTHERLY LINE OF THE SOUTHEAST 1/4, OF THE NORTHEAST 1/4, AND THEN ALONG THE MONUMENTED NORTHERLY LINE OF THE SOUTHWEST 1/4, OF THE NORTHEAST 1/4, OF SAID SECTION 22, A DISTANCE OF 1,902.36 FEET, TO THE MONUMENTED NORTHWEST CORNER OF THOSE LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194, (PARCEL "E") OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, SOUTH 01°28'44" EAST, ALONG THE MONUMENTED WESTERLY LINE OF SAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194, (PARCEL "E") OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA, A DISTANCE OF 1,316.48 FEET, TO THE MONUMENTED SOUTHWEST CORNER OF AFORESAID LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS BOOK 452, PAGE 194, (PARCEL "E") OF THE PUBLIC RECORDS OF SAID ST. JOHNS COUNTY, FLORIDA; RUN THENCE, NORTH 54°20'31" EAST, A DISTANCE OF 2,299.33 FEET, TO THE AFORESAID MONUMENTED NORTHEAST CORNER OF THE SOUTHEAST 1/4, OF THE NORTHEAST 1/4, OF SAID SECTION 22, TOWNSHIP 5 SOUTH, RANGE 27 EAST, ST. JOHNS COUNTY, FLORIDA, AND THE POINT OF BEGINNING.

THE LANDS THUS DESCRIBED CONTAINS 1,252,103 SQUARE FEET, OR 28.74 ACRES, MORE OR LESS, IN AREA.

## EXHIBIT C

### **Greenbriar Helow Comprehensive Plan Text Amendment**

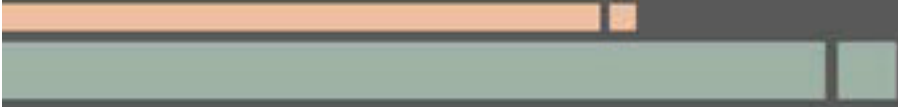
**Policy A.1.11.1(m)(8)(ee)** - Development of the Property shall be limited to a maximum of 2,500,000 square feet of commercial and office space and a maximum of 3,500 residential units. Land uses permitted within the Mixed Use District (Md) Future Land Use designation shall be limited to Residential, Regional Commercial, High Intensity Commercial, Neighborhood Business and Commercial Uses, General Business and Commercial Uses, and Office and Professional Services, as those terms are defined in Section 2.02.01 of the St. Johns County Land Development Code, as may be amended. Floor area and impervious surface ratios within Md shall be as permitted in Comprehensive Plan Land Use Element Policy A.1.9.4. The scenic edge along Longleaf Pine Parkway, Greenbriar Road and Veterans Parkway shall be an average of seventy five (75) feet, minimum 30 feet wide except where non-residential development is allowed a 30 foot scenic edge with enhanced landscaping as provided under Comprehensive Plan Land Use Element Policy A.2.1.4. The onsite Regional Preserve Network will encompass a minimum of five hundred (500) acres, as determined based on wetland delineations approved by the St. Johns River Water Management District "SJRWMD" and Florida Department of Environmental Protection "FDEP".



**END OF RECORDED DOCUMENTS  
SECTION**

**ATTACHMENT 3**  
**APPLICATION AND SUPPORTING**  
**DOCUMENTS**

# I APPLICATION & REQUIRED EXHIBITS





**Comprehensive Plan Amendment Application**  
**St. Johns County Growth Management Services Department**  
**4040 Lewis Speedway**  
**St. Augustine, Florida 32084**

Phone (904) 209-0675 Fax (904) 209-0676

This application, together with ALL REQUIRED EXHIBITS and application fee, should be completed and filed with the Long Range Planning Division prior to the established filing deadline for the public hearings before the Planning and Zoning Agency and Board of County Commissioners. A COMPREHENSIVE PLAN AMENDMENT DOES NOT ENTITLE THE APPLICANT TO A DEVELOPMENT PERMIT OR CERTIFICATE OF CONCURRENCY.

File No. \_\_\_\_\_ Fee \$8,668.00 Date January 22, 2021, April 14, 2021

Property Owner(s) Helow Properties, LTD Phone \_\_\_\_\_

Address 7545 Centurion Parkway, Suite 102 Fax \_\_\_\_\_

City Jacksonville State FL Zip Code 32256 Email \_\_\_\_\_

Are there any owners not listed  No  Yes If yes please list on separate sheet to be included with your application

Applicant England-Thims & Miller, Inc. Attn: Lindsay Haga, AICP Phone 904-575-1226

Address 14775 Old St. Augustine Road Fax \_\_\_\_\_

City Jacksonville State FL Zip Code 32258 Email hagal@etminc.com

**Type of Request** This is a request to amend the St. Johns County Comprehensive Plan as follows:

Text Amendment (Sign certification statement and attach additional pages as necessary)

Element Future Land Use Goal, Objective or Policy # A.1.11.1(M)(8)(ee) Page n/a

Future Land Use Map Amendment (Complete the following sections)

Existing Future Land Use Map Designation RS and MD Zoning OR

Proposed Future Land Use Map Designation C, B, D, MD Zoning PUD

**Location/Description:** Property Appraiser's Parcel Identification No. see Appendix I, parcel identification list

Street Address/Location North/south of Greenbriar Road, west/east of Longleaf Pine Parkway, west of Veterans Parkway

Total Acreage 2,211.60 Overall Dimensions See legal description/location map Flood Zone A, AE

Adjacent Future Land Use Designation North: Res C,B South: IC, RS, RC East: Res B West: Res C, Md

Wetlands: Yes:  No:  Type: Contiguous and Isolated Acres: 690.62

Soil Associations: see Environmental Assessment, Appendix IV

Provide brief description of existing property. Include existing land cover and uses, any existing structures, infrastructure.

Greenbriar Helow "Property" is envisioned as a collection of six (6) villages reflecting the character of the area with a development program consisting of a maximum of 3,500 residential units and a maximum 2.5 million square feet of nonresidential, over a single twenty (20) year phase. The property is approximately 2,211.60 acres under active commercial silviculture production. The property is immediately accessed by the local collector roadway network: Veterans Parkway, Greenbriar Road, and Longleaf Pine Parkway with the First Coast Expressway and St. Johns Parkway marking the next outer ring of the regional roadway network. The property can be described as an agricultural enclave surrounded by residential uses, public services such as schools and utilities with commercial nodes at the intersections of Veterans Parkway and Longleaf Parkway with Greenbriar Road.

**CONSISTENCY WITH COMPREHENSIVE PLAN (attach separate pages):**

1. Provide justification/reasons for not developing in designated development areas as shown on Future Land Use Map. Include economic reasons and, if available, market study. Please see full amendment report.
2. Provide information regarding the consistency of the proposed land use amendment with the adopted Future Land Use Element objectives and Policies and any other relevant section of the Comprehensive Plan. Also address consistency with the Strategic Regional Policy Plan and the State Comprehensive Plan. Please see full amendment report (Sections V, Appendix III).

**ESTIMATED IMPACT ON THE AVAILABILITY OF PUBLIC FACILITIES:**

3. Describe how property is to be developed. Include phasing, uses and estimates of (a) number and type of dwelling units; (b) square feet and type of commercial/industrial uses; (c) open space and recreational area; (d) buffers; (e) wetlands; (f) drainage and infrastructure areas; and (g) other uses and sizes. Account for all acres. Provide phasing dates and anticipated buildout.
4. (a) The project will use:  public sewer or  private sewer or  septic tank.  
(b) The project will use:  public water or  private water or  private well.
5. (a) Will the project build its own water plant?  Yes  No.  
(b) Will the project build its own sewage plant?  Yes  No.
6. If public or private utilities are to provide services, attach letters from the utility company or companies stating whether the utility company anticipates the availability of capacity to service the project through all phases.

7. Estimated Water and Sewage Demand: See Availability Letter issued by the JEA, dated 11/10/2020

	Phase (Years)	Use	GPD	Peak	Total Flow:
Water	20	3,500 SF units 2.5MSF Office	X 350 gallons per unit X 0.15 gallons per SF	1,225,000 375,000	1.6MG
Sewage	20				
Water Utility	Name: JEA		Address: 21 W Church Street, Jacksonville, Florida		
Sewer Utility	Name: JEA		Address: 21 W Church Street, Jacksonville, Florida		

8. Describe anticipated drainage system: Master Stormwater System of ponds meeting the 10 year frequency, 24 hour duration

9. Estimate the Solid Waste Demand by 5.7 pounds per person per day or by use. Indicate methodology:

Phase (Years)	Number of People or Use	Pounds per Day
20	8,400 ppl	47,880

10. Estimate the Transportation Disadvantaged Van Services Demand by applying 1.5 percent times the number of Dwelling Units times 2.44 Persons Per Unit. (Only applies to residential developments.)

Phase (Years)	demand = Dwelling Units X 2.44 Persons Per Unit X 0.015
20	3,500 X 2.44 X 0.015 = 128.1

11. Estimate the Recreation and Open Space Demand of residential projects by applying the following formulas:

(a) Number of Dwelling Units X 2.4 Persons Per Unit X 5 Acres Per 1,000 Population for Neighborhood/Community Park Recreation, by phase:

$$3,500 \times 2.4 \text{ PPU} \times 5a/1,000 = 8,400/1,000 = 8.4 \times 5 \text{ ac} = 42 \text{ acres Neighborhood/Community Park Recreation}$$

(b) Number of Units X 2.5 Persons Per Unit X 24 Acres per 1,000 Population for Regional/Open Space, by Phase.

$$3,500 \times 2.5 \text{ PPU} \times 24 \text{ ac}/1,000 = 8,750/1,000 = 8.75 \times 24 \text{ ac} = 210 \text{ acres Regional/Open Space}$$

12. Traffic – Estimate Average Weekday Peak Hour Trips by phase by number of dwelling units and square feet of each on-residential use using the trip generation rates from the latest edition of the Institute of Transportation Engineers *Trip Generation Manual*.

Phase (Years)	Dwelling Units or Square Feet of Each Use	Trips
20	Refer to Appendix IV Transportation Impact Analysis, Table 5	

13. Estimate the area of impact using the *Traffic Impact Methodology and Procedures* contained in Appendix A of the **Land Development Code** and estimate the impacts on the Levels of Service on the segments within the Area of Impact by Phase. ATTACH CALCULATIONS (staff will complete for up to 29.99 peak hour trips). Refer to Appendix IV Transportation Impact Analysis, Table 5

Phase Years	Road Segment #	Existing LOS	Project Trips	LOS with Project & Background Traffic by Phase End
20				

**REQUIRED EXHIBITS: (MUST BE SUBMITTED IN THIS ORDER)**

1. Owner's Authorization for Agent Form. All persons listed on the deed, purchase agreement, title opinion or other acceptable proof of ownership must complete an Owners Authorization.
2. Proof of ownership (copy of deed or purchase agreement, and title opinion).
3. Legal description and tax identification number.
4. General location map with subject property clearly identified.
5. Property Appraiser's Map with identification of subject property, zoning, and Comprehensive Plan Land Use Designation within 300 feet of property.
6. Comprehensive Plan Future Land Use Map with subject property clearly identified.
7. Most recent aerial of site showing property boundaries.
8. Copy of soils map showing property boundaries.
8. Generalized site plan with uses, phases as described in Question 13.
9. Water and Sewer Utility letter, if applicable (Question 16).
10. One (1) copy of application and exhibits.

**NOTE: On each map include north arrow, property outline, name of person or firm who prepared the map, date of map preparation, and source of the map.**

I HEREBY CERTIFY THAT ALL INFORMATION IS CORRECT:

Signature of owner(s) or authorized person if Owner's Authorization Form is attached:

Printed or typed name(s): Lindsay Haga, AICP, Senior Planner/Shareholder

Signature(s): Lindsay Haga

NAME AND ADDRESS OF PERSON TO RECEIVE ALL CORRESPONDENCE REGARDING THIS APPLICATION:

Name: Lindsay Haga, AICP, Senior Planner

Mailing Address: 14775 Old St. Augustine Road, Jacksonville, Florida 32258

Phone: 904-575-1226

FAX:

E-mail: hagal@etminc.com

State of Florida County of St. Johns

The foregoing instrument was acknowledged before me by means of physical presence \_\_\_ or online notarization \_\_\_

this 14th day of April, 2021, by Lindsay Haga as Senior Planner

for England, Thims & Piller Inc. Notary Public, State of Florida

Name

#

GLORIA J. STEPHENS  
Notary Public, State of Florida  
My Comm. Expires 09/25/21  
Commission No. GG120145

Oath sworn: Yes  No

Notary Signature

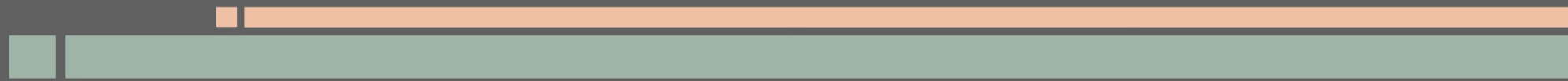
Gloria J. Stephens

My Commission expires: \_\_\_\_\_



# Greenbriar Helow

Large Scale Land Use Map and Text Amendment



CULTURAL/ HISTORIC

DANA ST. CLAIRE  
Heritage Cultural Services, LLC

ECONOMIC/ MODEL



LEGAL



SURVEYOR



**PROJECT TEAM**

DEVELOPER/ LANDOWNER



HELOW PROPERTIES, LTD

MASTER PLANNING, CIVIL ENGINEERING,  
TRANSPORTATION



ENVIRONMENTAL

PEACOCK CONSULTING GROUP, LLC





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**I PROJECT INTRODUCTION .....1**

**II PROPOSED FUTURE LAND USE MAP & COMPREHENSIVE PLAN TEXT AMENDMENT.....3**

**III NARRATIVE.....6**

**IV CONCEPTUAL MASTER PLAN.....9**

**V CONSISTENCY ANALYSIS.....10**

**APPENDICES**

**I APPLICATION & REQUIRED EXHIBITS**

- EXHIBIT 1 OWNER’S AUTHORIZATION
- EXHIBIT 2 PROOF OF OWNERSHIP DEED
- EXHIBIT 3 LEGAL DESCRIPTION(S) & PARCEL ID LIST \*Revised 4/2021
- EXHIBIT 4-9 MAPS  
(LOCATION, ZONING, EXISTING LAND USE, AERIAL, SOILS, CONCEPT)
- EXHIBIT 10 JEA AVAILABILITY LETTER

**II ORDINANCE EXHIBITS**

- EXHIBIT “A” PROPOSED FUTURE LAND USE MAP AMENDMENT
- EXHIBIT “B” LEGAL DESCRIPTION(S) \*Revised 4/2021
- EXHIBIT “C” TEXT AMENDMENT

**III MARKET STUDY**

**IV PRELIMINARY ENVIRONMENTAL ASSESSMENT \* Revised 4/2021**  
HELOW PROPERTIES LIMITED & TRINITY BAPTIST CHURCH PROPERTY

**V CULTURAL RESOURCES ARCHAEOLOGY SURVEY (CRAS) \* Revised 4/2021**  
Trinity Parcel Addendum CRAS

**VI TRANSPORTATION IMPACT ANALYSIS \* Revised 4/2021**

**VII MAP SERIES \* Revised 4/2021**

# GREENBRIAR HELOW Large Scale Comprehensive Plan Amendment I Project Introduction

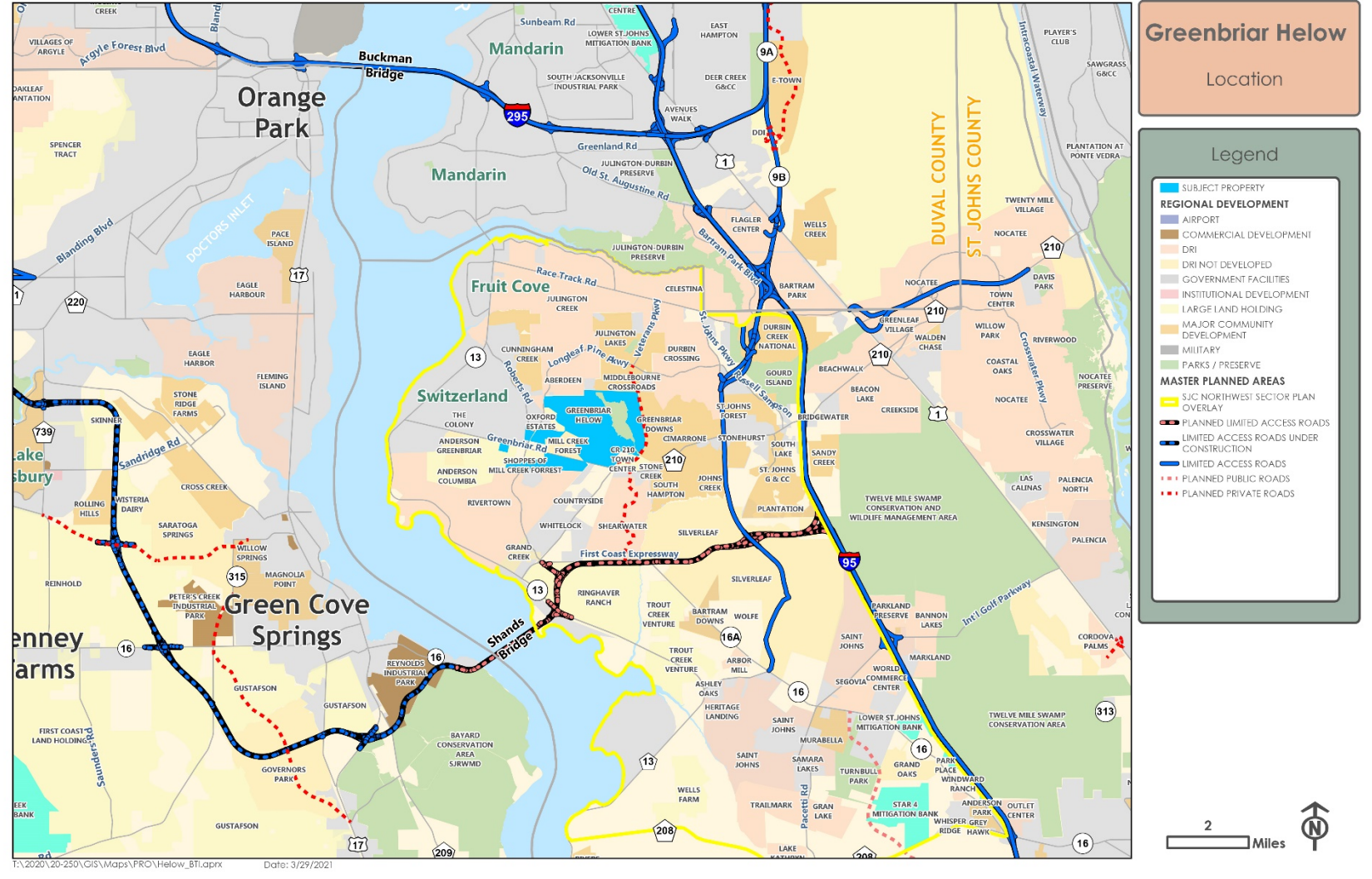
Located on the eastern seaboard of Florida, St. Johns County is home to the nation's oldest city - St. Augustine. It is known for its dual waterfronts, along the St. Johns River and along the Atlantic Ocean. The County has long attracted settlers, commerce, and returning visitors who stay to call the County home. Bisected by Interstate 95, its geographic proximity and transportation connections to the Jacksonville metropolitan area define it as a keystone location for economic opportunities.

As can be seen on the Location Map, the Greenbriar Helow property is located in the middle of the northwest portion of St. Johns County and surrounded by existing and planned development. It is the last large parcel of land located north of State Road 16 that has not been developed or approved for development. Over the last two decades, northern St. Johns County has experienced some of the most rapid growth in northeast Florida. This is in large part due to its proximity to the regional roadway network and employment centers in Jacksonville, high quality schools and desirable neighborhoods in master planned communities with an abundance of amenities, recreational opportunities and open space.

In 2002, St. Johns County acknowledged this pattern of development with the adoption of the Northwest Sector Policies – a series of policies to respond to regional growth trends and create a framework or context for growth. Since that time, the Northwest Sector has attracted commercial and other nonresidential uses, leaving Greenbriar Helow as an agricultural enclave encircled with built and entitled development. Today, the Greenbriar Helow property represents an opportunity to seamlessly integrate a complete mixed use master planned community into the fabric of the surrounding development pattern and roadway network of northwest St. Johns County. Greenbriar Helow will be consistent with the goals of the Northwest Sector Overlay to grow in the form of a complete community and neighborhoods within a framework of connected development edges, greenways and trails that protect natural environment and provide an orderly and connected circulation system. Greenbriar Helow will also contribute to a sound economy with an estimated jobs to housing balance of 1.2 jobs per home.

## A. Property Overview

The Greenbriar Helow property, ("Property") is approximately 2,211 acres in size and is in active commercial silviculture production. The Property has convenient access to the regional roadway network. The Property is immediately ringed by the local collector roadway network: Veterans Parkway, Greenbriar Road, and Longleaf Pine Parkway with the First Coast Expressway, State Road 9B and St. Johns Parkway marking the next outer ring of the regional roadway network. The property is an agricultural enclave surrounded by residential uses and pinned by commercial nodes at the intersections of Veterans Parkway and Longleaf Pine Parkway with Greenbriar Road.



Policy A.2.1.8 of the Comprehensive Plan requires a minimum ratio of 112 square feet of retail/office use and 30 square feet of civic use per dwelling unit. Greenbriar Helow will exceed this requirement and provide the opportunity for an excellent jobs to housing balance of 1.2 jobs per home.

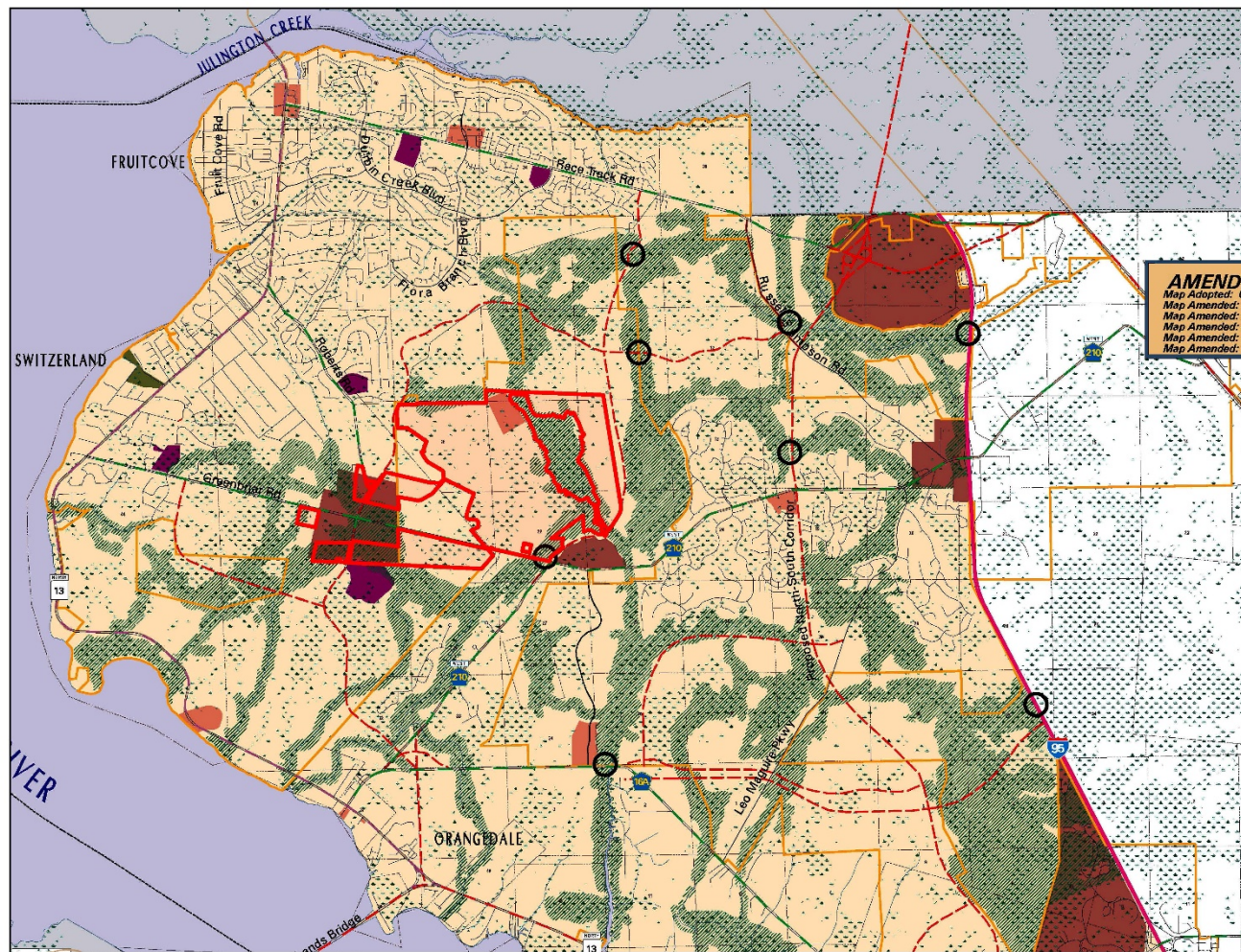
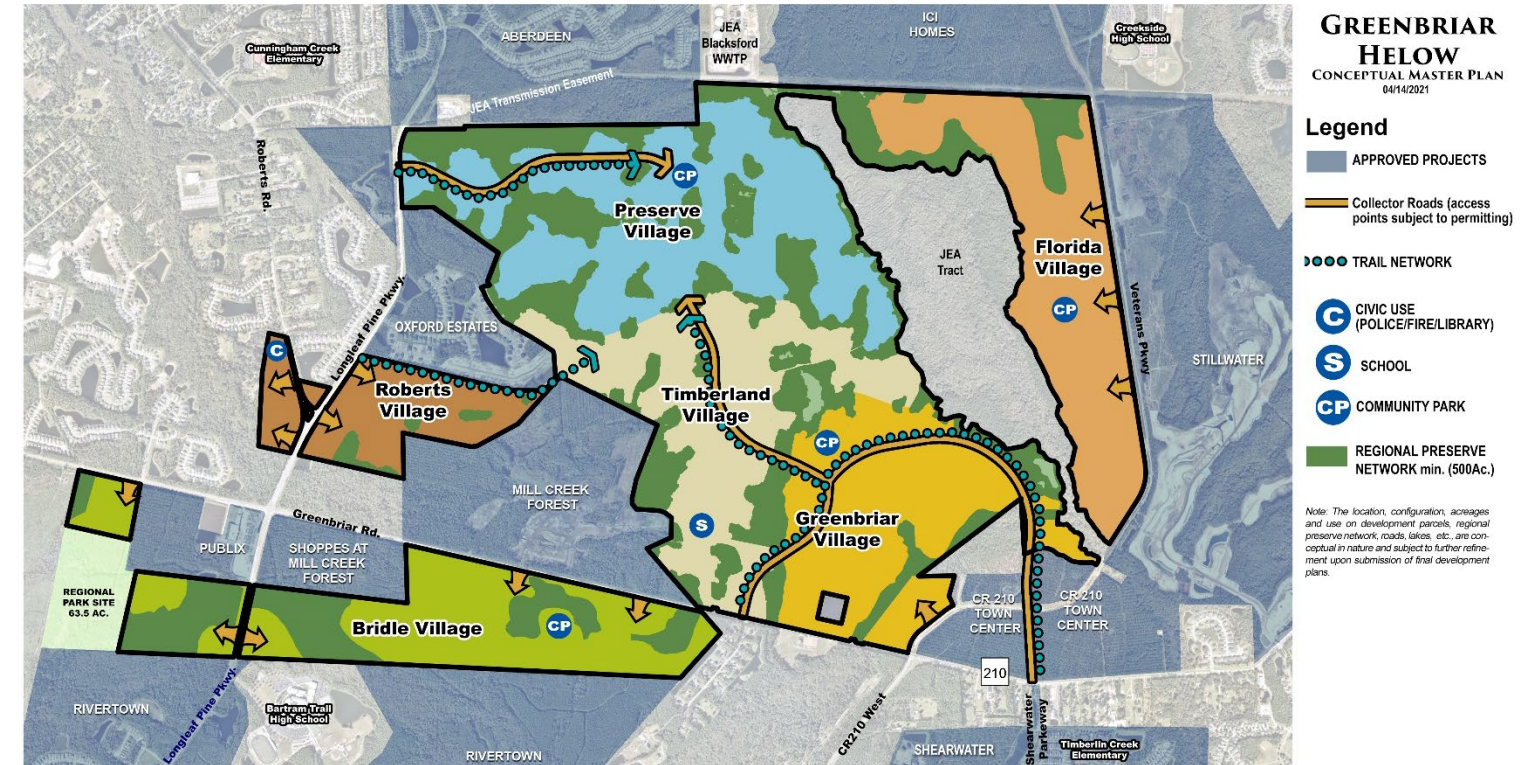
TABLE 1

Policy A.2.1.8 Compliance			
Total Units:	3,500		
Total Retail/Office:	112 SF/DU = 392,000 SF	Provided:	2.5 MSF
Total Civic:	30 SF/DU = 112,000 SF	Provided:	TBD

## B. Proposed Uses and Phasing

The proposed Greenbriar Helow community is envisioned as a collection of six (6) villages reflecting the character and needs of the area as shown on the **Conceptual Master Plan**. The maximum development program by proposed is outlined in Table 1. The development program is proposed as a single, twenty (20) year phase consisting of a maximum of 3,500 residential units and maximum of 2.5 million square feet of nonresidential space.

Like the Northwest Sector Overlay vision, the Greenbriar Helow Conceptual Master Plan is guided by the protection of natural environmental features that define the edges of the six villages and an interconnected multi-modal transportation network providing multiple internal and external connectivity to the street network. The regional preserve network builds upon existing conservation lands through connecting greenways and development edges that form the boundary of each village. Over 500 acres of greenways and open space, with a minimum of approximately 86 acres of parks, will be set aside. A centrally located school site is proposed, and a system of trails and paths will be provided to connect each of the villages to each other and residential neighborhoods to employment, shopping, entertainment, civic space, parks, schools and open space.



	Florida Village	Roberts Village	Bridle Village	Greenbriar Village	Timberland Village	Preserve Village
<b>Net Acreage</b>	297.1Ac.	135.3 Ac.	236.5 Ac.	267.0 Ac.	292.3 Ac.	347.9 Ac
<b>Proposed Land Use</b>	MD	MD/ RES-B	MD	RES-C/ RES-D	RES-C/ RES-D	RES-C/ RES-D
<b>Proposed Residential</b>	800 DU	150 DU	400 DU	650 DU	600 DU	900 DU
<b>Proposed Non Residential</b>	1,350,000 SF	300,000 SF	520,000 SF	330,000 SF		

<b>TOTAL:</b>
<b>GROSS ACREAGE: 2,211.6 AC</b>
<b>NET ACREAGE: 1,576.1 AC</b>
<b>MAX DENSITY ALLOWANCE: 13,397 DU (AVG. 8.5 DU/NET AC)</b>
<b>PROPOSED RESIDENTIAL UNITS: 3,500 (AVG. 2.2 DU/NET AC) MAXIMUM</b>
<b>PROPOSED NON-RES: 2.5 MILLION SF MAXIMUM</b>

### Planning Principles

The Property is shown on the Northwest Sector map to relay the project context to the sector pattern. The Conceptual Master Plan highlights the four core principles of the Northwest Sector Plan:

- Character Pattern
- Recreation and Open Space
- Mobility (Trails, Roads, Bikes)
- Community Infrastructure

Section 163.3164 (4), Florida Statutes, defines Agricultural Enclave as an undeveloped parcel that is owned by a single entity; has been in continuous use for bona fide agricultural purposes for a period of 5 years is surrounded on at least 75 percent of the perimeter by property that has existing residential, commercial or residential development or property designated in the comprehensive plan, zoning map and future land use map for industrial, commercial or residential and at least 75 percent of such property is existing development; has public services; and does not exceed 1,280 acres unless the property is surrounded by existing or authorized development that will result in a density build out of 1,000 residents per square mile.

Section 163.3162(4), Florida Statutes, states in part "An Owner of a parcel of land defined as an agricultural enclave may apply for a comprehensive plan amendment. Such amendment is presumed not to be urban sprawl."

## II Proposed Future Land Use Map & Comprehensive Plan Text Amendment

The Property is designated Mixed Use (MD) and Rural Silviculture (R/S) on the **2025 Future Land Use Map**. A Large-Scale Land Use Text and Map Amendment to the 2025 Future Land Use Element and Map are proposed to designate parcels Mixed Use District (Md), Residential-B (Res-B), Residential-C (Res-C), and Residential-D (Res-D), with a cap on the amount of permitted development. The map amendment is anchored by the proposed text policy, leading with the creation of the Regional Preserve Network – a greenway consisting of more than 500 acres of on site wetlands and uplands. The Site Specific Text Policy also establishes the maximum development program and defines the buffers along Longleaf Pine Parkway, Greenbriar Road and Veterans Parkway and the perimeter of the property.

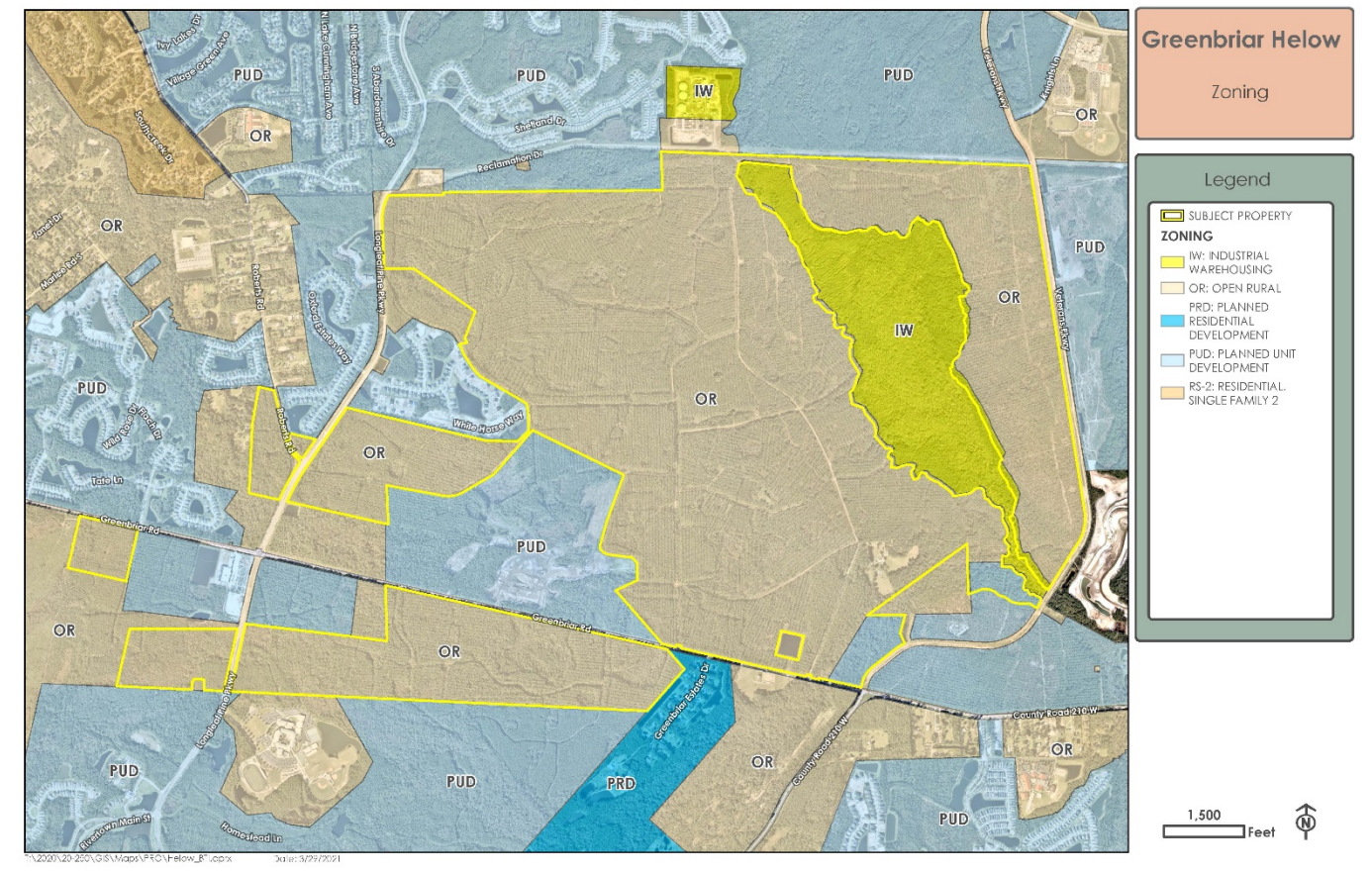
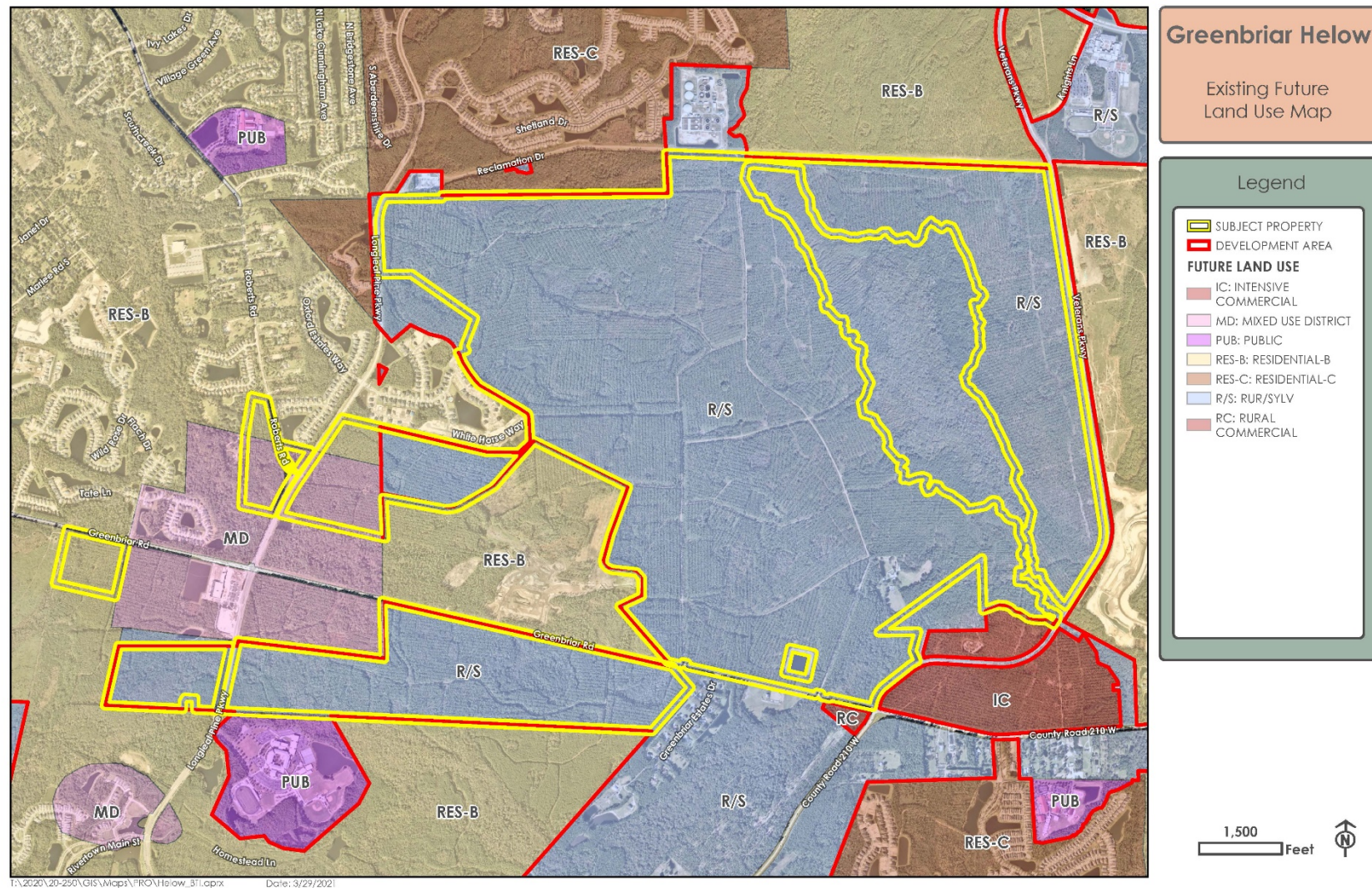
As shown on the **Existing Future Land Use Map below**, almost all of the Property is designated R/S except for an area of MD around the intersection of Roberts Road and Longleaf Pine Parkway. The land uses on the adjacent properties to the north are Residential-B and Residential-C; west (Longleaf Pine Parkway) Res-B and Res-C; south (Greenbriar Road/210W), Res-B, R/S, Rural Commercial, Intensive Commercial, and Res-C; east (Veterans Parkway) Res-B. The existing R/S Future Land Use provides residential density only by a Planned Rural Development zoning or one dwelling unit per 100 acres of land. Commercial Development in R/S is permitted only in conjunction with the Open Rural (OR) zoning designation (e.g., Agricultural, Cultural/Institutional, Mining & Extraction, and Outdoor Passive Uses).

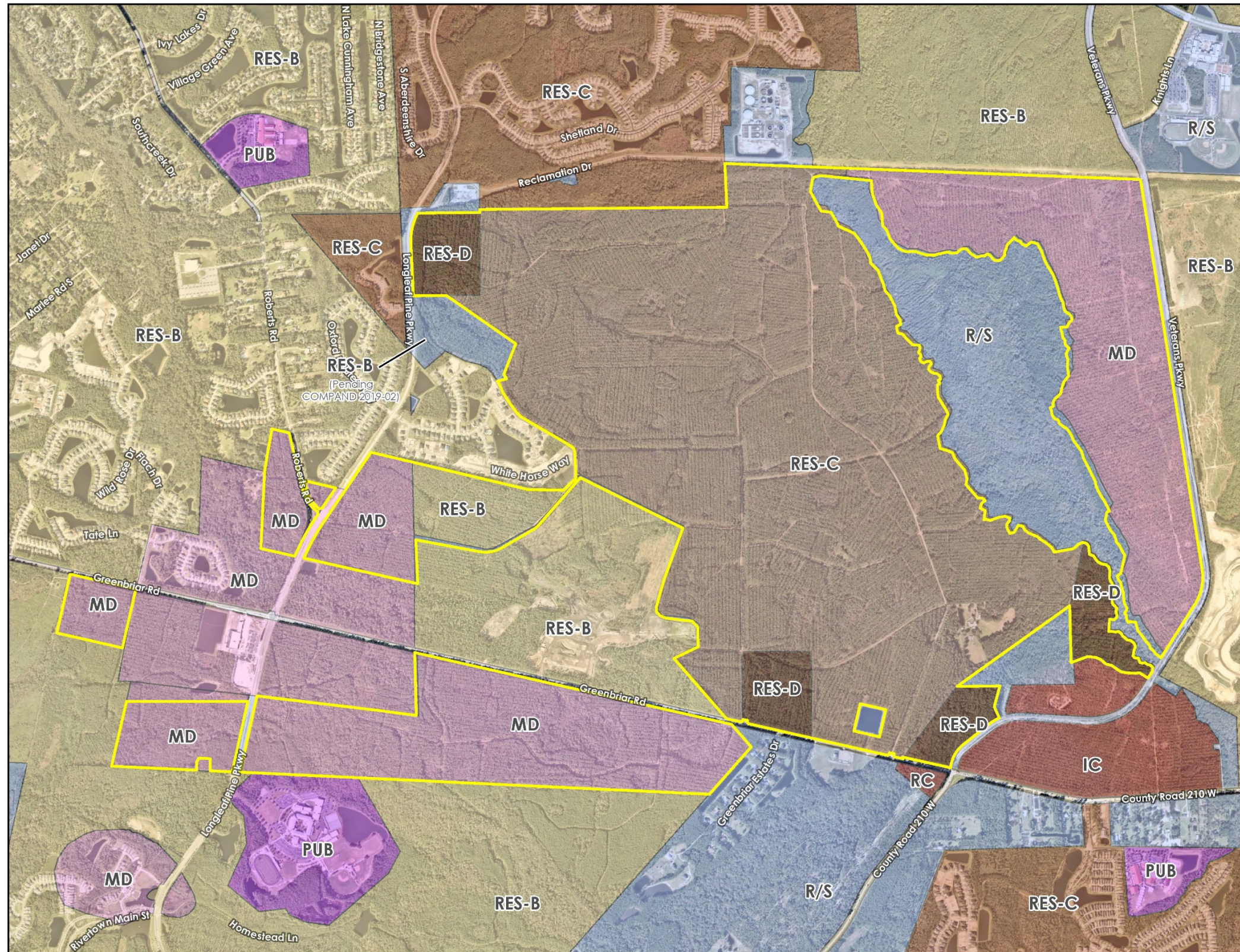
As shown on the **Zoning Map**, the Property is zoned Open Rural (OR). The surrounding properties along Greenbriar Road to the east and west are primarily zoned Planned Unit Development (PUD), with pockets of Open Rural (OR). The PUD zoning in the area has a variety of residential and non-residential entitlements. Zoning districts within 300 feet of the subject property include Oxford Estates PUD and Mill Creek Forest PUD to the west; to the south is Greenbriar Road and Mill Creek Forest PUD, 210 Town Center PUD, Greenbriar Estates PRD and OR; to the east across Veterans Parkway Greenbriar Downs PUD; and to the north are zoning of OR, IW, ICI Middlebourne PUD and Aberdeen PUD.

The existing land uses on this section of Greenbriar Road are primarily residential. However, at the intersections of Longleaf Pine Parkway and Shearwater Parkway, there are commercially designated lands.

This section of CR 210W/Greenbriar Road is planned as a four-lane divided roadway. On each side of Longleaf Pine Parkway and south of Greenbriar Road, a shopping center which includes two buildings and three future outparcels recently received approval for Commercial Construction Plans (COMM 2019-09).

Adjacent to the southeast boundary of the Property and north of Greenbriar Road is the 210 Town Center PUD, which is planned as community commercial center, and at the southeast intersection of Greenbriar Road/210W and Shearwater Parkway is a recently approved PUD which allows for development of a small retail building and daycare facility. The remainder of surrounding development is residential in nature.

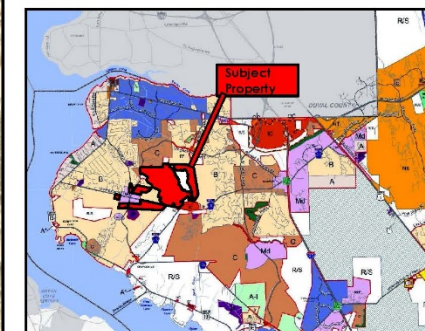




**Greenbriar Helow**  
Exhibit A  
Proposed Future  
Land Use Map

**Legend**

- SUBJECT PROPERTY
- DEVELOPMENT AREA
- FUTURE LAND USE**
- IC: INTENSIVE COMMERCIAL
- MD: MIXED USE DISTRICT
- PUB: PUBLIC
- RES-B: RESIDENTIAL-B
- RES-C: RESIDENTIAL-C
- RES-D: RESIDENTIAL-D
- R/S: RUR/SYLV
- RC: RURAL COMMERCIAL



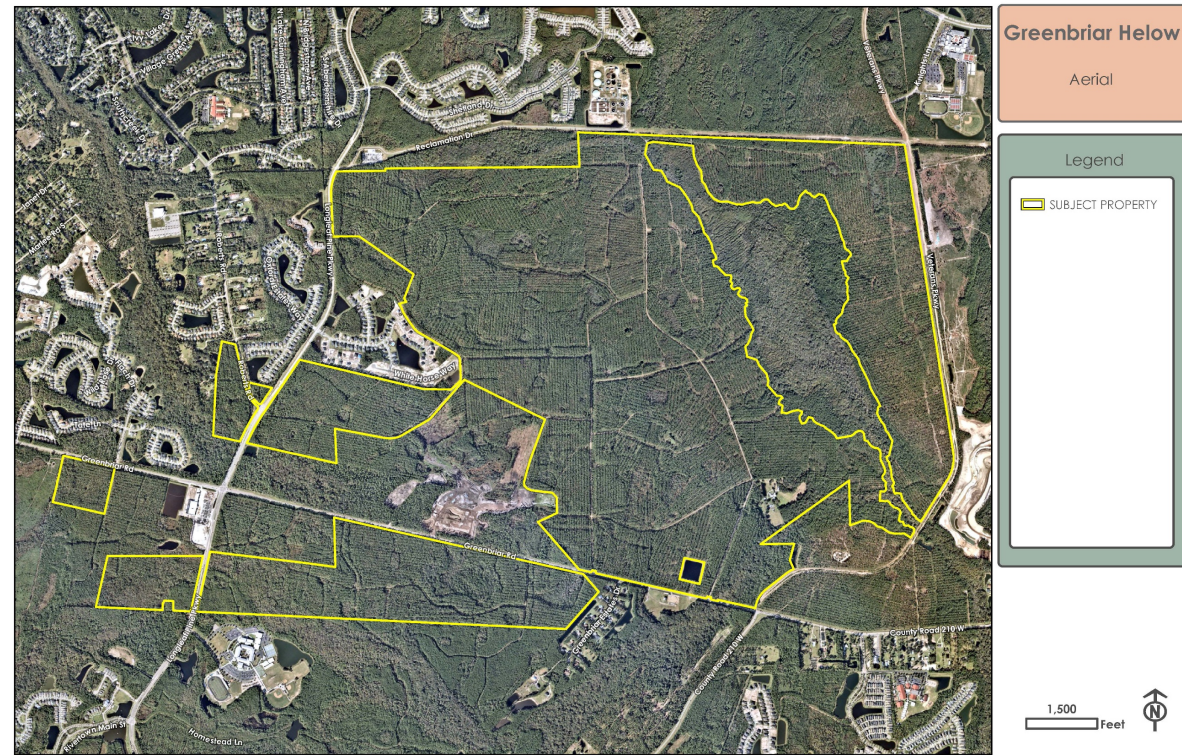
**Policy A.1.11.1(m)(8)(ee)** - Development of the Property shall be limited to a maximum of 2,500,000 square feet of commercial and office space and a maximum of 3,500 residential units. Land uses permitted within the Mixed Use District (Md) Future Land Use designation shall be limited to Residential, Regional Commercial, High Intensity Commercial, Neighborhood Business and Commercial Uses, General Business and Commercial Uses, and Office and Professional Services, as those terms are defined in Section 2.02.01 of the St. Johns County Land Development Code, as may be amended. Floor area and impervious surface ratios within Md shall be as permitted in Comprehensive Plan Land Use Element Policy A.1.9.4. The scenic edge along Longleaf Pine Parkway, Greenbriar Road and Veterans Parkway shall be an average of seventy five (75) feet, minimum 30 feet wide except where non-residential development is allowed a 30 foot scenic edge with enhanced landscaping as provided under Comprehensive Plan Land Use Element Policy A.2.1.4. The onsite Regional Preserve Network will encompass a minimum of five hundred (500) acres, as determined based on wetland delineations approved by the St. Johns River Water Management District "SJRWMD" and Florida Department of Environmental Protection "FDEP".



## III Narrative

### D. Existing Conditions

As shown on the **Aerial Map**, the Property consists of multiple parcels between Longleaf Pine Parkway and Veterans Parkway, north and south of Greenbriar Road at its intersection with Longleaf Pine Parkway. The surrounding land uses include low-density residential to the north/northwest, with commercial nodes under construction to the south at the roadway intersections. To the east/northeast, new residential construction with two school sites: Creekside High School to the northeast and Timberlin Creek Elementary to the south at the entrance to Shearwater.



The location and extent of the soil classifications are shown on the **Soils Map** in Appendix II and further evaluated in **Preliminary Environmental Report**. The site is primary Upland soils consistent with the pine flatwoods community.

The Property is under active commercial silviculture. Table 2, the **Preliminary Environmental Report** and the **FLUCCS Map**, lists the communities found within the Property. Consistent with the current use of the Property, the primary communities include coniferous plantation and forest regeneration areas as almost all of the uplands were converted to commercial pine plantation many years ago. These generalized communities are categorized by the Florida land use, Cover and Forms Classification System (FLUCFCS). None of the natural communities found on the site are considered Significant Natural Communities Habitat, as defined by the St. Johns County Land Development Code. The location and extent of wetlands are shown in the **Preliminary Environmental Report** and the Wetlands Map, **Appendix IV**. A majority of the site is subject to a formal jurisdictional determination (SJRWMD #107143-2).

As shown on FEMA Flood Zones Map, **Appendix IV** a majority of the site is located outside of any flood zone or floodway. Offsite between the Florida Parcel and the three internal villages, is a contiguous wetlands system designated Flood Zone A. From this off site system, portions of Flood Zone A encroach in the Property.

TABLE 2

COMMUNITY	FLUCFCS CODE
INSTITUTIONAL	1700
POULTRY FEEDING OPERATIONS	2320
UPLAND SHRUB AND BRUSHLAND	3200
PINE FLATWOODS	4110
HARDWOOD - CONIFER MIXED	4340
CONIFEROUS PLANTATIONS	4410
FOREST REGENERATION AREAS	4430
BAY SWAMPS	6110
MIXED WETLAND HARDWOODS	6170
CYPRESS	6210
WETLAND FORESTED MIXED	6300
FRESHWATER MARSHES / GRAMINOID PRAIRIE - MARSH	6410
MIXED SCRUB-SHRUB WETLAND (TREELESS HYDRIC SAVANNA)	6460

A Preliminary Environmental Assessment of the Property was completed, including a protected species assessment. The Property was surveyed for the presence and potential presence of species listed as protected by the Florida Fish and Wildlife Conservation Commission ("FWC") and the U.S. Fish and Wildlife Service through field work. On July 5, 2007, the land owner obtained an Incidental Take Permit (STJ-86) from the FWC for all areas of gopher tortoise habitat on the parcels. The permit allows the areas to be developed. One of the permit requirements was payment of \$79,097 to the FWC-Land Acquisition Trust Fund.

A Cultural Resources Assessment Survey report is provided in **Appendix V**. The report documents the findings of fieldwork completed February-May, 2020 to assess the subject property for any archeological and/or historical sites along with any potential eligibility for nomination to the National Register of Historic Places. The Phase 1 Cultural Resources Assessment Survey ("CRAS") has been reviewed by the St. Johns County Growth Management Department for conformance with the Florida Division of Historical Resources' manual. Portions of the Property fall in the "medium" and "high" probability zones for archeological sites based on the County's probability zone map. The Phase 1 CRAS noted widespread disturbance within the surveyed area. Due to this significant land alteration, the report findings conclude the subject property exhibits a low probability for intact cultural resources. The survey recorded four new archaeological sites – Anhorn Homestead (8SJ07174), Waterhole (Anhorn Corral) (8SJ07175), Hartley Herty Cup (8SJ07176), and Helow Herty Cup (8SJ07177). In addition to fieldwork, the assessment examined previous archaeological investigations near and adjacent to the subject property including also the 2001 St. Johns County Historic Properties Study. In summary, this assessment recommended no cultural resources listed, or eligible for listing in the National Register of Historic Places, will be impacted by the proposed construction. The County concurs with the report findings (**Appendix V** St. Johns County letter dated August 17, 2020).

In April 2021, Heritage Cultural Services, LLC conducted an archaeological survey for the 29.17 -acre Trinity parcel addendum for a newly added parcel adjacent to the Greenbriar-Helow property. The CRAS is forthcoming.

In the event that archaeological and historical resources are encountered during ground disturbing activities, all work shall halt and the St. Johns County Environmental Division, Historic Resource Management office contacted immediately (Objective A.1.4.6, St. Johns County Comprehensive Plan).

## E. Impact on Public Facilities

The proposed development program a maximum of 3,500 dwelling units is estimated to generate 8,400 residents (2.4 x 3,500 DU).

The Property is located within the JEA Service Territory: Water and sewer service will be provided by JEA and a Service Availability Letter is included in **Appendix I.10**.

The estimated solid waste generation is 5.7 pounds per person per day, therefore providing for a solid waste generation of approximately 48,678 pounds per day. Landfill capacity provides for County disposal. A site for Civic uses (police/fire/ems/library) has been reserved on the Conceptual Master Plan within the Roberts Village. The estimated impacts to public school facilities will be analyzed in accordance with the Florida statutory proportionate fair share requirements.

The intended non-residential development will provide for increased taxable value which will contribute toward school tax receipts. Additionally, the proposed development will generate more jobs in St. Johns County. The availability of additional retail services within the County will capture more sales tax revenues for St. Johns County.

Objective F.1.3, Provision of Recreation and Open Space to meet County Growth, requires Minimum Level of Service ("LOS") standards for the provision of parks and open space. In accordance with the standards, the applicant will provide park acreages consistent with level of service as demonstrated in Table 3.

## F. Access & Interconnectivity

The Property is accessed directly from four collector roads: Roberts Road, Longleaf Pine Parkway, Greenbriar Road, and Veterans Parkway. The Conceptual Master Plan provides for interconnection with CR210 Town Center, aligning with Shearwater Parkway, finalizing a southern connection to the First Coast Outer Beltway to the south. The Property is planned with both internal and external vehicular, pedestrian, and natural interconnections between the Village parcels. Examples of internal and external interconnectivity include sidewalks and bike lanes as well as trail connections within the development edges.

## G. Approved and Remaining Development

Both the adopted Northwest Sector Plan and the Conceptual Plan reflect adjacent development: CR210 Town Center, Greenbriar Downs, Shearwater, Mill Creek Forest, and Crossroads (fka ICI Middlebourne), to list a few immediate neighborhoods. The Approved and Remaining Development Map highlights the Property within this context.

Notable adjacent developments include CR210 Town Center. Designated with Future Land Use Map classification of Intensive Commercial and PUD Zoning, the CR210 Town Center is a legacy project woven into the Northwest Sector Overlay and entitled for 1,450,000 Square Foot intensive commercial planned development. The perimeter of the Property is surrounded with similarly situated approved developments: Shoppes of Mill Creek to the southwest along Greenbriar, Shearwater Development of Regional Impact (DRI) to the southeast; Aberdeen and Durbin Crossing DRIs to the northeast and north/northwest and Oxford Estates, Mill Creek Forest to the west.

**TABLE 3**

Facility/Park	Level of Service Standard	Calculation	Acreage	Typical Facilities and Service Area
<b>Neighborhood Park</b>	2 acres / 1,000 population	3,500 units X 2.4 pph = 8,400/1,000  8.4 x 2	16.8 AC	Playground equipment; open play fields; benches; walking paths; natural passive areas; pool; etc. Intended to serve walking population within ½ to 2 miles of the site; typically requires 1-2 acres dependent on facilities provided.
<b>Community Park</b>	3 acres / 1,000 population	8.4 x 3	25.2 AC	Open play fields; multi-purpose fields; playground equipment; walking paths; natural passive areas; pool; community building; etc. Generally located on Collector roadways / adjacent to schools; typically requires 3-15 acres depending on facilities provided.
<b>District Park</b>	3 acres / 1,000 population	8.4 x 3	25.2 AC	Mixed use park with active and passive uses; walking paths; natural passive areas; open play fields; multi-purpose fields; community building; regulation sports; special events; etc. Generally located on collector and arterial roadways; typically requires 25-100 acres depending on facilities provided.
<b>Regional Park</b>	20 acres / 1,000 population	8.4 x 20	168 AC	State parks; large open space areas; walking paths; natural passive areas; historical and/or commemorative structures; nature trails; picnic areas; camping, hiking and nature study; bicycle and equestrian riding/trails; swimming; fishing; community building; staff building; typically located on local and collector roadways.



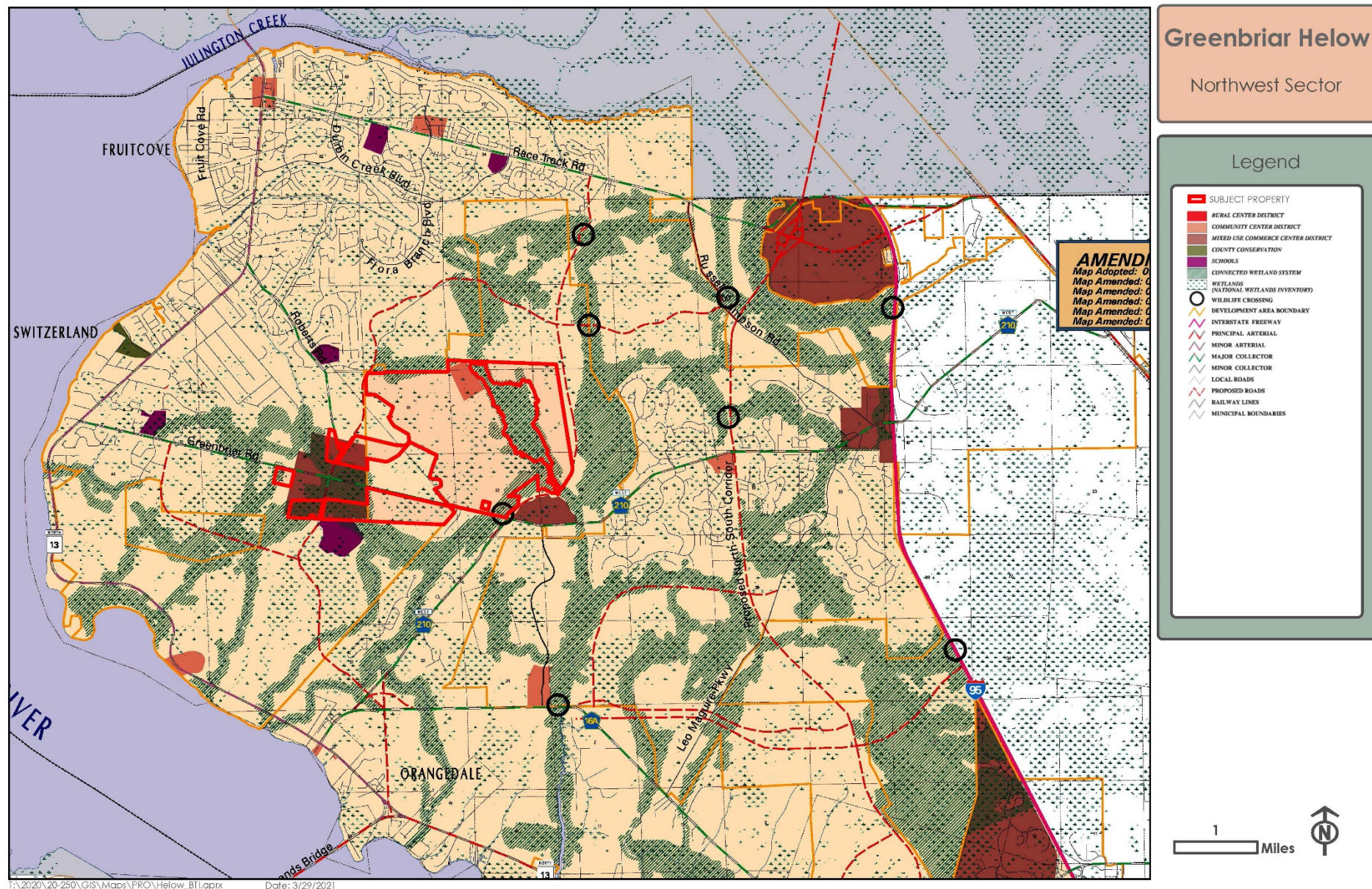
### H. Northwest Sector Overlay District

The Property is depicted on the Northwest Sector Overlay District Map. The map identifies the planning principles of the Northwest Sector: character pattern, recreation and open space, mobility and community infrastructure. This project honors those principles by leading with a maximum of 2.5MSF of non-residential uses supported with a maximum of 3,500 housing units. The development program is planned over a 20-year phase and will reflect the character of the area. The character is defined in part by the policies of the Northwest Sector plan: balance of uses, Scenic & Development Edges, nodal locations for commercial development, and community infrastructure including greenways, open space and mobility options including smart roadway connections.

The western and northern boundaries (Longleaf Pine Parkway), the east boundary (Veterans Parkway) and frontages along Greenbriar Road will provide Scenic Edges. In accordance with Policy A.2.1.4 of the Comprehensive Plan, the Scenic Edge will be an average of seventy-five (75) feet, with a thirty (30) foot minimum width, and will be planted with enhanced landscaping for all components of the development, except where non-residential development is allowed a thirty (30) foot scenic edge with the application of enhanced performance standards.

Further buffering in the form of a thirty-five (35) foot development edge, as required by the Northwest Sector Plan, will be provided along the edge of development boundaries where a scenic edge is not required, unless otherwise approved by the County. Both the Scenic Edge and Development Edges serve to visually screen and actively connect neighborhoods.

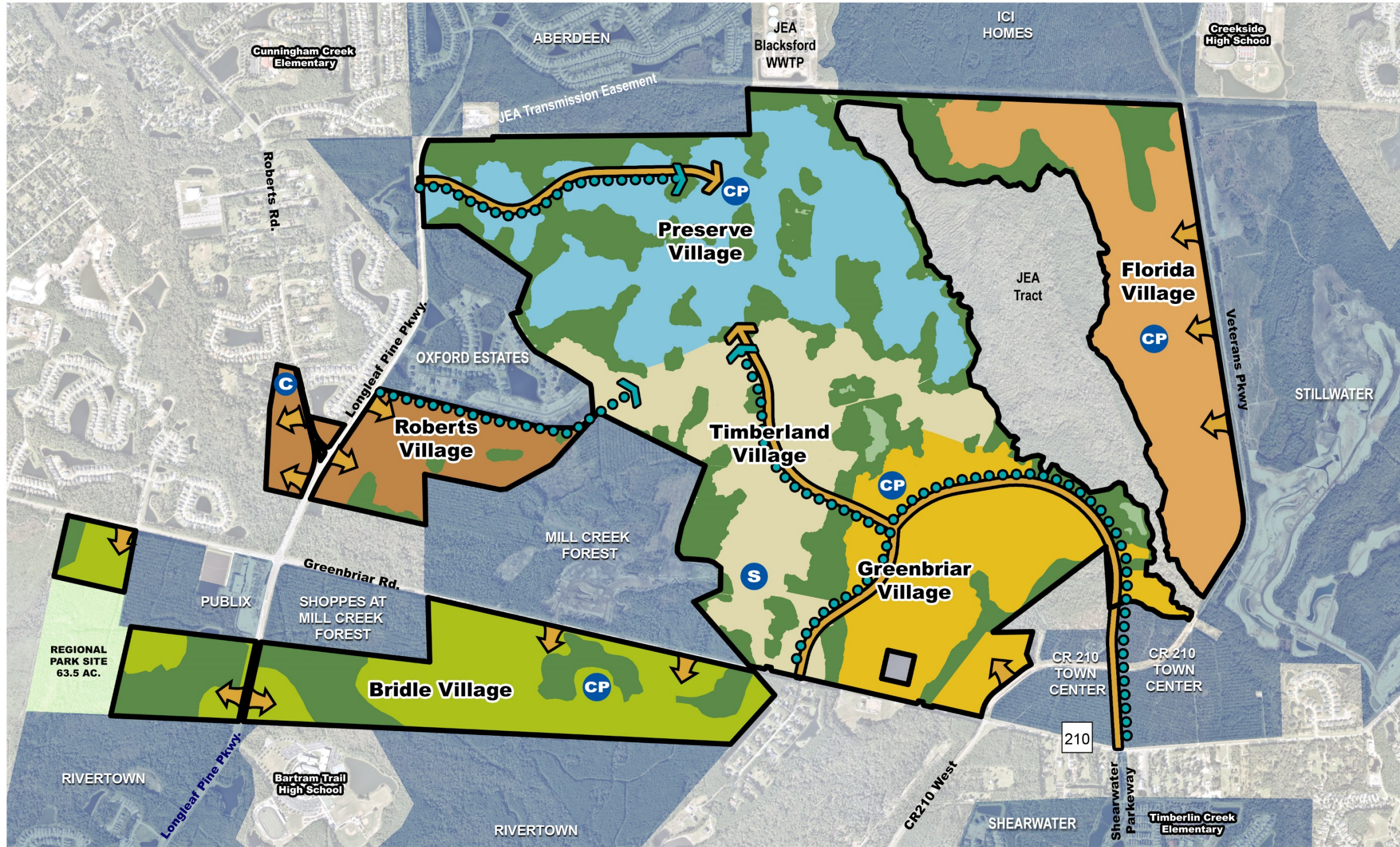
JEA has a 45-foot wide utility easement along the northern property line. Within that easement there are utility lines for which JEA has restrictions as to what can be planted. Policy A.1.20.3 provides that when acceptable to the owners, the County may consider dual use of the utility corridors for greenway, blueway and trail connections and crossings.



### I. Summary

The location of the Property along Greenbriar Road, Longleaf Pine Parkway and Veteran's Parkway provides suitable locations for both commercial and residential development. Development of this Property is intended to aid in residential growth and provide community support services to the residential area. The land use change to Mixed Use, Residential-B, Residential-C and Residential-D for the Property will be consistent with the surrounding area. The proposed Site Specific Policy will limit development rights, establish the Regional Preserve Network and provide Scenic and Development edges.

IV Conceptual Master Plan



**GREENBRIAR  
HELOW**  
CONCEPTUAL MASTER PLAN  
04/14/2021

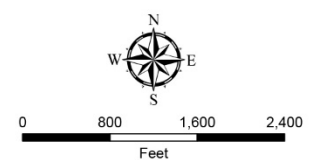
**Legend**

- APPROVED PROJECTS
- Collector Roads (access points subject to permitting)
- TRAIL NETWORK
- C CIVIC USE (POLICE/FIRE/LIBRARY)
- S SCHOOL
- CP COMMUNITY PARK
- REGIONAL PRESERVE NETWORK min. (500Ac.)

*Note: The location, configuration, acreages and use on development parcels, regional preserve network, roads, lakes, etc., are conceptual in nature and subject to further refinement upon submission of final development plans.*

	Florida Village	Roberts Village	Bridle Village	Greenbriar Village	Timberland Village	Preserve Village
Net Acreage	297.1Ac.	135.3 Ac.	236.5 Ac.	267.0 Ac.	292.3 Ac.	347.9 Ac
Proposed Land Use	MD	MD/ RES-B	MD	RES-C/ RES-D	RES-C/ RES-D	RES-C/ RES-D
Proposed Residential	800 DU	150 DU	400 DU	650 DU	600 DU	900 DU
Proposed Non Residential	1,350,000 SF	300,000 SF	520,000 SF	330,000 SF		

<b>TOTAL:</b>
GROSS ACREAGE: 2,211.6 AC
NET ACREAGE: 1,576.1 AC
MAX DENSITY ALLOWANCE: 13,397 DU (AVG. 8.5 DU/NET AC)
PROPOSED RESIDENTIAL UNITS: 3,500 (AVG. 2.2 DU/NET AC) MAXIMUM
PROPOSED NON-RES: 2.5 MILLION SF MAXIMUM



## V Consistency Analysis with the St. Johns County 2025 Comprehensive Plan

### A. LAND USE ELEMENT

**Policy A.1.2.5** All Comprehensive Plan Amendments shall provide justification for the need for the proposed amendment and demonstrate how the proposed amendment discourages urban sprawl and not adversely impact natural resources. In evaluating proposed amendments, the County shall consider each of the following:

- (a) The extent to which the proposed amendment is contiguous to an existing Development Area which has developed in a manner providing a compact, contiguous development pattern with the proposed amendment;**

The proposed amendment Property is located adjacent to existing Development Area Boundaries as depicted on the Future Land Use Map. The approximately 2,211 acre Property represents a logical extension of the Development Area Boundary adjacent to existing and approved master planned non-residential and residential communities. The surrounding development pattern clusters development in a compact, contiguous manner to preserve a network of conservation lands.

- (b) The extent to which population growth and development trends warrant an amendment, including an analysis of vested and approved but unbuilt development;**

The Property lies within the Northwest Sector of St. Johns County, an area where much of the County's population growth and development is occurring. Nearby approved projects include Shoppes at Mill Creek, 210 Town Center, Shearwater (FKA Ashford Mills), River Town, Crossroads (FKA ICI Middlebourne), Cunningham Creek, Aberdeen, Greenbriar Downs, Silverleaf, Durbin Crossing, Julington Creek Plantation and other major residential and non-residential developments.

As provided in the Market Study in Appendix III, population growth and increased employment demand is expected to create the need for nearly 131,000 units and 37,000,000 square feet of commercial space county-wide. The northern portion of the County is expected to continue to capture a large share of this growth demand. Considering approved and vested development rights, where currently planned or available for future development, northern St. Johns County remains relatively constrained in supply based on observed market demand and expectations or future population growth.

There are approximately 28,000 approved units in master planned communities in the North sub-market of the County. If the northern sub-market continues to capture population and housing unit growth at its current rate, the approved 28,000 units could reflect less than 50 percent of the expected demand through 2050.

- (c) **The extent to which adequate infrastructure to accommodate the proposed amendment exists, or is programmed and funded through an adopted Capital Improvement Schedule, such as the County Capital Improvement Program, the Florida Department of Transportation Five-Year Work Program, the North Florida Transportation Planning Organization (TPO) Transportation Improvement Program, or will be privately financed through a binding executed agreement, or will otherwise be provided at the time of development impacts as required by law;**

Access to the Property will be provided via Longleaf Pine Parkway, Greenbriar Road and Veterans Parkway. Greenbriar Road is an existing 2-lane roadway, classified as a Major Collector, which is programmed to be widened to a four-lane roadway. Longleaf Pine Parkway is an existing four-lane road. Veterans Parkway, a four-lane roadway, is currently existing from Race Track Road to Longleaf Pine Parkway and is planned to extend further to County Road 210.

Currently, roadway projects are considered for improvement the surrounding area and are scheduled to be funded by nearby approved master developments. The applicant will provide proportionate fair share contribution toward the identified roadway improvements to mitigate impacts from the project. The **Traffic Impact Analysis in Appendix VI**, demonstrates that the proposed development will not trigger any additional roadway improvements. Additionally, a series of connected roadways will be provided internal to the project to off-set trips on existing local roadways. All internal roadways will be owned and maintained by either a property owners association or community development district. An application for concurrency will be submitted for the property prior to scheduling of hearing dates.

- (d) **The extent to which the amendment will result in an efficient use of public funds needed for the provision of new infrastructure and services related to it;**

The Property is located within an areas that has adequate public facilities and will mitigate for its proportionate share of public infrastructure and not require the expenditure of public funds. An availability letter was requested for the electric/water/sewer provider, JEA, and is included as **Appendix I.10**. In summary, water, reuse and sewer is available and/or can be made available for the site through multiple connection points.

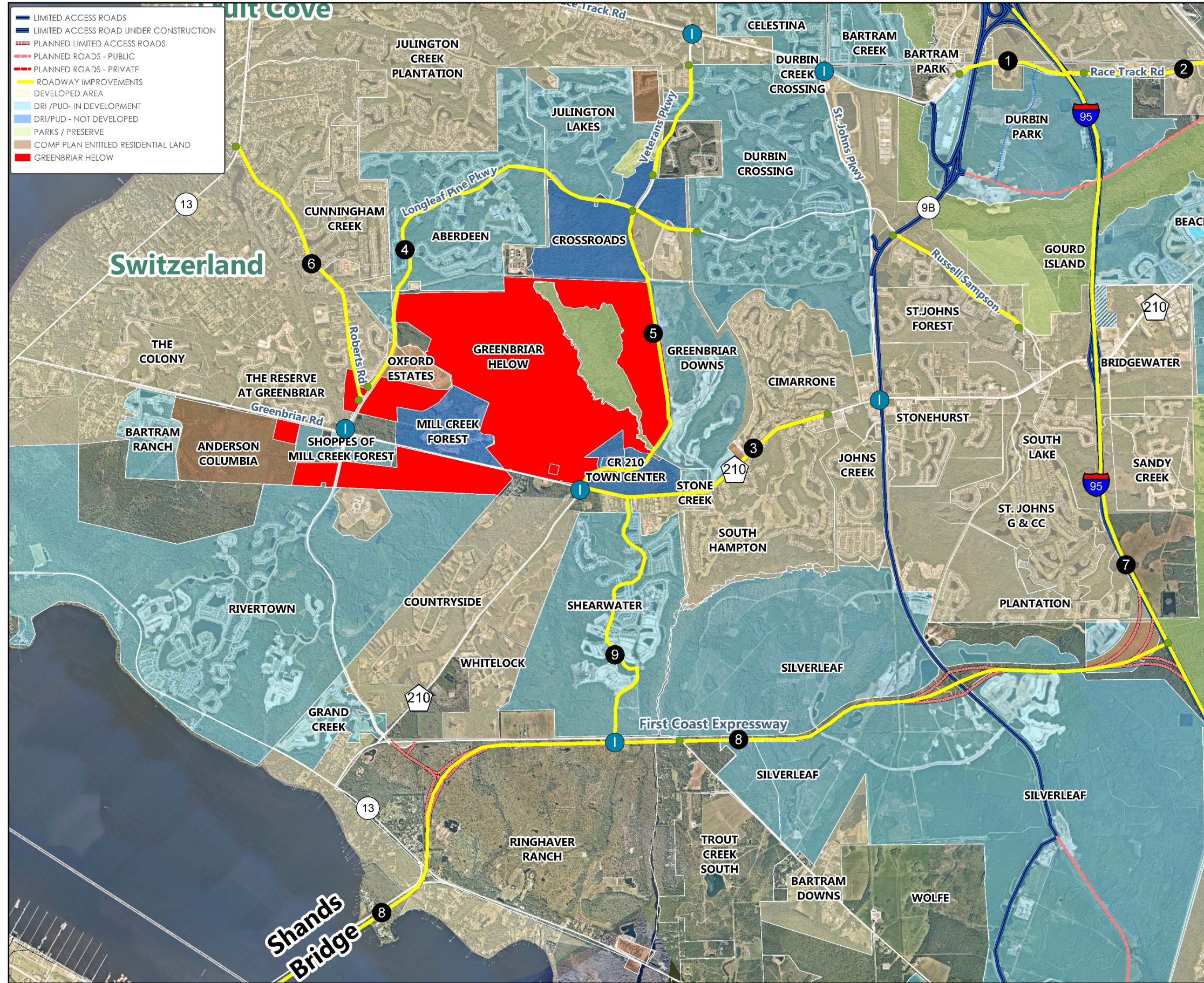
- **Potable Water:** There is an existing connection point north of Greenbriar Road (16 inch) and south of Greenbriar Road, along Longleaf Pine Parkway (20 inch). A secondary connection point is located along Roberts Road (16 inch) and a proposed water main along Veterans Parkway just south of Landmark Boulevard.
- **Sewer:** There is an existing connection point along the northern boundary line (16 inch and 36 inch); an existing 16 inch south of Greenbriar Road and a 20 inch north of Greenbriar Road along Longleaf Pine Parkway. A secondary connection point is located along Greenbriar Road west of Longleaf Pine Parkway (12 inch) and along Roberts Road (12 inch).
- **Reclaimed Water:** There is an existing 20 inch reclaimed water main along Longleaf Pine Parkway; an existing 12 inch along Greenbriar Road, west of Longleaf Pine Parkway, and a proposed secondary connection point along Veterans Parkway, just south of Landmark Boulevard.

- (e) **The extent to which the amendment will not result in a sprawl development pattern as determined by Chapter 163, Florida Statutes, and will not discourage infilling of more appropriate areas available for development within existing Development Area Boundaries; and**

**Section 163.3177(6)(a)9.b, Florida Statutes, states that a Comprehensive Plan Amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:**

- 1.) **Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.**

The project directs and locates economic growth and associated land development to geographic areas of the community by providing residential, commercial and office development for County residents within existing nearby development areas. This proposal does not have an adverse impact on natural resources or ecosystems, as evidenced by a preservation of over 500 acres within Regional Preserve Network.



## Greenbriar Helow Pending Transportation Improvements

- 1 RACE TRACK RD FROM BARTRAM PARK BLVD TO BARTRAM SPRINGS, 2-LANE TO 4-LANE  
FUNDING SOURCE: BARTRAM PARK
- 2 RACE TRACK RD FROM BARTRAM PARK TO US-1, 4-LANE TO 6-LANE  
FUNDING SOURCE: UNFUNDED OR TIF
- 3 CR 210 FROM GREENBRIAR RD TO CIMARRONE BLVD 2-LANE TO 4-LANE  
INCLUDES SIGNAL AT SHEARWATER PKWY & GREENBRIAR RD.  
PROJECT NEEDS: POND SITE  
FUNDING SOURCE: SHEARWATER  
PROJECT TOTAL: \$20,112,556
- 4 LONGLEAF PINE PKWY  
2-LANE TO 4-LANE FROM ROBERTS RD TO TOLLERTON AVE.  
FUNDING SOURCE: UNFUNDED
- 5 VETERANS PKWY 2-LANE COLLECTOR RD FROM CR 210 TO LONGLEAF PINE PKWY TO GREENBRIAR RD.  
FUNDING SOURCE: RIVERTOWN (PHASE 2)
- 6 ROBERTS RD FROM LONGLEAF PKWY TO SR 13 3-LANE  
FUNDING SOURCE: ST. JOHNS COUNTY  
PROJECTED TOTAL: \$16,300,000
- 7 I-95 EXPANSION TO 10 LANES  
ESTIMATED START DATE: 2026
- 8 FIRST COAST EXPRESSWAY FROM SR16 IN CLAY COUNTY TO I-95  
PROJECTED START: 2022  
EXPECTED COMPLETION: 2030
- 9 SHEARWATER PKWY CR210 TO CR16A MAJOR COLLECTOR RD FROM CR210 TO CLUBHOUSE. MINOR COLLECTOR RD FROM CLUBHOUSE TO CR 16A  
EXPECTED COMPLETION: 2022
- 1 POTENTIAL INTERSECTION IMPROVEMENTS



**2.) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.**

The project promotes efficient and cost-effective provision or extension of public infrastructure and services by connecting to nearby existing JEA Potable Water, Sewer and Reclaimed Water lines; and providing proportionate fair share mitigation to help facilitate the necessary roadway improvements for project mitigation and development of internal roadways to offset impacts on the surrounding existing roadways (e.g., Greenbriar Road, Longleaf Pine Parkway).

**3.) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if applicable.**

The project intends to promote walkable and connected communities and providing for compact development and a mix of uses at densities and intensities that will support a range of housing choices. Multimodal transportation, including pedestrian and bicycle, through the Planned Unit Development rezoning application, vehicular and pedestrian interconnectivity within the site and off-site will also be incorporated.

**4.) Promotes conservation of water and energy.**

The project promotes conservation of water and energy by connecting to existing water and sewer systems owned by JEA within the existing Development Boundary Area. The proposed mixed of land uses will reduce external vehicular trips and capture significant pass-by trips resulting in a reduction of vehicle miles traveled.

**5.) Preserves agricultural areas and activities, including silviculture, and dormant, unique and prime farmlands and soils.**

Not applicable. There are no unique and prime farmland or soils located on the property.

**6.) Preserves open space and natural lands and provides for public open space and recreation needs.**

The project preserves open space and natural lands and provides for public open space and recreation by setting aside approximately 500 acres of the onsite wetlands within a Regional Preserve Network and providing for open space and recreational areas in the forthcoming Planned Unit Development rezoning application. The residential portion of the project will provide for recreational facilities and land in compliance with the code and Comprehensive Plan. Further, Objective F.1.3 of the Comprehensive Plan for Recreation and Open Space will be provided, which is to include Neighborhood Parks, Community Parks, District Park and Regional Park.

**7.) Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.**

The project creates a balance of land uses based upon demands of the residential population for the non-residential need of the area by providing various housing types and commercial areas to serve the existing and future residents of this area of St. Johns County.

**8.) Provides uses, densities and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in Section 163.3164.**

The project provides uses, densities and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl by providing residential, commercial and office development in a compact pattern within a Property that is surrounded by existing residential as well as existing and approved non-residential uses in Northwest St. Johns County.

The proposed project will be developed in the manner required by Section 163.3177(6)(a)9.b, Florida Statutes, and thus does not, by law, constitute Urban Sprawl. As shown in the Conceptual Master Plan, the Applicant is proposing a range of residential uses at an average density of approximately 2.22 dwelling units per net acre and non-residential intensities of a maximum of 2.5 million square feet. The Property is surrounded by existing residential communities and is thus infill development.

**(f) The extent to which the amendment will result in a sustainable development pattern through a balance of land uses that is internally interrelated; demonstrates an efficient use of land; ensures compatible development adjacent to agriculture lands; protects environmental qualities and characteristics; provides interconnectivity of roadways; supports the use of non-automobile modes of transportation; and appropriately addresses the infrastructure needs of the community.**

The applicant has designed a Conceptual Master Plan in order to illustrate how the proposed Future Land Use change is consistent and compatible with the existing surrounding development and Future Land Use Map designations. The applicant will provide an interconnected roadway and trail network, scenic and development edges, a regional preserve network and sidewalk interconnectivity, where appropriate, throughout the site as shown on the Conceptual Master Plan. The applicant will also provide sidewalk interconnectivity with adjacent lands where appropriate. Such facilities will be available for use by members of the public. The project will use the existing and proposed roadways (Longleaf Pine Pkwy, Veterans Pkwy, Greenbriar Rd) for site access. The Conceptual Master Plan identifies potential locations for civic sites, including but not limited to school site dedication, parks and recreation.

- (g) **The extent to which the amendment results in positive market, economic and fiscal benefits of the area as demonstrated through a market demand analysis, economic impact analysis and fiscal impact analysis.**

The project proposes a maximum of 3,500 residential units and a maximum of 2.5 Million Square Feet of non-residential uses. The intended non-residential development will provide for increased taxable value which will contribute ad valorem revenue to the County and School Board in excess of the costs to provide public services. Additionally, the proposed development will generate more jobs in St. Johns County. The availability of additional retail services within the County will capture more sales tax revenues for St. Johns County. A Market Study was conducted for the project and is included in **Appendix III**. Ten Key Findings of the Market Study are provided below.

**Policy A.1.2.6 The extension or expansion of utilities and roads should promote compact, contiguous development patterns.**

Infill development provides a logical extension of utilities and will provide a looped water system for increase pressure. The JEA Availability Letter is included with this application as **Appendix I.10**. Utilities are readily available to the site and the internal road network will enhance connectivity and promote compact, contiguous development patterns.

**Policy A.1.2.7 The County shall encourage urban and suburban growth in development Areas where public facilities and services exist. Development Areas are those areas designated on the Future Land Use Map, which depict the overall future growth pattern of the County. Areas designated R/S and A-I are not Development Areas. Comprehensive Plan Amendments to add development area shall be discouraged unless the applicant demonstrates the amendment provides economic development, job creation, preservation of the natural environment, or other public benefit.**

As previously mentioned, the project proposes a maximum of 3,500 residential units and a maximum of 2.5 Million Square Feet of non-residential uses. The proposed development will generate more jobs in St. Johns County and the additional retail services will capture more sales tax revenues for the County. Additionally, the applicant proposes a significant Regional Preserve Network. Further, the applicant will provide civic sites including parks and school site.

The project provides for five (5) village/character areas identified 5 on the Conceptual Master Plan. The character areas have a wide range in uses, some are proposed to have low density residential, medium density residential, high density residential or mixed use developments.

## 10 Key Findings Market Analysis

- ✓ St Johns County is expected to continue strong growth in population and employment through 2050, capturing a significant portion of growth within the MSA. The circumstances driving this growth include: The County's coastal location and proximity to major employers in the MSA. The circumstances driving this growth include:
  - Continued domestic and international population migration into the MSA;
  - Available vacant land within the County and a continuation of development trends providing higher density housing;
  - Continued planned development incorporating residential and commercial uses, generating more employment opportunities within the County;
  - Regional transportation access to the County via Interstate 95 and significant investment in the transportation network in northern part of the County (First Coast Expressway, Interstate 95 Express Lanes).
- ✓ Population growth and increased employment demand is expected to create the need for nearly 131,000 new housing units and 37 million square feet of new commercial space county-wide.
- ✓ The Northern portion of the County is also expected to continue to attract a large portion of activity in population growth (e.g. housing starts, home sales, and household formation) and employment growth (e.g. commercial construction, absorption, and business establishments).
- ✓ Today, the current capacity for residential and commercial development is not sufficient to meet expected demand through 2050.
  - Short-term supply of platted lots in the North sub-market reflects less than 5-year absorption pace
  - Long-term capacity of approved and entitled residential units reflects as low as 50 percent of expected demand.
- ✓ While the Jacksonville metropolitan area will continue to draw some household employment to commute, the County is expected to capture a larger portion of employment demand than currently exists, driving the need for new commercial development. Today, there is a roughly 50,000 jobs gap between household demand and establishment employment.
- ✓ The COVID-19 pandemic accelerated some existing marketplace trends that are expected to create more employment opportunities within the County in technology, logistics and transportation, and medical industries.

Source: St. Johns County Market Study, January 2021, GAI Consultants, Inc.

**Policy A.1.2.8 The County shall encourage infill development. Infill development is development on a vacant parcel or parcels of land within Development Areas that are surrounded by an existing built area. Compatibility of the infill development shall be considered with the development review process. Infill development shall not be considered in R/S or A-I areas.**

The Property is surrounded by a Development Area boundary and existing and approved development. The proposed development represents infill development. There are existing residential neighborhoods surrounding the subject property and approved non-residential uses nearby.

The Intent of R/S and A-I designated lands on the Future Land Use Map is for agriculture, silviculture, and other uses typical of rural areas. The Property is surrounded by suburban development that does not meet the intent of the R/S and A-I FLUM designation.

**Policy A.1.3.1 The County shall continue to implement its Land Development Code providing standards and procedures for adequate buffers between incompatible uses. To ensure adequate buffering between incompatible uses, the County shall review and update its standards and procedures as necessary to ensure adequate buffering between incompatible uses.**

The Land Development Code (“LDC”) provides for the minimum buffering and screening between incompatible uses. The proposed buffering and screening between uses throughout the project will meet and/or exceed the minimum buffering standards as required by the Code.

**Policy A.1.3.11 When a Comprehensive Plan Amendment, rezoning or development application is considered, the County shall ensure compatibility of adjacent and surrounding land uses. Land uses include but are not limited to permitted uses, structures, and activities allowed within the land use category or implementing zoning district. Compatibility means a condition in which land uses can co-exist in relative proximity to each other in a stable fashion over time such that no use is unduly negatively impacted directly or indirectly by another use. Compatibility does not mean “the same “. Compatibility refers to the sensitivity of development proposals in maintaining the character of existing development and environments. The compatibility of land uses is dependent on numerous characteristics which may impact adjacent or surrounding uses. These include, but are not limited to: type of use, density, intensity, height, general appearance and aesthetics, odors, noise, smoke, dust, vibration, traffic generation, sanitation, litter, drainage, fire risk, air quality, vegetation, topography, soil conditions, wildlife, aquifer recharge, surface waters, drainage, protection of Listed Species or Essential Habitat, maintenance of public infrastructure, availability of potable water, sanitary sewer and other necessary public services and nuisances.**

The Property has a Rural/Silviculture Future Land Use Map classification and Open Rural zoning in a node of primarily Residential-B and Residential-C Future Land Use categories and PUD zoning designations. Other properties adjacent to the Property have Mixed Use District, Intensive Commercial, Rural Commercial and Public Future Land Use Map classifications. Per Comprehensive Plan Policy A.1.11.1 (M), Residential-B and Residential-C zoning allows for Residential Uses in addition to Neighborhood Commercial and General Commercial Uses when approved as a Planned Development. Maximum Density for the Mainland Residential land use classifications is depicted in the table below.

**TABLE 4**

<b>MAINLAND AREA</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
<b>Base Density (per net acre)</b>	1.0	2.0	2.0	4.0
<b>Variable Density Factors</b>				
Planned Development Approval (PUD)	-	-	2.0	4.0 ****
Central Water	-	-	1.0*	2.5*
Central Sewer	-	-	1.0*	2.5*
West Augustine Overlay District				4.0**
High Density Hastings Manor (Hastings Overlay District: See Policy A.1.11.1.m.8.(cc))				3.0***
<b>Maximum Density (Base + Variable)</b>	1.0	2.0	6.0	13.0

*\*Required for Development Approval*



The applicant proposes a maximum of 3,500 residential dwelling units amongst the overall 2,211 acre property. The net density averages at 2.22 dwelling units per acre (net acreage = 1,576 AC) amongst the overall property.

**TABLE 5**

Property	Overall Acreage	Net Acreage (including impacted wetlands)	# of DU	Net Density (DU/Net AC)
Subject Property	2,211 AC	1,576 AC	3500	2.22
ICI Middlebourne (Ord 18-29)	572 AC	247 AC	426	1.72
Aberdeen DRI (Ord 16-21)	1313 AC	791 AC	2018	2.55
Cunningham Creek (Ord 94-57)	413 AC	382 AC	660	1.73
Mill Creek Forest (Ord 19-46)	264 AC	141 AC	305	2.16
Greenbriar Downs (Ord 19-15)	784 AC	420 AC	829	1.97
Shearwater DRI (Ord 15-67)	1521 AC	807 AC	2633	3.26
Rivertown DRI (Ord 17-18)	4010 AC	2837 AC	4500	1.59

\*For the purpose of calculations in this table, Net Density is calculated for overall property net acreage (plus filled wetlands). This calculation does not account for the specific acreage for residential areas of the PUD zoning. (Overall Acreage – Wetlands + Impacted Wetlands = Net Acreage. Net Acreage / # DU = Net Density)

The provision of Commercial Services intended for this application at this location will serve the nearby residents in Northwest St. Johns County and reduce the need to travel to Duval County for these provided services. Commercial development will create jobs, increase tax revenues, and keep sales tax revenue in St. Johns County. The applicant is proposing a Site Specific Text Policy which defines buffers and significantly limits development for the site.

The proposed project will be buffered from existing and approved adjacent development through application of Development Edges and Scenic Edges. Where overhead transmission lines exist along significant stretches of roadway at the perimeter of the site the applicant will provide buffering from the transmission lines. The Regional Preserve Network provided for the site encompasses a minimum of 500 acres of wetlands and will be used to buffer internal development areas from one another as well as providing significant buffers at the perimeter of the site. Incompatibility buffering will be provided between uses consistent with the Buffer and Screening Matrix Tables in Article VI the Land Development Code where the Regional Preserve Network area does not meet the required buffering standard.

The Northwest Sector Policy A.2.1.1(C) requires all new development or rezoning, which increases the potential density and/or intensity be submitted and reviewed pursuant to the Planned Development regulations. Therefore, all changes in zoning or development in the nearby area (Northwest Sector) which does not fit the current zoning/land use classification must be zoned planned unit development.

**In order to ensure compatibility with a Comprehensive Plan Amendment, the County may require the submittal of a companion rezoning application, such as a PUD, Special Use request or other application showing development of the property. Amendments that result in unreasonable negative impacts and do not provide sufficient compatibility measures should not be approved.**

This Large Scale Comprehensive Plan Amendment application is companion to a Rezoning application to rezone the property from Open Rural (OR) to Planned Unit Development (PUD). It is the applicant's intent for the Comprehensive Plan Amendment adoption hearings to be heard on the same dates as the rezoning hearings before the Planning and Zoning Agency and Board of County Commissioners.

**Policy A.1.9.1 All land uses, as provided for in the County Comprehensive Plan and County Land Development Regulations, may be included within Mixed Use Districts as designated on the Future Land Use Map, except as provided in Policy A.1.9.8. The Mixed Use Districts are intended to provide for areas that have a mixture of land uses, including commercial, light industrial, office, and low, medium and high density residential development, and are supported by urban services (e.g., central water and sewer).**

The project site proposes Uses consistent with the Commercial, Office and low, medium and high density residential development. Light Industrial Uses will not be allowed on the site due to incompatibility with other development in the area. Residential areas area proposed throughout the site in the six villages.

The site will be supported with Central Water and Sewer provided by JEA.

**Residential densities within Mixed Use Districts shall be consistent with adjacent land uses and may transition from low to high density.**

Residential areas will appear throughout the site within the six villages. The overall density will average 2.23 dwelling units per acre which is consistent with the nearby residential development. Some areas of the project may have higher densities while others will have lower densities. The applicant will provide for an appropriate transition between the low, medium and high density residential areas. Additionally, the project will be designed to provide a smooth transition of density/intensity from the existing Intensive Commercial (IC) and Mixed Use District (MD) future land use areas to the proposed lower density/intensity areas of the project.

**Intensity of non-residential uses shall be limited to 75% Impervious Surface Ratio (ISR) and 70% Floor Area Ratio (FAR) as further governed by Policy A.1.11.3.**

Locations within the Mixed Use District Future Land Use classification will not exceed the maximum allowable ISR and FAR as determined in the Policy. The companion rezoning application to Planned Unit Development will provide measurement allowances.

**Policy A.1.9.2 Mixed Use Districts are not intended to provide for linear strip commercial development, but rather to incorporate commercial, light industrial, office, and residential uses in a manner that promotes diversity of residential and non-residential activities in a concentrated area. It is intended that the highest land use intensities occur at the center of the Mixed Use Districts with decreasing intensity of uses proceeding outward toward the adjacent land use designations. When not appropriate, development of the Mixed Use District shall ensure compatibility with the adjacent properties. Adequate buffering can be shown to alleviate incompatibilities and protect existing community character.**

The project will not provide for linear strip commercial development. Areas within the project that are proposed for Mixed Use Districts are intended to provide for a variety of uses which include commercial, office and residential uses. Light Industrial Uses will not be provided due to incompatibility with the surrounding area. The Mixed Use District areas are proposed as an extension of existing Mixed Use District areas and the Intensive Commercial (IC) area adjacent to the south boundary of the Property. The applicant will provide incompatibility buffering between residential and non-residential uses consistent with Section 6.06.04 of the Land Development Code. Additionally, as required by the Northwest Sector Overlay, Development Edges and Scenic Edges will be provided along the PUD boundaries buffering the project from roadways, developed and undeveloped adjacent properties.

There is existing Mixed-Use District Future Land Use Map classifications located at the intersection of Longleaf Pine Parkway and Roberts Road extending south to the intersection of Longleaf Pine Parkway and Greenbriar Road. The Greenbriar Helow Large Scale Comprehensive Plan Amendment application proposes a change to the Future Land Use Map for approximately 320 acres of land along Veterans Parkway and approximately 255 acres of land along Greenbriar Road from Rural/Silviculture (R/S) to Mixed Use (MD). The proposed Mixed Use District land is located along Major Collector roadways and intersections, and near the 210 Town Center PUD, which is approved for Intensive Commercial uses. The variation of uses on the Mixed Use District parcel from multi-family and non-residential retail, office and commercial uses would provide for the immediately adjacent residential development along Veterans Parkway (i.e., ICI Middlebourne and Greenbriar Downs).

**TABLE 6**

**Recreation and Open Space Standards (Policy A.1.9.3)**

	Standard	Minimum
<b>Preservation</b>	N/A	60% (500 AC)
<b>Open Space</b>	25%	544 ± AC (Project)
<b>Neighborhood/ Community Park</b>	5 AC / 1,000 Population	42 ± AC (Project)
<b>Regional Open Sapce/ District Park</b>	24 AC / 1,000 Population	202 ± AC (Countywide)

\*Population = 2.4 x DU (2.4 x 3500 = 8,400)

\*Project Area = 2,211 AC

**Policy A.1.9.3 To encourage a mixture of land uses, development parcels within Mixed Use Districts equal to or greater than 40 upland acres in size shall be required to have at least 10% Open Space and at least two uses chosen from Commercial, Office, Industrial or Residential; commercial, Office Industrial and/or Residential uses may range from 10% to 90% of the upland portions of the project. Wetland areas may be used to meet 10% Open Space Requirements. When residential uses are provided, the project shall include parks, recreation and open space. Residential Uses may not be appropriate in all mixed use projects.**

The applicant proposes a maximum of 3,500 residential dwelling units and a maximum of 2.5 million square feet of nonresidential uses. This Large Scale Comprehensive Plan Amendment application will be accompanied by a Planned Unit Development (PUD) rezoning application. Article V of the Land Development Code, which requires a minimum 25% Open Space for the PUD. Residential and commercial uses will account for 10 to 90% of the Property. The applicant will preserve 500 acres of onsite wetlands as the Regional Preserve Network. Further, all residential neighborhoods will provide for a neighborhood/community park meeting the standard of 5 acres per 1,000 population.

While the County requires a mixture of uses on 40 acres or greater, the County recognizes not all development sites and projects may be appropriate for mixed use development, in such cases, the County may consider a single use project on 40 acres or greater. In such cases, the applicant must justify the single use project. Such justification may include but is not limited to, the existing surrounding area is comprised of an adequate mix of uses, the proposed project is designed to achieve economic development, minimum trip generation, street interconnectivity within and outside the project site, or the single use project enhances an existing streetscape or creates a vibrant individual streetscape.

The applicant does not intend to provide a single-use project.

**Policy A.1.9.4 All new development within Mixed Use Districts on parcels equal to or greater than ten (10) acres in size shall be required to apply for development approval under the provisions of the Planned Development Land Development Regulations.**

This application is companion to a rezoning application which requests the property be rezoned from Open Rural to Planned Unit Development.

**Policy A.1.9.5 Applicants for new development within Mixed Use Districts on parcels equal to or greater than 10 acres shall demonstrate through a Master Development Plan how the development will achieve a well-balanced mixture of uses with pedestrian, bicycle and vehicular systems providing interconnectivity and ensuring accessibility within and between uses. The Master Development Plan shall provide for compatibility of uses both within the development and with adjacent land parcels, and shall provide a land use program with the highest intensity uses in the center of the Mixed Use District with decreasing intensity of uses proceeding outward toward the adjacent land use designations, where compatible and applicable.**

The Master Development Plan Text for the companion PUD rezoning application provides information demonstrating that a well-balanced mixture of interconnected uses will be provided throughout the Property.

Additionally, the Development Edge, where possible, will provide for interconnected trail systems between communities and neighborhoods, historical sites, cultural sites, passive recreation areas, scenic areas, preservation areas, and conservation areas, as described in Northwest Sector Policy A.2.1.3(D) of the Comprehensive Plan.

**Policy A.1.9.6 All new development within Mixed Use Districts shall be required to be served by central water and sewer services, except for residential development that is projected to generate fewer than 4 Equivalent Residential Connections, or non-residential development that is projected to generate less than 500 gallons per day demand of potable water or sanitary sewer service. For the purpose of this policy, central water and sewer services shall mean water and wastewater treatment provided by public or private franchised utility systems. Developments not served by central water and sewer service shall connect to central utility service when it becomes available.**

The site will be served by central water and sewer provided by JEA.

**Policy A.1.9.7 Enhanced buffers may be required at the periphery of development within Mixed Use Districts to provide for compatibility with adjacent uses and shall be determined during the review of proposed developments**

The project is located within the Northwest Sector and will provide for Development and Scenic Edges at the perimeter of project boundaries. The Development Edge will average 35 feet and the Scenic Edge will provide for an averaged 75 feet adjacent to residential and 30 feet adjacent to non-residential uses. Where applicable, incompatibility buffers may be required in accordance with Section 6.06.04 of the Land Development Code.

#### **Objective A.1.11 Provision of Efficient, Compact Development**

**The County shall encourage an efficient and compact land use pattern providing moderate overall densities and adequate land uses to support balanced growth and economic development**

The applicant has devised a Conceptual Master Plan in order to illustrate how development will be clustered in a compact land use pattern and will be consistent and compatible with development in the surrounding area. The proposed FLUM amendment allows an efficient and compact land use pattern that provides overall densities and adequate land uses to support balanced growth in this area of the County. The project also promotes economic development by providing commercial and office uses in an underserved area of the County close to where many people live.

Policy A.1.11.2 Neighborhood and Community Commercial Uses provided within Residential Land Use designations as depicted on the Future Land Use Map, and as provided in Future Land Use Element Policy A.1.11.1, may be permitted under the following conditions:

- (a) The development is approved through the Planned Development land development regulations if a rezoning of the property is required to allow Neighborhood or Community Commercial Uses;
- (b) The commercial use is provided at a size and scale compatible with the surrounding residential area.
- (c) The proposed development will promote compact commercial centers or districts rather than a strip commercial development pattern, characterized by continuous linear commercial frontage along the roadway.

The Neighborhood and Community Commercial Uses provided within the Residential land uses will not be considered "strip" development and will serve the immediate surrounding area. These commercial portions of the Property will be integrated within the development and located within nodes at major intersections providing for a balance between the residential and non-residential uses throughout the Property.

**Objective A.1.13 Community and Neighborhood Creation and Preservation**

The County shall protect or enhance existing communities and neighborhoods, and create new communities and neighborhoods that have a high quality of life, promote a sense of place, and are sustainable through strategies that provide civic, historical, recreational, and educational opportunities, and that support the diversification of the economic base and promote healthy social interrelationships.

The project, Greenbriar Helow, will consist of rural villages of development providing for a mix of uses. There will be Residential Villages and Commercial Villages to set the tone for the community. Each of the six villages will be designed with intent of providing its own character area. The community will be centrally located in the Northwest Sector of St. Johns County. The residential and non-residential aspects of the Villages will promote a sense of place with a high-quality of life through the integration of pedestrian, bicycle, and vehicular mobility. The Mixed Use District portions of the project will have a sense of walkability. The project will provide civic sites for county use which may be used for educational purposes, public safety or any other use deemed necessary by St. Johns County.



**Policy A.1.20.1 All new development shall use the St. Johns County Greenway, Blueway & Trails Master Plan as a guide in the planning and design of the new development, in providing access and interconnectivity between adjacent lands and within the new development.**

The 2003 St. Johns County Greenway, Blueway & Trails Master Plan identifies paved multi-purpose trails adjacent to the property along Greenbriar Road and Veterans Parkway. The proposed development will provide pedestrian/bike connections between these locations and preserve the major connected wetlands.

**Policy A.1.20.2 All new development that lies within or adjacent to the trails depicted on the Greenway, Blueway & Trails Master Plan shall be reviewed for internal and external connections.**

The proposed development will provide pedestrian/bike connections where applicable in conjunction with the Master Plan.

**Policy A.1.20.3 Where acceptable to the property owners, the County may consider dual use of utility corridors for greenway, blueway and trail connections and crossings. Such utility corridors may include but not limited to drainage easements, stormwater retention areas, gas pipeline easements, private trail connectors, mitigation sites, buffers and easements (which are not required to remain undisturbed), scenic edges, development edges, water and sewer transmission lines easements; telephone, cable and fiber-optic communication easements; overhead electric transmission and distribution lines and existing road crossings.**

A forty-five (45) foot wide JEA utility easement runs along the northern boundary line of the Property. The Conceptual Master Plan includes a thirty-five 35 foot wide Development Edge adjacent to this off site easement. Such corridors may be used for utility and/or greenway connections.

**Policy A.1.21.2 St. Johns County recognizes existing large and small businesses and industries are vital to the economy. Retention and expansion of existing business and industries is an important component for the overall diversification of the economic base. Retention and expansion of existing businesses and industries shall be an integral part of the County's economic development program.**

The commercial development intended for the site will provide opportunities for County businesses to expand and create jobs and offer more community services and tax revenues within St. Johns County. The PUD will provide for a variety of commercial activities to promote local businesses.

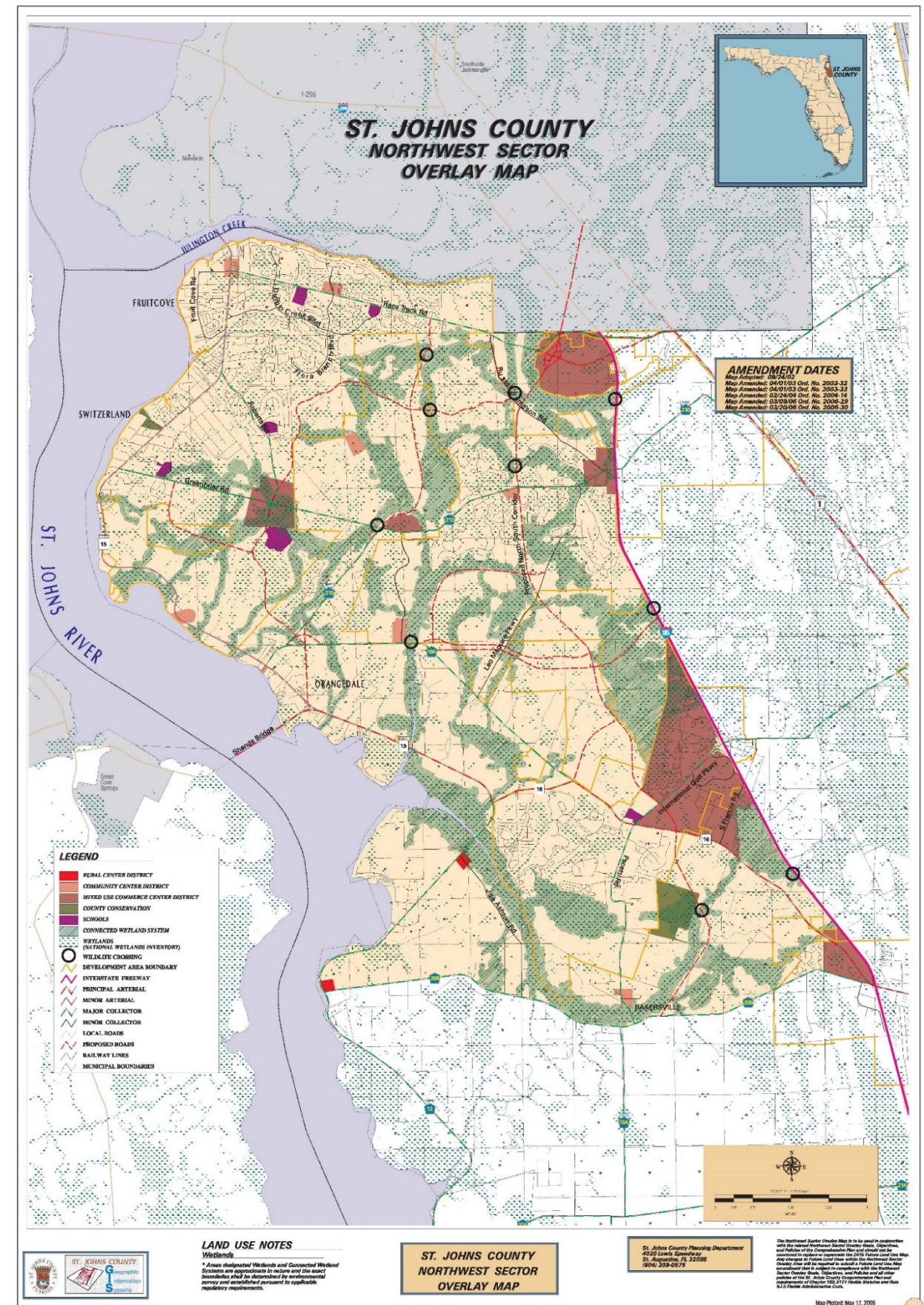
## Goal A.2

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

The Project will comply with Goal A.2. As demonstrated by the consistency analysis with the following policies. The Applicant has provided the Scenic and Development Edges required for this mixed-use development as denoted on the Conceptual Master Plan. The project also provides pedestrian and vehicular connection to Longleaf Pine Parkway, Greenbriar Road, and Veterans Parkway and their adjacent sidewalks.

### Policy A.2.1.1 Northwest Sector General Administrative

- (a) The Northwest Sector shall be developed with neighborhoods and communities that are served by commercial support uses, schools, parks and open spaces and civic spaces.
- (b) The Northwest Sector shall be developed with an orderly compact planned interconnected transportation network with an interconnected network of scenic edges and development edges and recreational trail system. Commercial support uses may be developed in nodes along intersections of Major Collector or arterial roadways. Neighborhood Commercial uses may be located Minor Collector intersections within a nodal pattern. Strip commercial development is prohibited.
- (c) New development or rezoning, which increases the potential density and/or intensity of the sites within the Northwest Sector shall be submitted and reviewed pursuant to the planned development land development regulations, the Northwest Sector Overlay Map and the goals, objectives and policies contained herein.
- (d) Priority for mitigation of environmental impact within the Northwest Sector, shall be to enhance connectivity among connected wetlands, recreational areas and parks, scenic edges, development edges and recreational trails within the Northwest Sector. All wetland impacts and subsequent mitigation are subject to compliance with all applicable County, Regional, State and Federal permitting requirements.
- (e) New development within the Northwest Sector shall use a community planning approach that requires public participation from residents and landowners within the proposed new development's defined community impact area.



- (f) **New development within the Northwest Sector may be required to identify and reserve land or provide appropriate mitigation for the following public facilities and services, if it is determined that the proposed new development has an impact on the public facilities and services.**

The proposed development shall be developed in accordance with the Northwest Sector policy in addition to the Planned Development Land Development Regulations and other criteria required by the Land Development Code. The Conceptual Master Plan depicts the general location of a school and parks to serve the Property and surrounding area. The Comprehensive Plan amendment includes site specific criteria with respect to Scenic and Development Edges of the project.

**Policy A.2.1.3 Northwest Sector Development Edges and Recreational Trail Systems**

Development Edges and recreational trail systems provide a foundation of the Northwest Overlay. Development Edges that provide natural corridors, passive recreational opportunities such as trail systems, aesthetics, habitat protection and open space, maintain rural character and provide screening from roadways and adjacent development. Development edges and recreational trail systems serve the additional goal of providing edges for communities and neighborhoods.

Development Edges shall be provided in areas which a Scenic Edge is not required. The edges shall have a minimum width of 35 feet and located along the edge of the development boundary. The Development Edges will build upon the existing conservation lands surrounding the Property and the greenways within the Property to form an interconnected network of natural corridors. The Development Edge system may include hiking/biking trails, nature study areas, community gardens, passive parks and sidewalks among other similar uses. A Text policy is proposed which includes provision of the required development edge.

**Policy A.2.1.4 Northwest Sector Scenic Edges**

Scenic edges shall be provided to preserve the rural character and preserve and enhance scenic view sheds, such as, scenic vistas, the St. Johns River, natural areas, and agricultural areas within the Sector. The primary purpose of Scenic Edges is to screen development and designed in a way that creates a natural edge between development and the roadway through the use of existing natural vegetation and enhancement, where necessary, with a variety of native canopy trees, understory trees, bushes, shrubs, and ground cover. Scenic Edges are also an integral part of the development edges and recreational trail system that provide trails, sidewalks, and cart paths. Recreational trails, sidewalks and cart paths may be incorporated into the scenic edge; however, the overall goal of rural character and visual screening shall be met.

Scenic Edges shall be provided along all existing arterial and major collector roadways depicted on the Northwest Sector Overlay map and any newly proposed arterial or major collector road. These Edges shall provide for an average 75 feet in width for all residential development and may be reduced to 30 feet in width for non-residential development. Under no circumstance shall the Scenic Edge be reduced beyond 30 feet. A Text policy is proposed which includes provision of the required Scenic Edge.

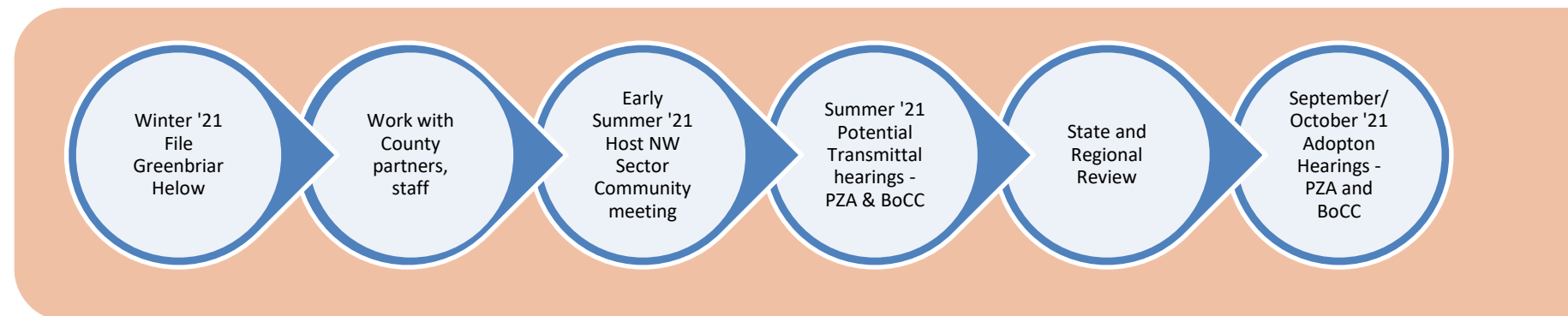
Breaks in the edge may be allowed for access, utilities and associated entrance features (including signage), and to provide view corridors to parks, scenic areas and other publicly accessible areas. Pedestrian connections shall be provided where feasible.

**Policy A.2.1.7 Community Planning Public Participation**

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

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

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



A community meeting will be held before the first public hearing for transmittal of the Comprehensive Plan Amendment application. A second community meeting will be held for prior to the adoption hearings and will include information on the proposed rezoning application from Open Rural to Planned Unit Development.

#### **Policy A.2.1.8 Northwest Sector Land Use Diversity**

**An overall goal of the Northwest Sector is to achieve a diverse mixture of residential, retail, office uses and civic uses with appropriate open space and recreational opportunities. The County encourages a minimum ratio of 112 square feet of retail and office space and 30 square feet of civic space per dwelling unit as a general overall goal to achieve diversity throughout the northwest sector.**

The project proposed offers residential, commercial, office and lands designated for civic uses which are consistent with this policy; civic uses include parks, pedestrian passageways and trailheads.

#### **Objective A.2.1.9 Northwest Sector General Development Pattern**

**(a) Development shall respect existing development patterns and provide for compatibility, quality and integrity of existing neighborhoods. Screening between neighborhoods shall have a vegetation component. The use of opaque fencing, walls and similar privacy fencing around the perimeter of neighborhoods shall also provide natural vegetation along the outside.**

The applicant is proposing to develop a maximum of 3,500 residential units and a maximum of 2.5 million square feet of commercial and office space. The proposed uses and densities are compatible with the surrounding area. The applicant will provide the required Development and Scenic Edges, as shown on the Conceptual Master Plan and as shown on the Master Development Plan Map included with the forthcoming rezoning application. The proposed residential, commercial and office space will be buffered and screened in accordance with applicable Code provisions.

**(b) Incompatibilities between existing neighborhoods shall be mitigated through architectural design, development edges and recreational trails, additional landscaping and similar types of screening. Proposed mitigation for neighborhood incompatibility shall be determined by the Board of County Commissioners. The burden of proof shall be upon the applicant to prove to the Board of County Commissioners that the proposed mitigation meets the intent of this policy.**

The proposed development will be designed to be compatible with adjacent existing neighborhoods through adequate setbacks, screening and vegetative buffering. The Applicant will comply with requirements of the Comprehensive Plan and Land Development Code to provide required buffering, development edges, screening and architectural design to eliminate any incompatibilities between nearby neighborhoods and the proposed project.

**(c) Development shall identify and incorporate into its plans measures to protect rural character, archaeological, cultural, and historic sites, when these sites are deemed to be significant by St. Johns County or the State of Florida.**

A Cultural Resources Assessment Survey ("CRAS") was conducted by Heritage Cultural Services LLC; the report and correspondence with St. Johns County Cultural Resources is included as **APPENDIX V**. The County concurs with the study, findings: no cultural resources listed, or eligible for listing, on the National Register of Historic Places, will be impacted by the proposed construction.

In April 2021, Heritage Cultural Services, LLC conducted an archaeological survey for the 29.17 -acre Trinity parcel addendum for a newly added parcel adjacent to the Greenbriar-Helow property. The CRAS is forthcoming.

In the event that archaeological and historical resources are encountered during ground disturbing activities, all work shall halt and the St. Johns County Environmental Division, Historic Resource Management office contacted immediately (Objective A.1.4.6, St. Johns County Comprehensive Plan).

**(d) Development shall avoid the creation of urban sprawl and strip development.**

Please see responses under Policy A.1.2.5 concluding that the project does not create urban sprawl, as defined by Florida law. The project does not contain strip development.

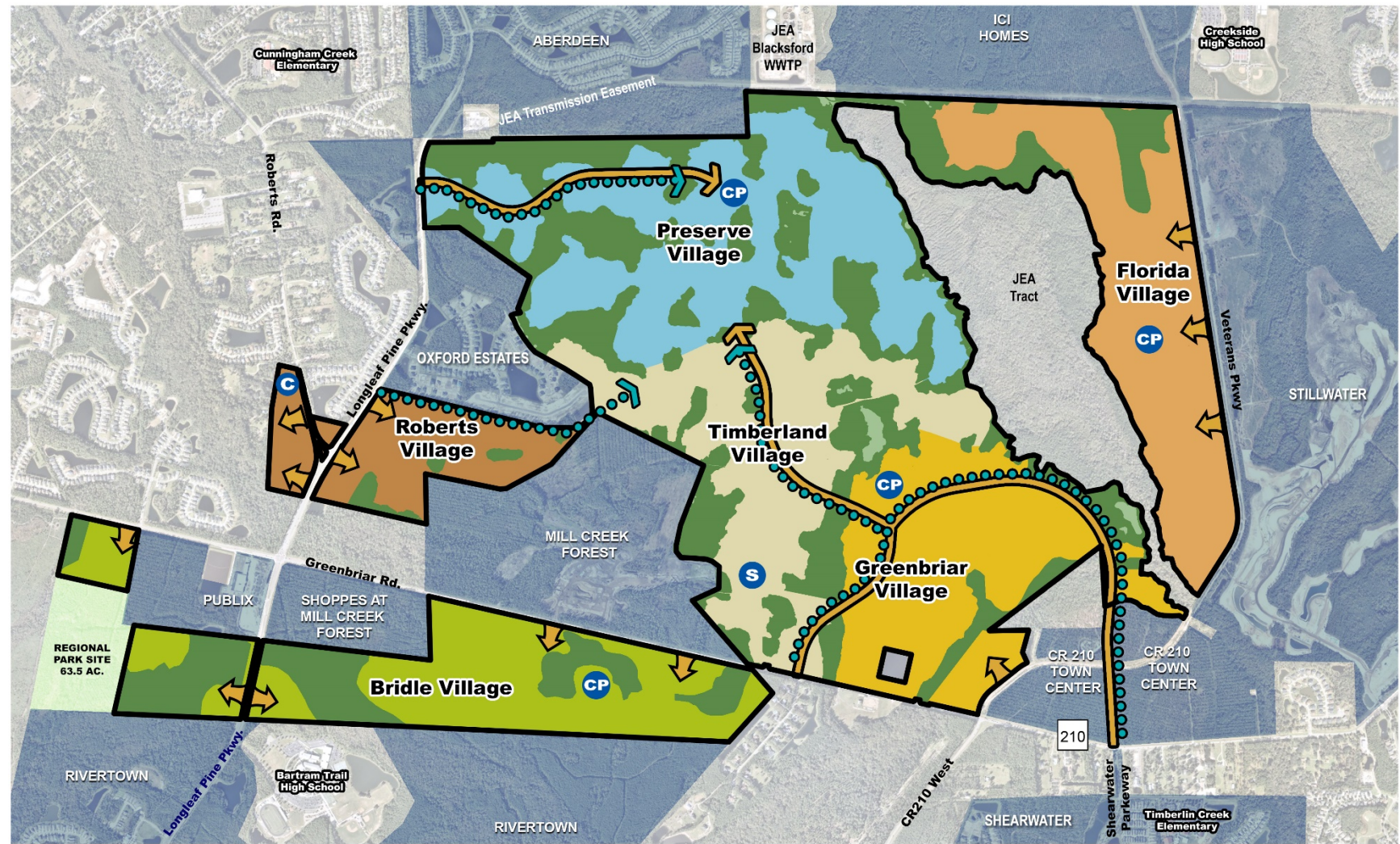
**(e) Development shall provide accessible open space in the form of squares, plazas, parks, greens and similar open space design. The extent, scale and size of these open space areas shall be submitted with the development plan. Where possible, areas used as open spaces shall consider the use of existing agricultural or rural silvicultural areas to help maintain the rural character of the Sector.**

The residential neighborhoods will be designed to have clearly identified centers and edges. The centers will include open space and civic uses such as parks, square or greens within walking distance of the homes in the neighborhood. Each of the six villages will be designed to create its own character area, a description of each character area is provided below and will be further described in the PUD text.

- The **“Florida Village”** is proposed as Mixed Use Future Land Use located along the future Veterans Parkway extension. The development program includes a maximum of 800 units and a maximum of 1.35MSF Nonresidential uses. This program provides uses and services to the nearby residential development along the parkway. The Florida Village design will be pedestrian friendly for residents and visitors.
- The **“Preserve Village”** is proposed to have a primary Future Land Use Map (FLUM) classification of Residential-C and a secondary FLUM classification of Residential-D. The Preserve Village provides a northern connection to Longleaf Pine Parkway and is adjacent to approved residential planned development, a wetland system and a JEA Utility corridor. The development program is intended to provide for a maximum of 900 units, neighborhood/community parks and portions of the Regional Preserve Network.
- The **“Timberland Village”** is centrally located connecting to the Preserve, Roberts and Greenbriar Villages. The development program includes a maximum of 600 units with a primary Future Land Use designation of Residential C and a secondary designation of Residential D, near Greenbriar Road. The proposed school site reservation is located within Timberland Village.
- The **“Roberts Village”** has an existing Future Land Use Map classification of Mixed Use District for a majority of the site and a portion proposed as Residential B. The total village is approximately 144 acres and proposed to be developed primarily as non-residential (a maximum of 300,000 square feet) with some supporting residential (a maximum of 150 units). The Roberts Village will set aside a land reservation for a Civic site (sheriff/fire/ems/library) on Roberts Road.
- The **“Greenbriar Village”** is the gateway to the Property with direct access to Greenbriar Road. This village includes the local loop road, interconnecting to the CR210 Towne Center. It is proposed to have a Residential-C and D Future Land Use Map classifications. The development program includes a maximum of 650 units and a maximum of 330,000 square feet of non residential uses.
- The **“Bridle Village”** represents the Property located south of Greenbriar Road and is proposed to have a Mixed Use District Future Land Use Map classification, similar to the classification of adjacent lands to the north for Shoppes at Mill Creek Forest PUD. It is anticipated that the Mixed Use concept of the Bridle Village will provide uses and services to the nearby residential development (i.e., RiverTown and Mill Creek Forest). The development program includes a maximum of 400 units and a maximum of 520,000 square feet of nonresidential uses.

	Florida Village	Roberts Village	Bridle Village	Greenbriar Village	Timberland Village	Preserve Village
<b>Net Acreage</b>	297.1Ac.	135.3 Ac.	236.5 Ac.	267.0 Ac.	292.3 Ac.	347.9 Ac
<b>Proposed Land Use</b>	MD	MD/ RES-B	MD	RES-C/ RES-D	RES-C/ RES-D	RES-C/ RES-D
<b>Proposed Residential</b>	800 DU	150 DU	400 DU	650 DU	600 DU	900 DU
<b>Proposed Non Residential</b>	1,350,000 SF	300,000 SF	520,000 SF	330,000 SF		

**TOTAL:**  
**GROSS ACREAGE: 2,211.6 AC**  
**NET ACREAGE: 1,576.1 AC**  
**MAX DENSITY ALLOWANCE: 13,397 DU (AVG. 8.5 DU/NET AC)**  
**PROPOSED RESIDENTIAL UNITS: 3,500 (AVG. 2.2 DU/NET AC) MAXIMUM**  
**PROPOSED NON-RES: 2.5 MILLION SF MAXIMUM**



**GREENBRIAR HELOW**  
 CONCEPTUAL MASTER PLAN  
 04/14/2021

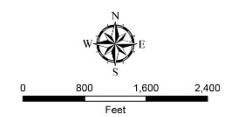
**Legend**

- APPROVED PROJECTS
- Collector Roads (access points subject to permitting)
- TRAIL NETWORK
- C CIVIC USE (POLICE/FIRE/LIBRARY)
- S SCHOOL
- CP COMMUNITY PARK
- REGIONAL PRESERVE NETWORK min. (500Ac.)

Note: The location, configuration, acreages and use on development parcels, regional preserve network, roads, lakes, etc., are conceptual in nature and subject to further refinement upon submission of final development plans.

	Florida Village	Roberts Village	Bridle Village	Greenbriar Village	Timberland Village	Preserve Village
<b>Net Acreage</b>	297.1Ac.	135.3 Ac.	236.5 Ac.	267.0 Ac.	292.3 Ac.	347.9 Ac
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- (f) Residential, commercial, retail, office and other non-residential uses shall be provided in compact centers. Strip development shall be prohibited. Commercial, retail, office and other non-residential uses shall be interconnected with residential areas with vehicular, bike and pedestrian ways to assist in alleviating traffic congestion on other roadways.**

The proposed non-residential uses will be provided in compact centers and will be connected by streets, sidewalks and trails to nonresidential use in order to reduce the need for off site trips. The project will provide these in forms of "Villages" which will be compact centers. Further, the project will provide for pedestrian/bicycle and vehicular interconnection where applicable with surrounding lands.

- (g) When determined appropriate, development shall provide a mixture of housing types and price ranges to provide housing opportunities for all residents of the Northwest and benefit the area's economy.**

The project will provide a combination of multi-family housing, single-family housing, accessory family units and live/work housing types, reflecting a wide range of types, styles and prices as dictated by market demand. The multi-family units will be more affordable than the single-family homes; typically ideal for first-time home buyers and for retirement homes.

- (h) Development shall provide a pedestrian friendly transportation system. Pedestrian sidewalks or bikeways shall be provided.**

A network of sidewalk and multiuse trails will be provided to connect the residential neighborhoods to parks, civic uses, schools, shopping and employment areas.

- (i) When determined appropriate, development shall provide the location and proposed density/intensity of development of which neighborhood, as well as the demand, location and size of schools, civic sites and parks in accordance with the requirements of these policies.**

The Conceptual Master Plan shows the general locations of clustered development areas, park sites, open space and other improvements. Preliminary discussions with the St. Johns County School District identify need of middle school or K-8 school and designated property area of 30-35 acres. The proposed school site location on the site plan is conceptual in nature and will be finalized once roadway alignment is determined.

- (j) Development shall identify major, minor collector roadways and limited access arterial roadways. Interconnectivity within the development and with surrounding development shall be provided.**

The project will connect to Longleaf Pine Parkway, Veterans Parkway and Greenbriar Road in the general locations depicted on the Conceptual Master Plan. The project will provide pedestrian and bicycle interconnection with surrounding properties where feasible. The multi-modal network will provide multiple options for connecting to the surrounding road network to reduce off site impacts.

- (k) Development shall identify bikeways and pedestrian ways. Bikeway and pedestrian interconnectivity within the development and with the surrounding area shall be provided, if feasible.**

Sidewalks and trails will be provided for pedestrians and bicyclists for interconnection with surrounding areas.

- (l) Development shall identify the extent, type and location of natural features and vistas in the planned development.**

The six villages are defined by a greenway system that provides natural edges and vistas. The companion PUD rezoning application will provide additional detail of the extent, type and location of natural features.

- (m) Development shall identify existing land uses and prevalent development patterns within and surrounding the proposed development within the defined community.**

The Property is located within the Northwest Sector Overlay which was implemented to allow St. Johns County the ability to make development decisions in the context of complete and sustainable communities and to understand the impact of growth trends on community patterns, community life cycles, the environment, economy and transportation networks. The Northwest Sector Overlay is bounded by the Duval County line, the St. Johns River, County Road 208 and Interstate 95. The property in review for this Land Use Amendment is centrally located between Longleaf Pine Parkway, the future Veterans Parkway Extension and Greenbriar Road. Surrounding development includes approved, undeveloped non-residential and residential planned developments and existing residential development. Development of the Property will be consistent with the prevalent surrounding land use pattern of master planned communities depicted on the Approved and Remaining Development Map located in the maps series in **Appendix VII**. The Property is bounded by development areas as depicted on the FLUM.

- (n) Development shall identify development edges and recreational trails and other environmental features within and surrounding the proposed development within the defined community.**

As shown on the Conceptual Master Plan, the Regional Preserve Network defines the edges of the six villages that will include interconnected trail network.

- (o) Development shall identify the developable land area within the development.**

Developable land within the Property is depicted on the Conceptual Master Plan and listed in Table 6. A general description of each of the six villages and the general intended development program is provided on Page 25.

- (p) When determined appropriate, Development shall identify public facilities and services available to the area, available capacity and any deficiencies.**

Central water and sewer service is available to serve the Property as indicated in a service availability letter included in Appendix I.D. A Transportation Impact assessment is included in Appendix VI. The applicant intends to enter into a proportionate share agreement to mitigate the impacts from the proposed development.

- (q) Development shall use underground utilities unless topography, drainage, or similar constraints cause underground utilities not to be feasible. This includes electric, water, sewer, cable, fiber optics, and phone lines that may be located in development edges.**

The community will have underground utilities except for temporary situations to accommodate geographic phasing of horizontal improvements.

- (r) Development shall provide a statement of the community goal and objectives (vision) consistent with the goals, objectives and policies of the Northwest Sector Overlay and provide how the proposed development meets the intent of the Vision.**

The project introduction provides a statement of the community goals and objectives.

- (s) Development shall identify the relationship to the surrounding defined community, neighborhoods, and commercial support areas.**

The applicant has devised a Conceptual Master Plan in order to illustrate how the proposed FLUM changes will be consistent and compatible with development in the surrounding area. The proposed development of the property is an efficient and compact land use pattern that provides overall intensities and adequate land uses to support balanced growth in this area of the County. Additionally, the proposed development can be considered infill development due to being the last remaining large parcel to be approved for development in this portion of the County.

- (t) When determined appropriate, the Development shall identify the proposed locations for right-of-ways and reserve right-of-way for roadways depicted on the Northwest Sector Overlay Map.**

The street hierarchy is generally depicted on the Conceptual Master Plan for connectivity to external major roadway network to efficiently distribute traffic. The Major Collector roadways will be dedicated to St. Johns County. Additionally, the applicant will reserve any requested right-of-way for widening Greenbriar Road. The PUD will provide additional detail regarding the internal street network.

- (u) Development shall identify neighborhood support facilities that are projected to be needed to address the impacts of the proposed development, such as but not limited to, traffic circulation, water and wastewater treatment plants, solid waste transfer facilities, fire stations, emergency medical services, police stations, government buildings, libraries, civic cultural places, public gathering places, parks, and schools.**

The applicant will provide project roadway connection to Longleaf Pine Parkway, Veterans Parkway and Greenbriar Road in the locations depicted on the Conceptual Master Plan and will connect to existing JEA water and sewer lines. The applicant, its successors and assigns, will also provide required park area and open space. The applicant will also provide locations for Civic Sites (Fire/Police, Library) for St. Johns County use.

**Policy A.2.1.10 Northwest Sector Neighborhood Design**

- (a) The basic building block within the Northwest Sector is neighborhoods. Generally, neighborhoods are sized to include up to 400 dwelling units.**

The overall project will provide for a maximum of 3,500 dwelling units. However each individual neighborhood will generally be sized with approximately 400 homes with clearly defined centers and edges.

- (b) Neighborhoods shall include neighborhood support facilities and services.**

Each neighborhood will include the required neighborhood support facilities and services.

- (c) Neighborhoods shall be planned and designed as follows:**

- 1.) Except in areas where a Scenic Edge is required or a deviation is approved, each neighborhood shall provide a minimum 35-foot development edge. The development edge shall contain uplands.**

The project will provide required Scenic and Development Edges consisting of uplands and wetlands.

- 2.) Each neighborhood shall have a centrally located civic space or public gathering place in the form of a square, green or common area to serve as the focal point of the neighborhood. These civic spaces shall be identifiable through the use of greens, parks, landscape features, and public art.**

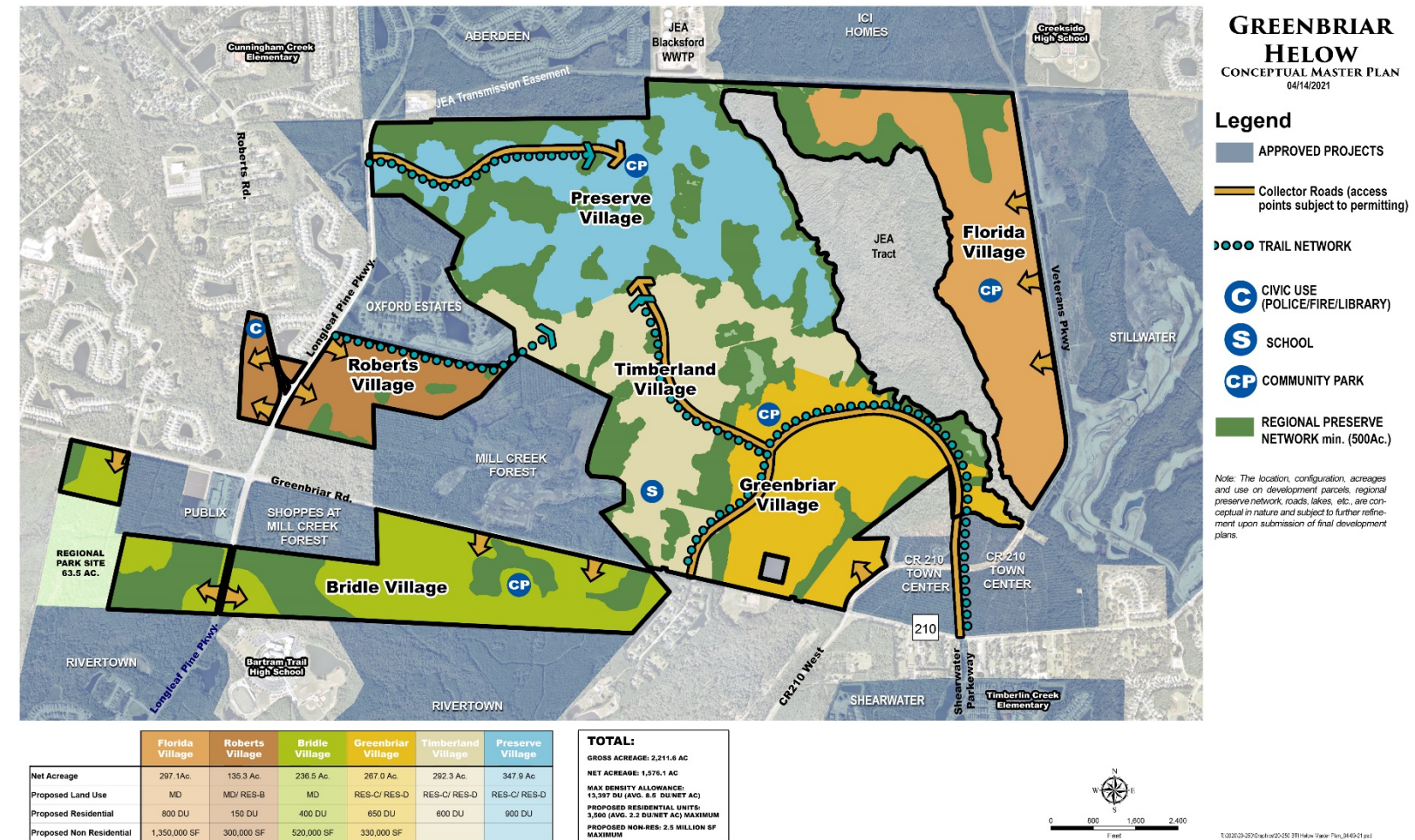
The project will provide for the required parks, open space and other civic spaces. Details will be provided in the PUD rezoning.

- 3.) The road network within a neighborhood shall emphasize the use of two-lane streets that connect to adjacent neighborhoods.**

The project will include two-lane streets that interconnect with the commercial portion of the property and other residential portions. Additionally connections will be made to Longleaf Pine Parkway, Veterans Parkway and Greenbriar Road..

- 4.) Neighborhood streets shall use traffic calming design standards. Such traffic calming design may include but is not limited to the installation of traffic circles, narrow travel lanes, the installation of sidewalks, street trees, and the allowance of on-street parking.**

Traffic calming devices will be used where deemed appropriate given the context of the neighborhood.



**6.) Housing shall have direct access to sidewalks and shall be oriented to parks and public spaces where applicable.**

Sidewalks will be provided along one side of all interior streets, at a minimum and in accordance with the Land Development Code standards. Where applicable, units will be oriented toward parks and public places. An extensive pedestrian plan will be designed to provide pedestrian access from residential areas to non-residential areas, including shopping, restaurants, schools, parks and other forms of entertainment. Parks and greenways will be within walking distance of all homes; cart paths may also be included throughout the community.

**7.) A variety of block lengths shall be provided.**

The community will include a variety of block lengths as a result of varying upland parcel sizes and configurations. This detail will be demonstrated with the Master Development Plan maps for each phase of development.

**8.) To encourage architectural variety, lot sizes shall be varied throughout each neighborhood.**

The community will contain a variety of housing types and a variety of lot sizes in order to maximum the velocity of home sales by providing a diverse range of product offerings to address market demand.

**9.) Dwelling unit setbacks and lot location may also vary within block.**

Setbacks and lot locations will vary.

**10.) Repetitive housing design and front lot facades shall be discouraged.**

The project will discourage repetitive housing design and front facing facades.

**11.) Front porches, alleyways and detached garages may be allowed.**

Front porches, alleyways and detached garages will be allowed by the PUD zoning. Please refer to the MDP Text for the associated rezoning application which provides development design standards for each village.

**12.) A mixture of single family residential detached dwelling units, multi-family residential dwelling units, duplexes, zero lot line detached and attached residential dwelling units shall be encouraged within neighborhoods.**

The applicant will encourage a variety of housing types throughout the development by allowing a diverse housing type and style in the PUD.

**13.) Accessory uses, such as but not limited to guesthouses, garage apartments, and home offices may be allowed.**

Accessory Uses and dwelling units will be permitted in order to provide affordable housing options.

**14.) All utilities within developments shall be underground unless topography, drainage, or similar constraints cause underground utilities not to be feasible. This includes electric, water, sewer, cable, fiber optics, and phone lines that may be located in the scenic and development edges.**

The applicant will provide underground except for temporary situations where not feasible.

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

Low wattage street lighting will be provided in a uniform manner.

**16.) Each Neighborhood shall have a Neighborhood Park, a minimum of 5 acres per 1,000 design population of the neighborhood, pro rata with a minimum of 1 acre. The park shall be designed with activities and facilities that serve the projected population of the neighborhood and to accommodate all age groups of the project's projected population.**

The project will provide a minimum of 5 acres of neighborhood park per 1,000 design population.

### Policy A.2.1.11 Community Support Uses

- a) **It is recognized that commercial areas, office areas, employment centers and similar non-residential uses are needed to support the livability of the Northwest Sector. Commercial areas, office areas, employment centers and similar non-residential uses developed within the Northwest Sector shall be designed to provide a unique sense of place through architectural design and mixture of compatible uses in a compact setting. These areas shall serve as commercial retail and service areas for the residents within the Northwest Sector. Such development shall be designed with respect to compliance with the general overall design concepts established in this Policy to promote a compact unified commercial business district. Strip commercial development is prohibited.**

The proposed amendment provides the opportunity to develop a substandard non-residential business district in an area that is currently underserved by nearby employment and shopping. It is envisioned that the master developer will create architectural design standards to be entered through private covenants and restrictions.

- b) **Non-residential development design shall provide for a mix of land uses including, retail, office, personal and household service establishments, institutional uses, medical uses, public/civic facilities, cultural and social facilities, parks, playgrounds, community gardens, and other similar uses. When mixed, the projects shall include at least 10% Open Space and at least two uses chosen from Commercial, Office or Industrial; the mix of uses should fall within 10% and 90% of the remaining land within the project. The Impervious Surface Ratio and Floor Area Ratio shall be as provided in Policy A.1.11.3.**

The applicant has proposed a mixed use, master planned community with a minimum 25% Open Space and will provide for a Regional Preserve Network conserving a minimum of 500 acres.

- c) **Non-Residential development shall be arranged in a manner that emphasizes human-scale, pedestrian-oriented design with buildings fronting the sidewalk and street, short blocks, wide sidewalks, street furniture and similar requirements.**

The design of the project is intended to provide walkability through a pedestrian-oriented design.

- d) **Non-residential development shall be oriented to serve the needs of surrounding neighborhoods. Development parcels shall be accessed from collectors and internal streets not directly from an arterial roadway.**

The non-residential development is intended to serve the surrounding residential area. Access will be provided via Longleaf Pine Parkway, Veterans Parkway and Greenbriar Road. Additionally, an internal street network system will be provided throughout the development providing interconnectivity.

- e) **Non-residential development shall be designed to accommodate future linkage with a regional transit system, if or when available with transit stops located so that they are easily accessible to commercial uses.**

Where applicable, the non-residential portion of the project will be designed to accommodate future linkage with a regional transit system.

- f) **Non-residential development design shall provide for parking in the following manner:**

- (1) **On-street parking may be allowed on local streets.**
- (2) **On-street parking shall be designed to promote traffic calming, pedestrian use, and shopping convenience, including but not limited to parallel and angle and reverse angle parking.**
- (3) **Where feasible and appropriate, parking other than on-street parking shall be located in the rear or side of the commercial structures.**

A variety of parking options as listed above shall be allowed within the PUD zoning in order to provide a pedestrian-friendly environment.

- g) **Sidewalks and bicycle paths shall be of sufficient width to accommodate multiple users and commercial uses, such as, outdoor markets and cafes.**

Sidewalks and bicycle paths will be provided to accommodate multiple users and commercial uses. Wider sidewalks will be provided in areas with high pedestrian activity such as shopping centers and schools. Additionally, the Development Edge, at the perimeter of the project, may provide for multi-use paths.

- h) **Street trees shall be provided along pedestrian pathways, streets, sidewalks, and similar areas.**

Street trees will be provided as a traffic calming technique and to provide a more pedestrian-friendly environment. Street trees may be counted toward mitigation.

## B. TRANSPORTATION ELEMENT

**Policy B.1.1.4** The County shall continue to enforce the provisions of the Concurrency Management System. The County shall review and revise the Concurrency Management System as needed.

An application for concurrency for the residential component of the development will be submitted prior to public hearings. A Transportation Impact Assessment conducted pursuant to the County's traffic concurrency methodology is included in **Appendix VI**.

**Policy B.1.2.5 Land Development Traffic Assessments.** To maintain an acceptable Level of Service (LOS) all major developments shall be required to complete a Land Development Traffic Assessment ("LDTA") as part of the development review process as required by the Land Development Regulations (LDRs).

The Land Development Traffic Assessment ("LDTA") will be filed along with the concurrency application. In 2018, St. Johns County exempted non-residential development from all requirements of the Concurrency Management System as provided for in Section 11.00.05 of the LDC. Therefore, this project will only submit for the maximum 3,500 residential units.

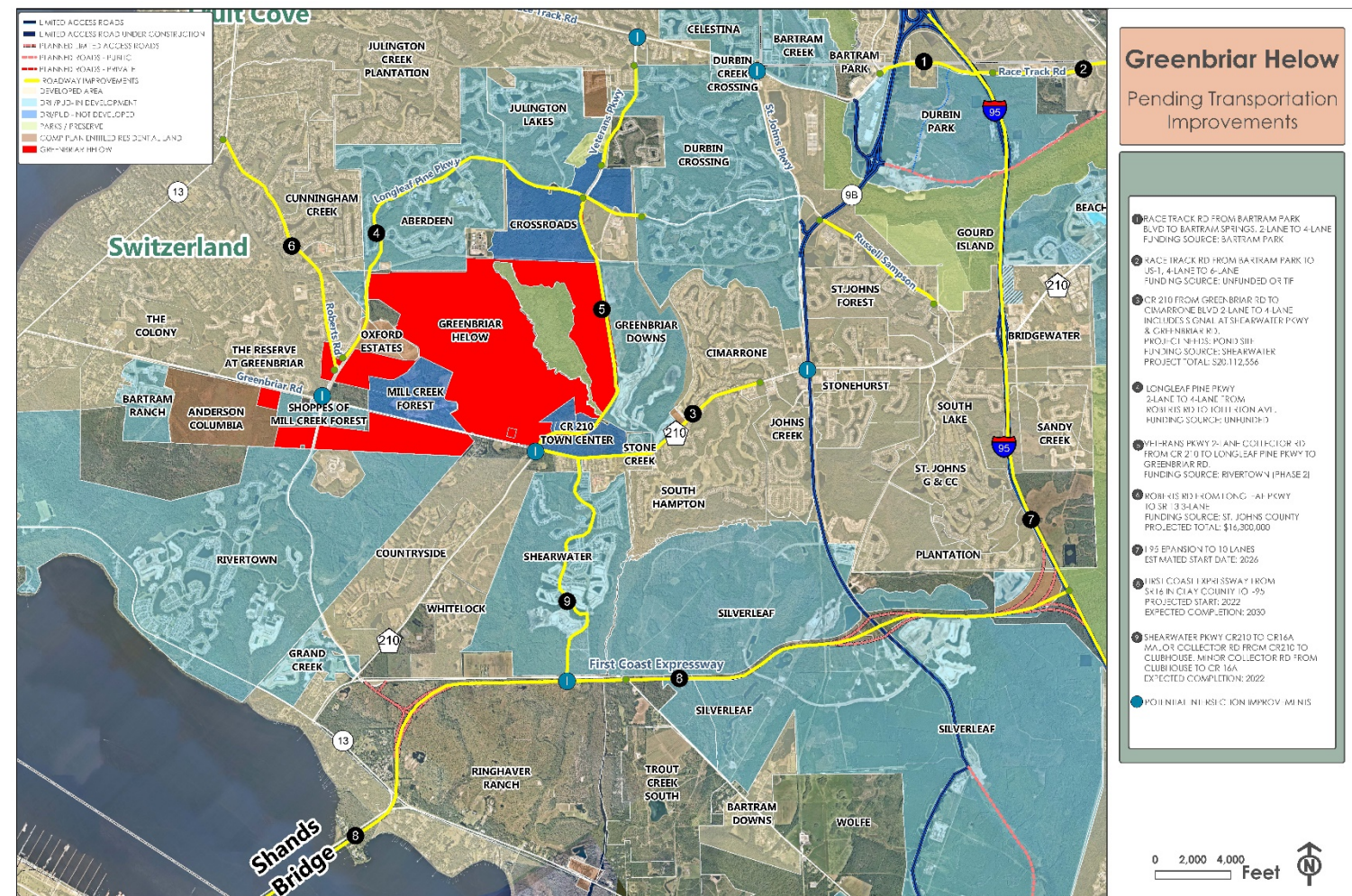
**Policy B.1.5.7** The county shall continue to enforce its land development regulations that require developments to provide bicycle paths and lanes, pedestrian travel ways, sidewalks and greenways in order to provide for alternative travel and recreational opportunities.

The proposed development will provide pedestrian connections between uses internal to the project as well as to sidewalks along Lingleaf Pine Parkway, Veterans Parkway and Greenbriar Road.

### Objective B.1.6 Transportation and Land Use

All residential, non-residential and planned unit developments shall provide a transportation circulation system which: provides safe access to the major roadway network; provides for proper design of local and collector streets within such development; and otherwise supports the objectives and policies of the Future Land Use and Transportation Elements of the Plan.

The community will include a mobility network in order to allow safe access to and from the major roadway network and will also provide proper street design.



## D. INFRASTRUCTURE ELEMENT

**Policy D.1.1.1** The county shall continue to encourage growth management practices within the Development Areas which promote contiguous, compact development through the availability of utility services.

The Existing Future Land Use Map depicts the Property as being nearly entirely surrounded by the Development Area Boundary. The Property is an agricultural enclave surrounded by existing and planned suburban development. It will be developed in a compact, contiguous manner in an area served by available utilities.

**Policy D.1.1.12** Proposed developments in St. Johns County shall meet sanitary sewer concurrency management approvals as required by the Land Development Code.

JEA has provided a letter of service availability which is included as **Appendix I.D**. The applicant will secure a utility service agreement and the required permits prior to any development.

**Policy D.3.2.1** New development shall be required to construct adequate stormwater management facilities according to State, Regional and County standards.

A stormwater management system will be designed and permitted in compliance with State, Regional and County standards.

**Policy D.3.2.3** The County shall require a vegetative buffer between contiguous wetlands and developed areas to protect the water quality of the drainage course as established in the County Land Development Regulations and Policy E.2.2.4 of the Comprehensive Plan.

A vegetative, upland buffer will be provided as required between wetlands and developed areas.

**Policy D.4.1.1** The County shall encourage growth management practices within the Development Areas which promote contiguous, compact development through the availability of utility services.

The site is surrounded by Development Area and would be infill development.

**Policy D.4.1.12** Proposed developments in St. Johns County shall meet potable water concurrency management approvals as required by the Land Development Code (LDC).

The proposed development will meet potable water concurrency management.

**Policy D.5.5.4** The County shall encourage low water use landscape for both domestic and commercial development.

Waterwise landscape materials and a reclaimed water system will be installed in order to reduce irrigation demands.

## E. COASTAL/CONSERVATION MANAGEMENT ELEMENT

### Goal E.2

**The County shall conserve, utilize, preserve and protect the natural resources of the area, including air, water, wetlands, water wells, estuaries, water bodies, soils, minerals, vegetative communities, wildlife, wildlife habitat, groundwater recharge areas and other natural and environmental resources, ensuring that resources are available for existing and future generations.**

Over 500 acres will be preserved under the Regional Preserve Network which is shown on the Conceptual Master Plan. This measure will ensure that natural and environmental resources will be available for existing and future generations. The applicant is not requesting residential unit density bonus for the preservation of these wetlands.

### Objective E.2.2 Native Forests, Floodplains, Wetlands, Upland Communities, and Surface Water

**The County shall protect native forests, floodplains, wetlands, upland communities and surface waters within the County from development impacts to provide for maintenance of environmental quality and wildlife habitats.**

Although the Environmental Assessment in Appendix IV identified no Significant Natural Communities Habitat, the Regional Preserve Network expands on or connects to conservation lands on surrounding lands.

Preservation of the Regional Preserve Network will ensure protection of a variety of wildlife habitats, retain natural corridors that connect major habitats allowing indigenous wildlife to move across the property and contribute to the long-term sustainability of the natural communities. It also ensures that conserved wetlands and contiguous uplands are protected.

**Policy E.2.2.3** In order to protect the functional viability and productivity of forested wetland systems as natural resources, silviculture activities within forested wetlands:

- (a) Shall not significantly alter overall wetland community characteristics (i.e., hydrology, topography, plant species diversity, wetland forest composition, canopy cover or average forest age structure).
- (b) Shall not result in the conversion of historical forested wetlands into either upland system or other types of wetland systems, except pursuant to restorative silviculture activities.
- (c) Shall comply with the ACOE's, DEP's, SJRWMD's, the Department of Agriculture and Consumer Services, and the Division of Forestry's Best Management Practices.

Silvicultural activities will continue on upland areas of the Property in compliance with Best Management Practices (BMPs) until each phase or parcel is developed.

**Policy E.2.2.4** The County shall protect Environmentally Sensitive Lands (ESLs) through the continued implementation of Land Development Regulations (LDRs) which address the alternative types of protection for each type of Environmentally Sensitive Land and, at a minimum, address the following issues:

This site does not include any listed Environmentally Sensitive Lands. The proposed project will set aside a minimum of 500 acres with the establishment of the Regional Preserve Network.

**Policy E.2.2.12** The County shall preserve and conserve uplands through various land development techniques as follows:

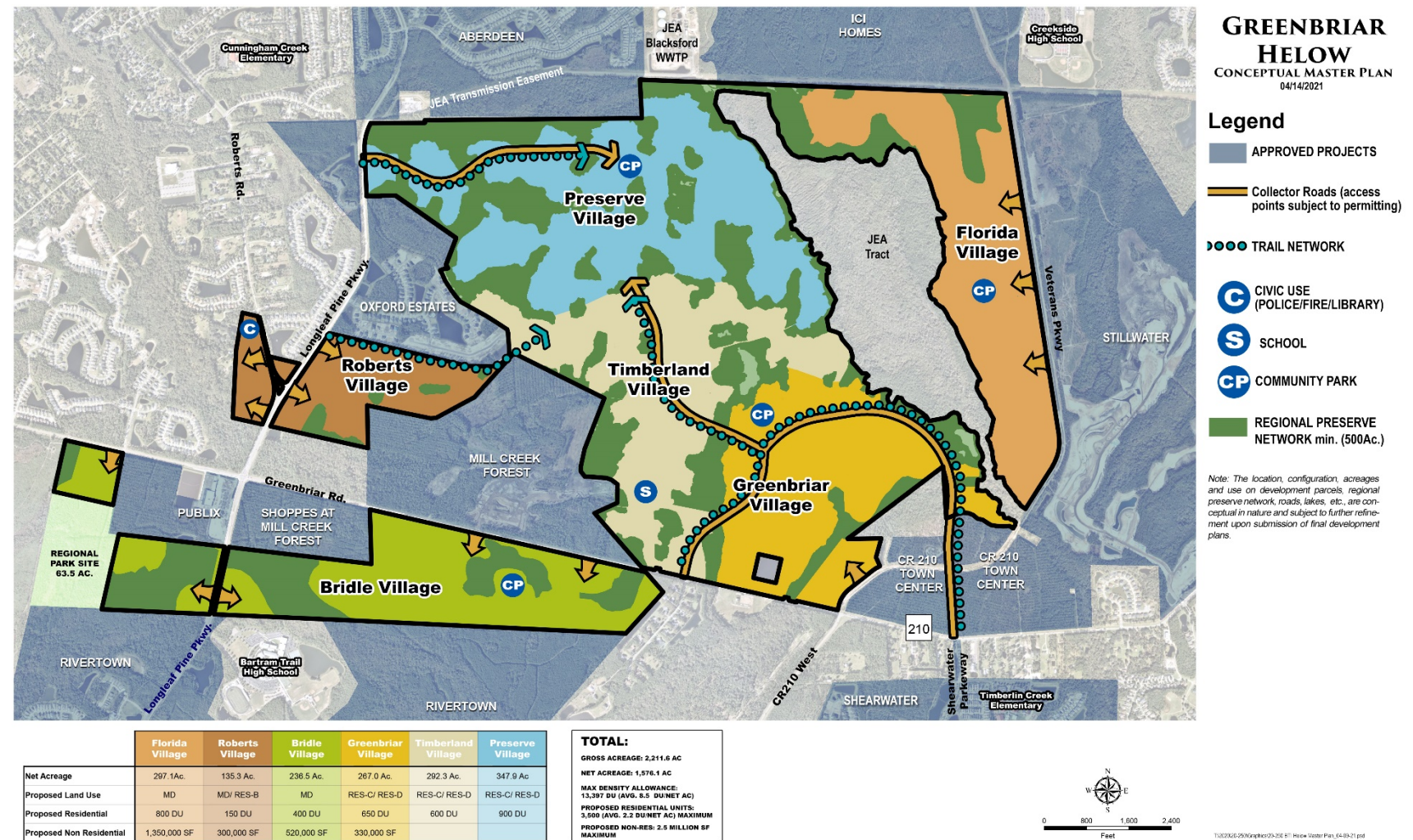
- (a) St. Johns County shall require a buffer zone adjacent to the wetlands and open water habitats on all new development sites as specified in the LDRs and Policy E.2.2.4.
- (b) The county shall recognize the following vegetative natural communities as Significant Natural Communities Habitat. Due to the rarity of these vegetative communities, a minimum of 10% of the total acreage of the Significant Natural Communities Habitat (excluding bona fide Agriculture or Silviculture operations) shall be preserved and maintained by the development.

- 1.) Beach Dune
- 2.) Coastal Grasslands/Coastal Strand
- 3.) Xeric Hammock
- 4.) Maritime Hammock
- 5.) Sandhill
- 6.) Scrub

There is no Significant Natural Communities Habitat located on the Property as identified in the Preliminary Environmental Assessment in **Appendix IV**.

The applicant will preserve and conserve uplands through implementation of buffers adjacent to the wetlands and preservation of a minimum of 10% of the Significant Natural Habitat as required by the Comprehensive Plan and St. Johns County Land Development Code.

The Property is not located near the Atlantic Ocean, so there are no beach dunes, coastal grassland/coastal strand, or maritime hammock located onsite. All of the uplands are intensively managed as a commercial pine plantation. There are no areas of xeric hammock, sandhill or scrub. Almost all of the upland soils are poorly drained. The relatively small areas of upland that contain somewhat poorly drained and moderately well drained soil comprise pine plantation.





**Policy E.2.5.5** New Developments above the St. Johns County Health Department’s thresholds for OSTDS use shall rely upon public or private sewer systems and wastewater treatment plants built to county and state specification.

The proposed development will connect to JEA sewer.

**Policy E.2.7.4** The county shall identify areas within the Development Area Boundaries appropriate for infilling and establish incentives to encourage the development of these areas.

The Property is adjacent to Development Area Boundaries and will provide for infill development in a rational expansion of existing adjacent development.

**Policy E.2.9.3** The County shall continue to require applicants for Development approval to investigate and incorporate methods to reduce vehicle traffic such as bikeways, pedestrian ways, public transportation and other means.

The Applicant will provide multi-use paths within Development and Scenic Edges to promote alternative modes of transportation. Bikeways and pedestrian paths will also be provided internal to the development. Interconnectivity will be provided, where feasible, throughout the development and to adjacent properties.

**F. RECREATION AND OPEN SPACE ELEMENT**

**Policy F.1.3.1** The County Minimum Level of Service (LOS) Standard for the provision of parks and open space as follows:

**TABLE 3**

Facility/Park	Level of Service Standard	Calculation	Acreage	Typical Facilities and Service Area
<b>Neighborhood Park</b>	2 acres / 1,000 population	3,500 units X 2.4 pph = 8,400/1,000  8.4 x 2	16.8 AC	Playground equipment; open play fields; benches; walking paths; natural passive areas; pool; etc. Intended to serve walking population within ½ to 2 miles of the site; typically requires 1-2 acres dependent on facilities provided.
<b>Community Park</b>	3 acres / 1,000 population	8.4 x 3	25.2 AC	Open play fields; multi-purpose fields; playground equipment; walking paths; natural passive areas; pool; community building; etc. Generally located on Collector roadways / adjacent to schools; typically requires 3-15 acres depending on facilities provided.
<b>District Park</b>	3 acres / 1,000 population	8.4 x 3	25.2 AC	Mixed use park with active and passive uses; walking paths; natural passive areas; open play fields; multi-purpose fields; community building; regulation sports; special events; etc. Generally located on collector and arterial roadways; typically requires 25-100 acres depending on facilities provided.
<b>Regional Park</b>	20 acres / 1,000 population	8.4 x 20	168 AC	State parks; large open space areas; walking paths; natural passive areas; historical and/or commemorative structures; nature trails; picnic areas; camping, hiking and nature study; bicycle and equestrian riding/trails; swimming; fishing; community building; staff building; typically located on local and collector roadways.

\*Service areas are generalized allowing for greater flexibility in park location and allows for market and demographic changes; however, neighborhood parks should be accessible to walking residents within neighborhoods. Community parks should be designed to serve a cluster of neighborhoods and be located within walking distance when feasible Facilities are typical; while each park requires at least one facility not all facilities are required in each park.

The Conceptual Master Plan includes potential locations of the Neighborhood/Community proposed sites. The development program of a maximum of 3,500 residential dwelling units is estimated to generate approximately 8,400 people ( $3500 \times 2.4 = 8,400 / 1000 = 8.4$ ). Therefore, the following level of service standard is provided below:

TABLE 7

<u>Park Type</u>	<u>LOS Standard</u>	<u>Calculation</u>	<u>Required</u>
Neighborhood Park	2 AC / 1,000 Pop	$(8.4 \times 2 \text{ AC}) =$	<b>16.8 AC</b>
Community Park	3 AC / 1,000 Pop	$(8.4 \times 3 \text{ AC}) =$	<b>25.2 AC</b>
District Park	3 AC / 1,000 Pop	$(8.4 \times 3 \text{ AC}) =$	<b>25.2 AC</b>
Regional Park	20 AC / 1,000 Pop	$(8.4 \times 20 \text{ AC}) =$	<b>168 AC</b>
<b>Total</b>		<b>=</b>	<b>235.2 AC</b>

**Policy F.1.3.8** Developments of Regional Impact (DRIs), Planned Developments (PUDs / PRDs) and other developments shall provide neighborhood-sized parks and playing fields within the development for their residents that meet the County LOS Standard.

Neighborhood Parks and playing fields will be provided consistent with the LOS standard.

**Policy F.1.3.15** The County shall consider the use of wetlands and conservation areas for passive recreational and open space areas, provided these sites have been determined to not endanger public health, safety, and welfare.

A minimum 25% open space will be provided, consistent with the Planned Unit Development requirement identified in the Land Development Code. Upland preservation areas will be considered for passive recreational uses such as nature and interpretative trails.

# APPENDICES

*Under Separate Cover*





**ETM**

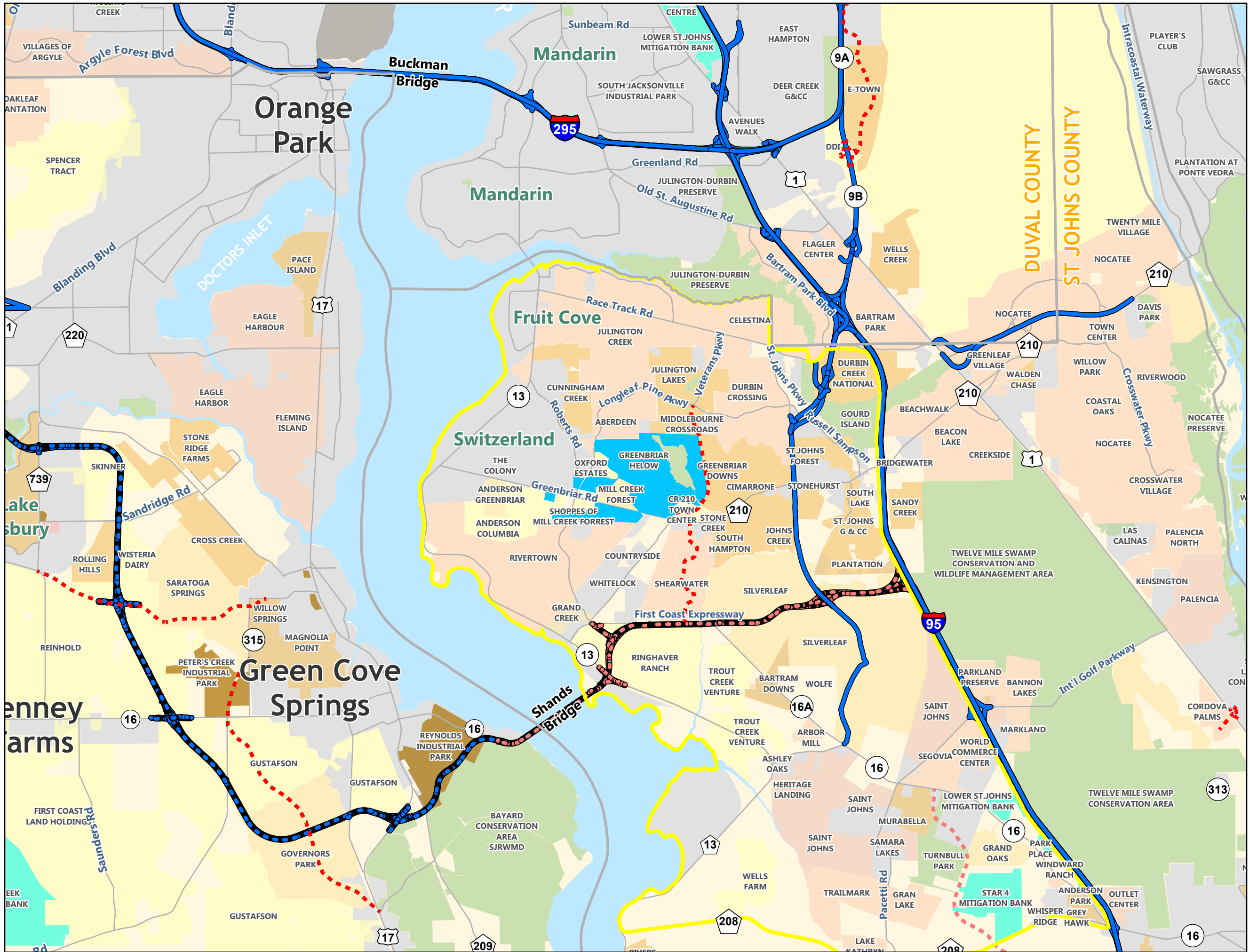
**VISION • EXPERIENCE • RESULTS**

**14775 Old St. Augustine Rd.  
Jacksonville, FL 32258**

**☎ 904-642-8990**

**☎ 904-646-9485**

**[www.etminc.com](http://www.etminc.com)**



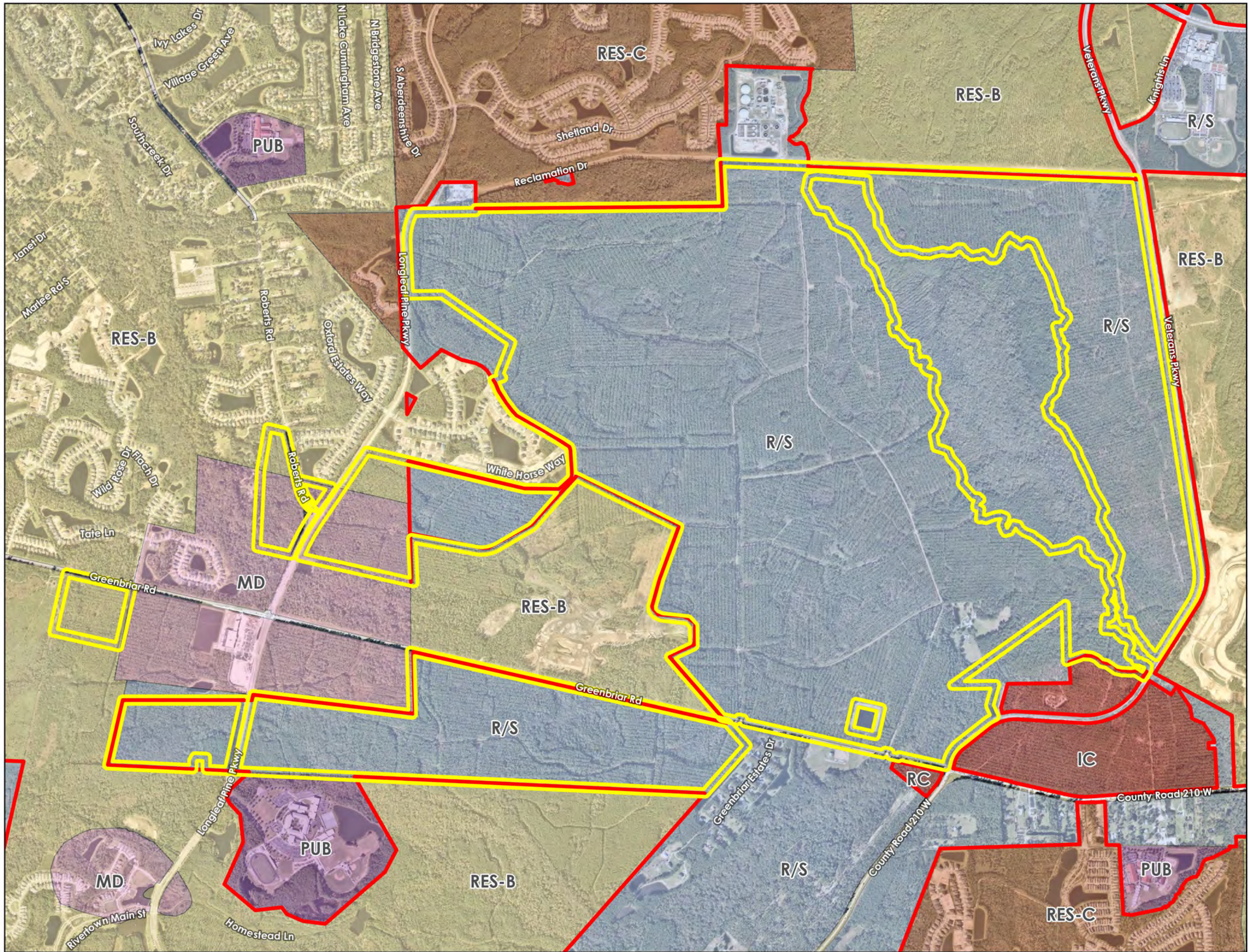
# Greenbriar Helow

Location

### Legend

- SUBJECT PROPERTY
- REGIONAL DEVELOPMENT**
  - AIRPORT
  - COMMERCIAL DEVELOPMENT
  - DRI
  - DRI NOT DEVELOPED
  - GOVERNMENT FACILITIES
  - INSTITUTIONAL DEVELOPMENT
  - LARGE LAND HOLDING
  - MAJOR COMMUNITY DEVELOPMENT
  - MILITARY
  - PARKS / PRESERVE
- MASTER PLANNED AREAS**
  - SJC NORTHWEST SECTOR PLAN OVERLAY
  - PLANNED LIMITED ACCESS ROADS
  - LIMITED ACCESS ROADS UNDER CONSTRUCTION
  - LIMITED ACCESS ROADS
  - PLANNED PUBLIC ROADS
  - PLANNED PRIVATE ROADS





# Greenbriar Helow

Existing Future  
Land Use Map

### Legend

- SUBJECT PROPERTY
- DEVELOPMENT AREA

**FUTURE LAND USE**











- IC: INTENSIVE COMMERCIAL
- MD: MIXED USE DISTRICT
- PUB: PUBLIC
- RES-B: RESIDENTIAL-B
- RES-C: RESIDENTIAL-C
- R/S: RUR/SYLV
- RC: RURAL COMMERCIAL

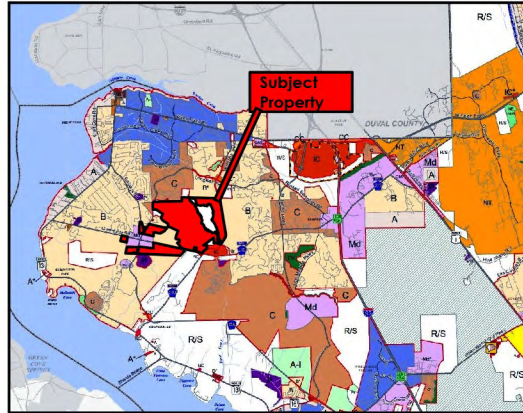
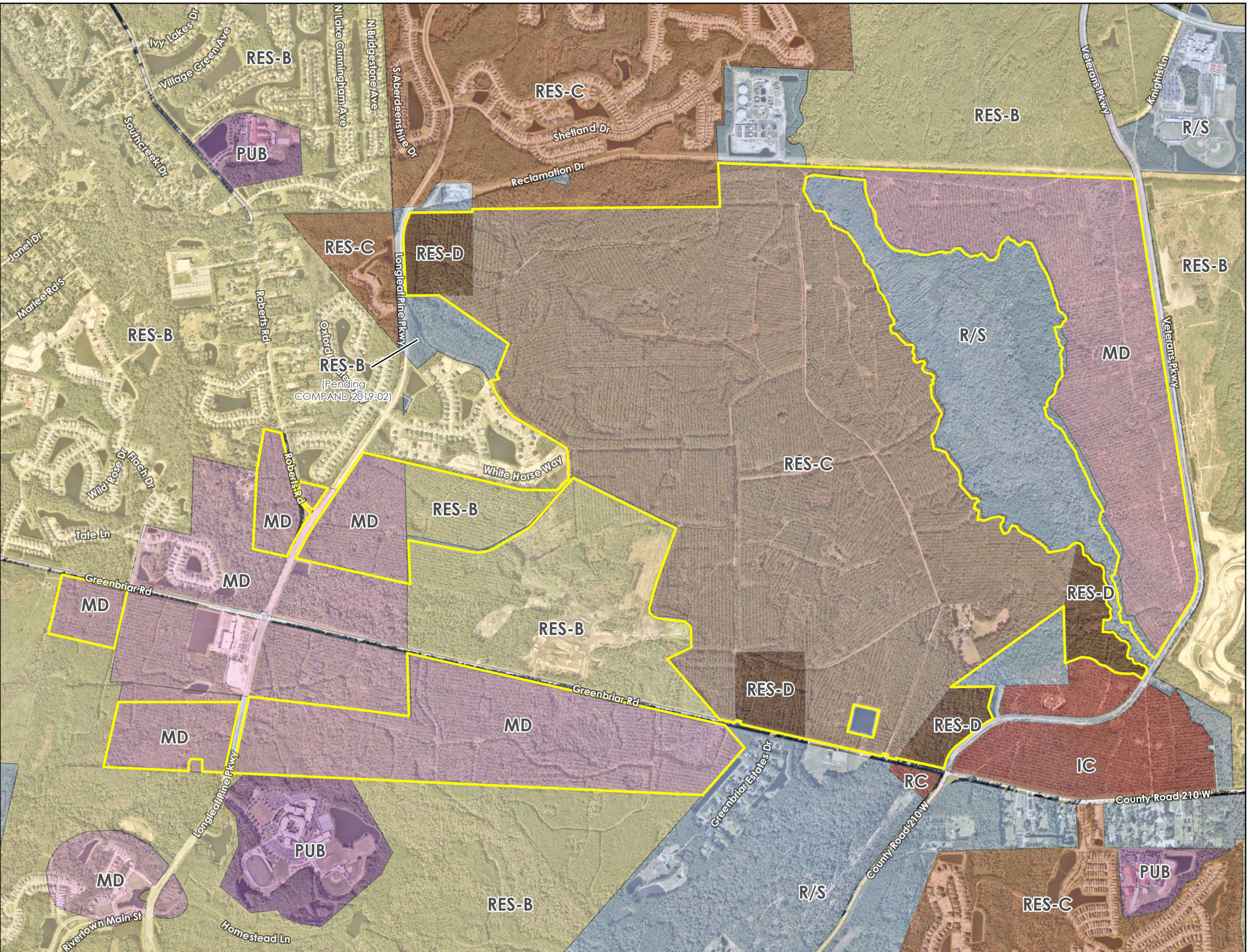


# Greenbriar Helow

Exhibit A  
Proposed Future  
Land Use Map

## Legend

-  SUBJECT PROPERTY
-  DEVELOPMENT AREA
- FUTURE LAND USE**
-  IC: INTENSIVE COMMERCIAL
-  MD: MIXED USE DISTRICT
-  PUB: PUBLIC
-  RES-B: RESIDENTIAL-B
-  RES-C: RESIDENTIAL-C
-  RES-D: RESIDENTIAL-D
-  R/S: RUR/SYLV
-  RC: RURAL COMMERCIAL









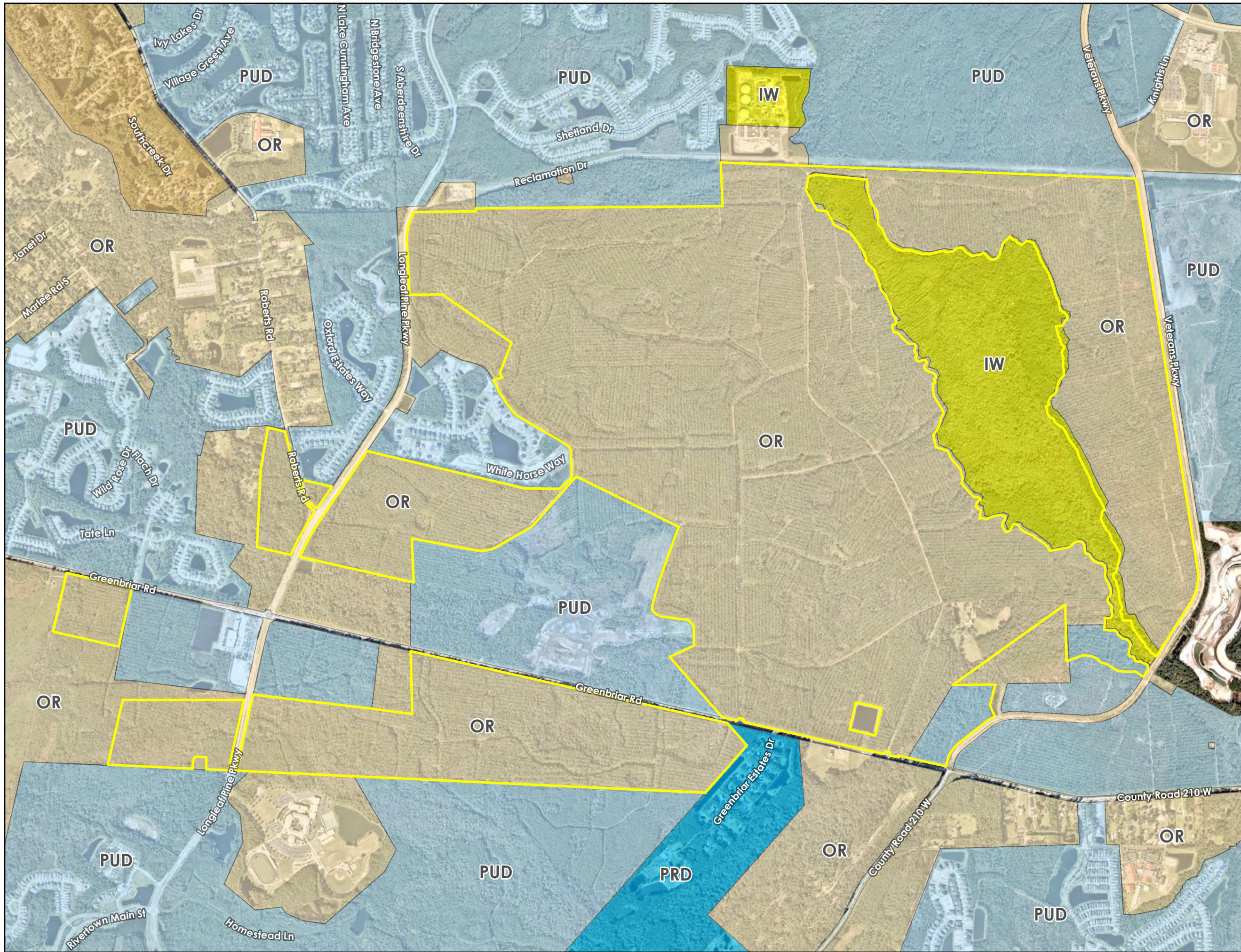
**ETM**  
VISION • EXPERIENCE • RESULTS  
Source: ETM, St. Johns County

# Greenbriar Helow

Zoning

## Legend

-  SUBJECT PROPERTY
- ZONING**
-  IW: INDUSTRIAL WAREHOUSING
-  OR: OPEN RURAL
-  PRD: PLANNED RESIDENTIAL DEVELOPMENT
-  PUD: PLANNED UNIT DEVELOPMENT
-  RS-2: RESIDENTIAL, SINGLE FAMILY 2



**ETM**  
VISION • EXPERIENCE • RESULTS  
Source: ETM, St. Johns County
























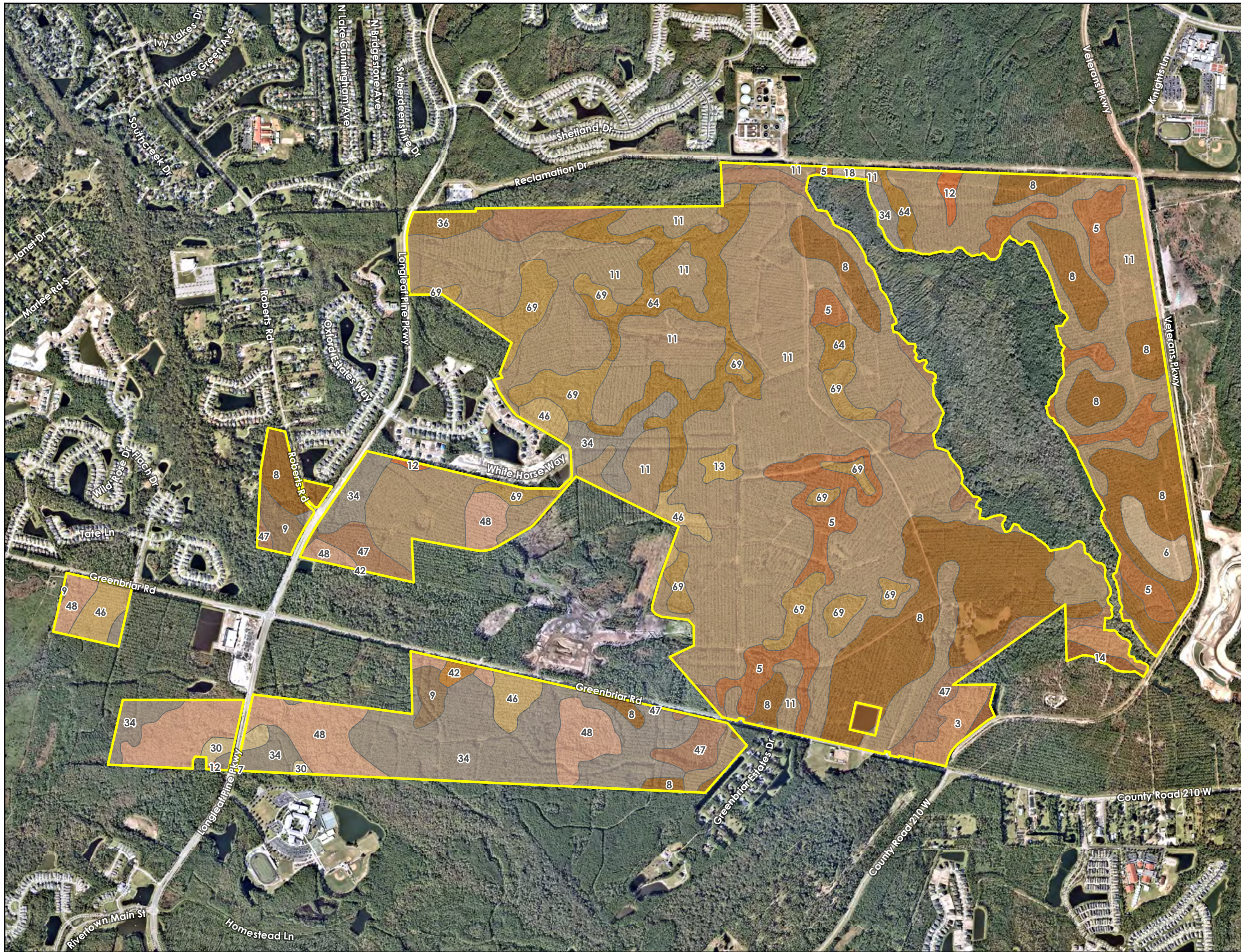


# Greenbriar Helow

Soils

## Legend

-  SUBJECT PROPERTY
- UPLAND SOILS**
  -  11, SMYRNA
  -  12, ONA
  -  13, ST. JOHNS
  -  14, CASSIA
  -  3, MYAKKA
  -  34, TOCOI
  -  46, HOLOPAW
  -  6, TAVARES
  -  64, ELLZEY
  -  7, IMMOKALEE
  -  8, ZOLFO
  -  9, POMONA
- WETLAND SOILS**
  -  18, FLORIDANA
  -  30, WESCONNETT
  -  36, RIVIERA
  -  42, BLUFF
  -  47, HOLOPAW, FREQUENTLY FLOODED
  -  48, WINDER
  -  5, ST. JOHNS
  -  69, BAKERSVILLE



1,500 Feet



# ETM

VISION • EXPERIENCE • RESULTS

Source: ETM, St. Johns County, SSURGO (2016)

# Greenbriar Helow

FLUCFCS

## Legend

- SUBJECT PROPERTY
- LAND COVER**
- 1700, INSTITUTIONAL
- 2320, POULTRY FEEDING OPERATIONS
- 3200, UPLAND SHRUB AND BRUSHLAND
- 4110, PINE FLATWOODS
- 4340, HARDWOOD - CONIFER MIXED
- 4410, CONIFEROUS PLANTATIONS
- 4430, FOREST REGENERATION AREAS
- 5300, RESERVOIRS
- 6110, BAY SWAMPS
- 6170, MIXED WETLAND HARDWOODS
- 6210, CYPRESS
- 6300, WETLAND FORESTED MIXED
- 6410, FRESHWATER MARSHES / GRAMINOID PRAIRIE - MARSH
- 6460, MIXED SCRUB-SHRUB WETLAND (TREELESS HYDRIC SAVANNA)

1,500

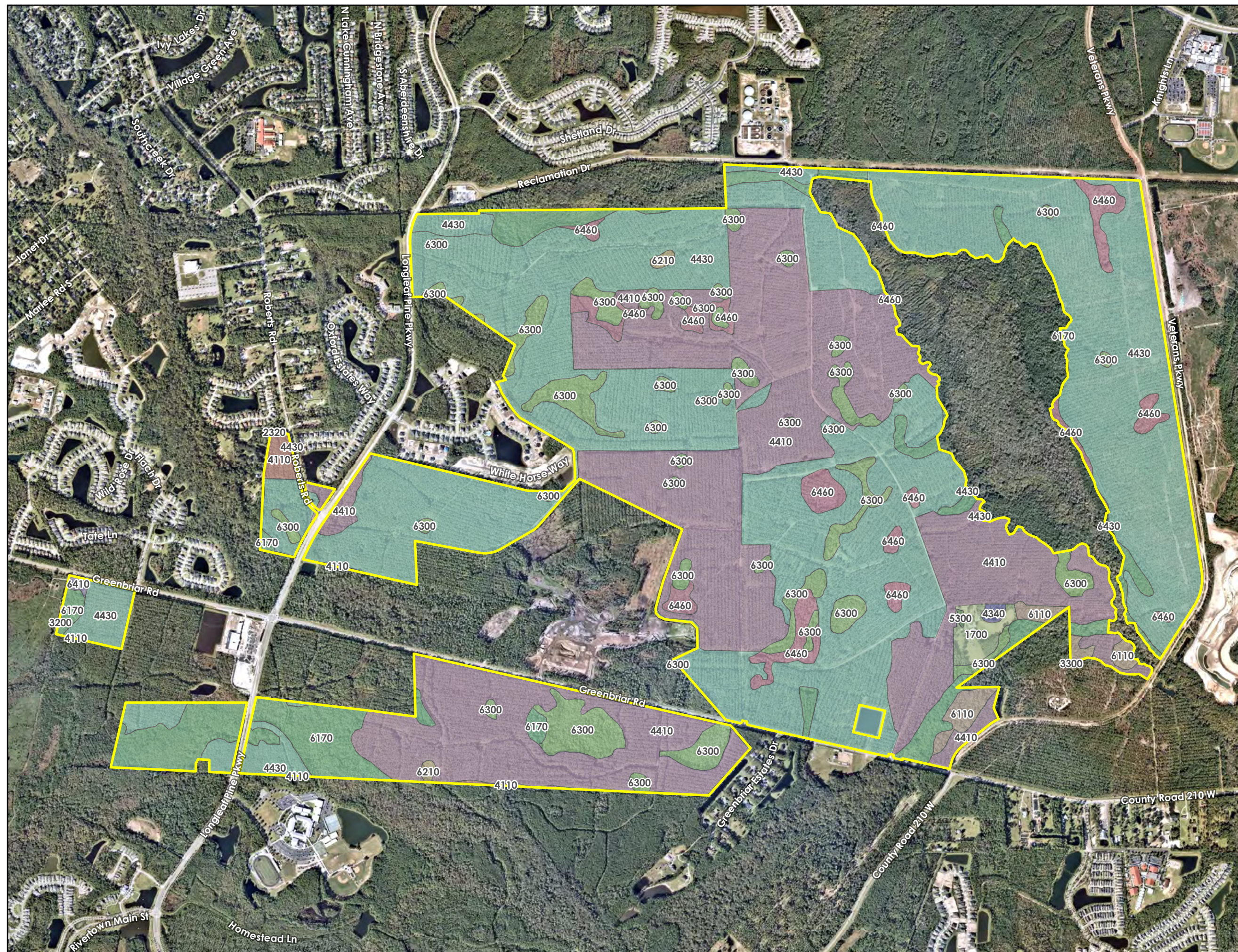
Feet



# ETM

VISION • EXPERIENCE • RESULTS

Source: ETM, St. Johns County



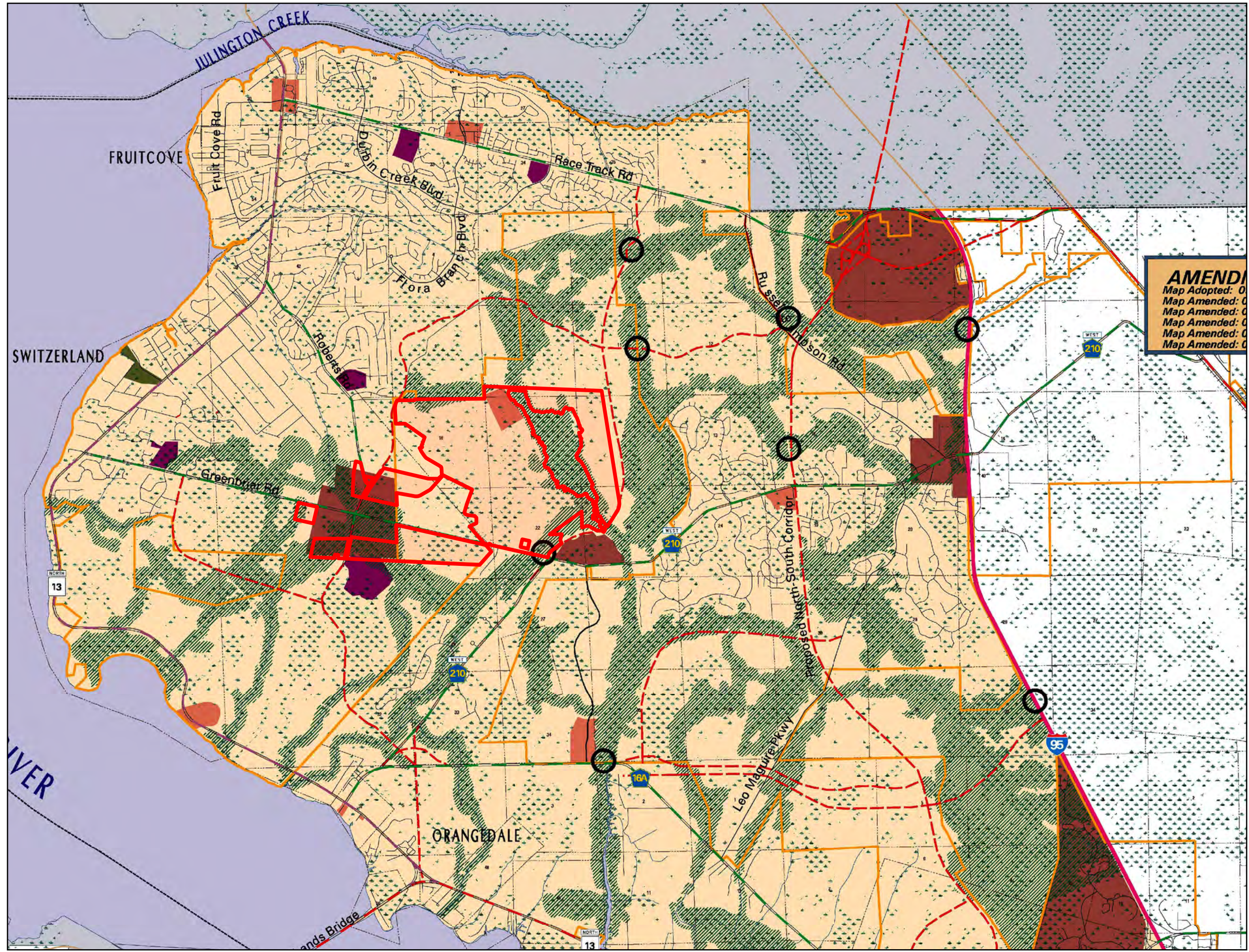
# Greenbriar Helow

Northwest Sector

## Legend

- SUBJECT PROPERTY
- RURAL CENTER DISTRICT
- COMMUNITY CENTER DISTRICT
- MIXED USE COMMERCE CENTER DISTRICT
- COUNTY CONSERVATION
- SCHOOLS
- CONNECTED WETLAND SYSTEM
- WETLANDS (NATIONAL WETLANDS INVENTORY)
- WILDLIFE CROSSING
- DEVELOPMENT AREA BOUNDARY
- INTERSTATE FREEWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROADS
- PROPOSED ROADS
- RAILWAY LINES
- MUNICIPAL BOUNDARIES

**AMEND**  
Map Adopted: 0  
Map Amended: 0  
Map Amended: 0  
Map Amended: 0  
Map Amended: 0  
Map Amended: 0



1 Miles








**ETM**  
VISION • EXPERIENCE • RESULTS  
Source: ETM, St. Johns County

# GREENBRIAR HELOW

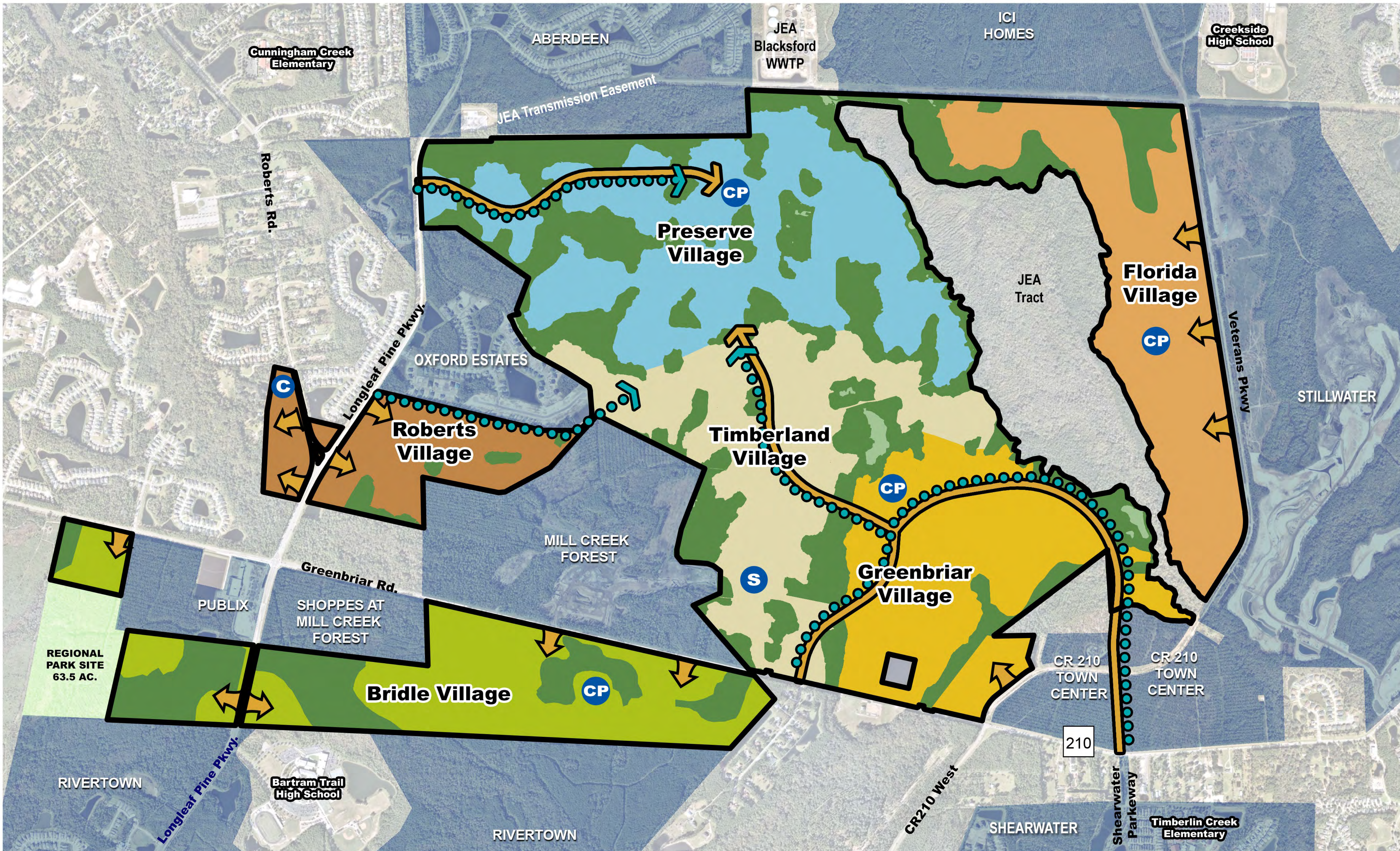
## CONCEPTUAL MASTER PLAN

04/14/2021

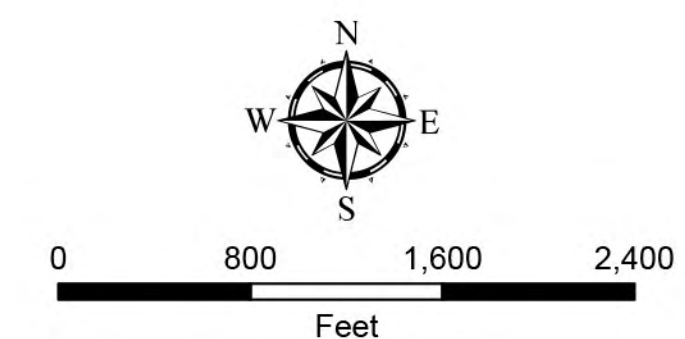
### Legend

-  APPROVED PROJECTS
-  Collector Roads (access points subject to permitting)
-  TRAIL NETWORK
-  CIVIC USE (POLICE/FIRE/LIBRARY)
-  SCHOOL
-  COMMUNITY PARK
-  REGIONAL PRESERVE NETWORK min. (500Ac.)

*Note: The location, configuration, acreages and use on development parcels, regional preserve network, roads, lakes, etc., are conceptual in nature and subject to further refinement upon submission of final development plans.*



NOTE: This Land Plan and/or rendering is conceptual and is subject to review, change and approval by several governmental agencies to meet environmental, technical and other standards. This plan was completed based on limited information, therefore, all acreage figures are unofficial and are subject to change.

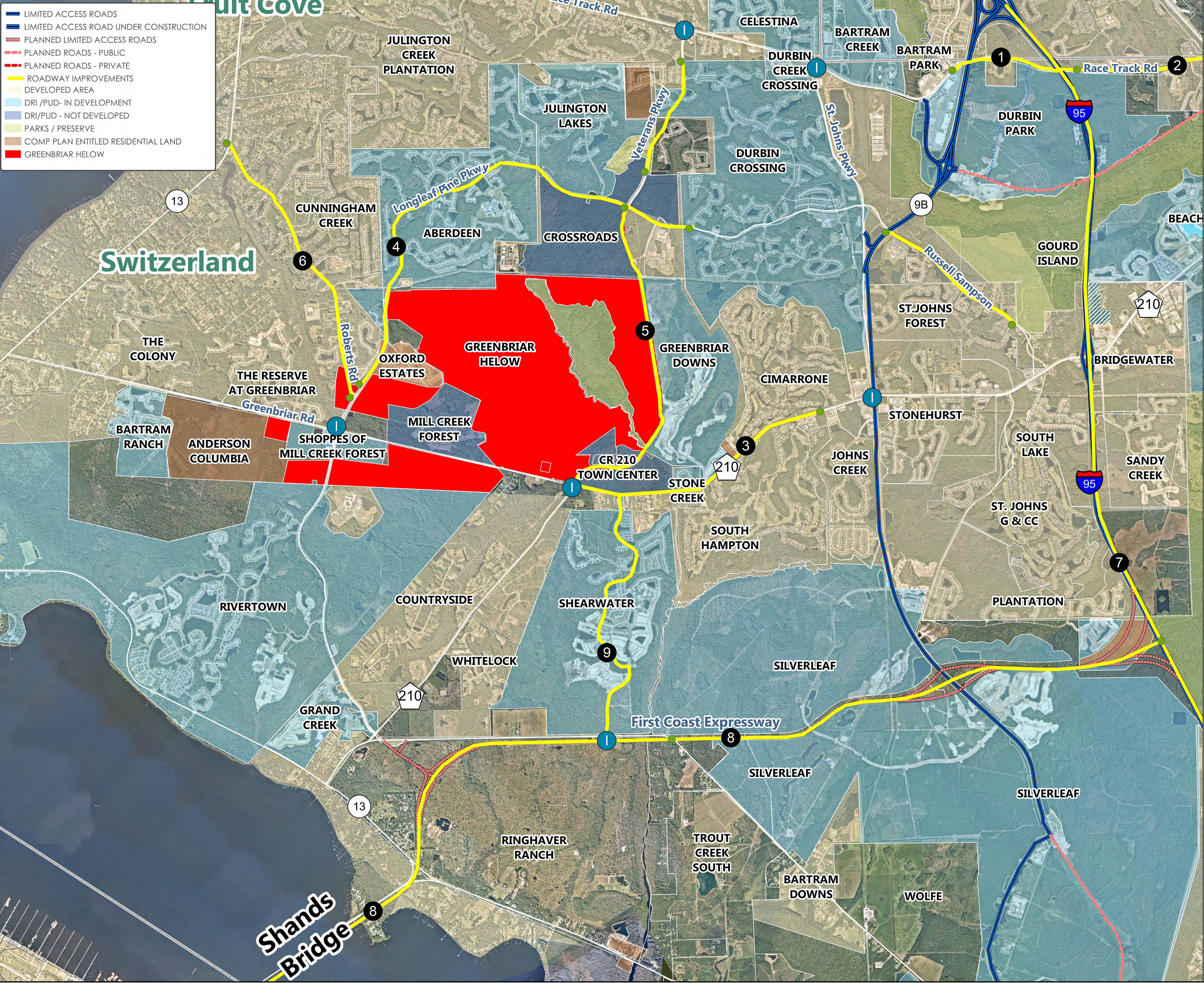


	Florida Village	Roberts Village	Bridle Village	Greenbriar Village	Timberland Village	Preserve Village
Net Acreage	297.1Ac.	135.3 Ac.	236.5 Ac.	267.0 Ac.	292.3 Ac.	347.9 Ac
Proposed Land Use	MD	MD/ RES-B	MD	RES-C/ RES-D	RES-C/ RES-D	RES-C/ RES-D
Proposed Residential	800 DU	150 DU	400 DU	650 DU	600 DU	900 DU
Proposed Non Residential	1,350,000 SF	300,000 SF	520,000 SF	330,000 SF		

<b>TOTAL:</b>
GROSS ACREAGE: 2,211.6 AC
NET ACREAGE: 1,576.1 AC
MAX DENSITY ALLOWANCE: 13,397 DU (AVG. 8.5 DU/NET AC)
PROPOSED RESIDENTIAL UNITS: 3,500 (AVG. 2.2 DU/NET AC) MAXIMUM
PROPOSED NON-RES: 2.5 MILLION SF MAXIMUM



- LIMITED ACCESS ROADS
- LIMITED ACCESS ROAD UNDER CONSTRUCTION
- PLANNED LIMITED ACCESS ROADS
- PLANNED ROADS - PUBLIC
- PLANNED ROADS - PRIVATE
- ROADWAY IMPROVEMENTS
- DEVELOPED AREA
- DRI /PUD- IN DEVELOPMENT
- DRI/PUD - NOT DEVELOPED
- PARKS / PRESERVE
- COMP PLAN ENTITLED RESIDENTIAL LAND
- GREENBRIAR HELOW



# Greenbriar Helow

## Pending Transportation Improvements

- RACE TRACK RD FROM BARTRAM PARK BLVD TO BARTRAM SPRINGS, 2-LANE TO 4-LANE  
FUNDING SOURCE: BARTRAM PARK
  - RACE TRACK RD FROM BARTRAM PARK TO US-1, 4-LANE TO 6-LANE  
FUNDING SOURCE: UNFUNDED OR TIF
  - CR 210 FROM GREENBRIAR RD TO CIMARRONE BLVD 2-LANE TO 4-LANE  
INCLUDES SIGNAL AT SHEARWATER PKWY & GREENBRIAR RD.  
PROJECT NEEDS: POND SITE  
FUNDING SOURCE: SHEARWATER  
PROJECT TOTAL: \$20,112,556
  - LONGLEAF PINE PKWY 2-LANE TO 4-LANE FROM ROBERTS RD TO TOLLERTON AVE.  
FUNDING SOURCE: UNFUNDED
  - VETERANS PKWY 2-LANE COLLECTOR RD FROM CR 210 TO LONGLEAF PINE PKWY TO GREENBRIAR RD.  
FUNDING SOURCE: RIVERTOWN (PHASE 2)
  - ROBERTS RD FROM LONGLEAF PKWY TO SR 13 3-LANE  
FUNDING SOURCE: ST. JOHNS COUNTY  
PROJECTED TOTAL: \$16,300,000
  - I-95 EPANSION TO 10 LANES  
ESTIMATED START DATE: 2026
  - FIRST COAST EXPRESSWAY FROM SR16 IN CLAY COUNTY TO I-95  
PROJECTED START: 2022  
EXPECTED COMPLETION: 2030
  - SHEARWATER PKWY CR210 TO CR16A MAJOR COLLECTOR RD FROM CR210 TO CLUBHOUSE. MINOR COLLECTOR RD FROM CLUBHOUSE TO CR 16A  
EXPECTED COMPLETION: 2022
- ① POTENTIAL INTERSECTION IMPROVEMENTS

0 2,000 4,000 Feet

ETM  
VISION • EXPERIENCE • RESULTS

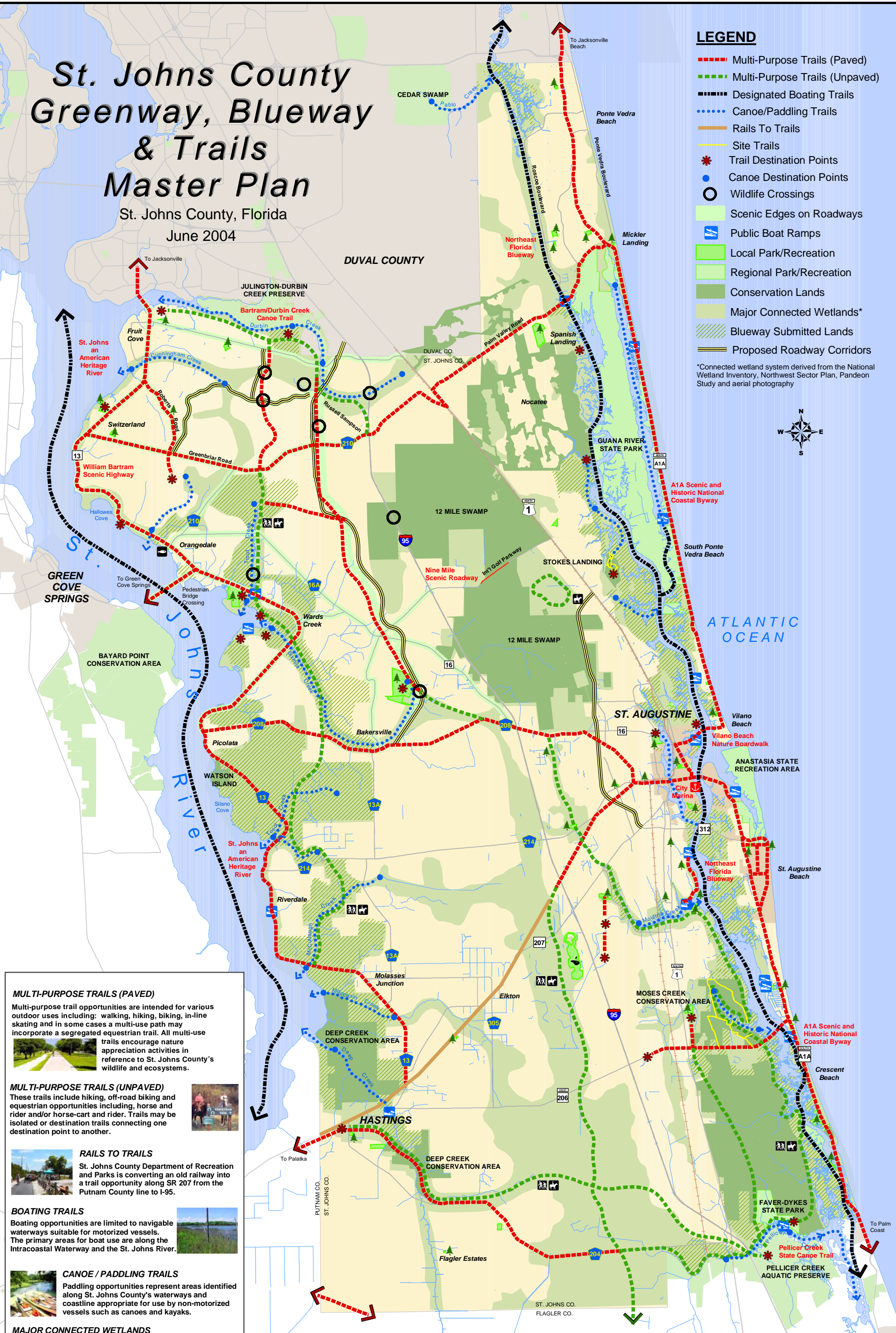
# St. Johns County Greenway, Blueway & Trails Master Plan

St. Johns County, Florida  
June 2004

## LEGEND

- Multi-Purpose Trails (Paved)
- Multi-Purpose Trails (Unpaved)
- Designated Boating Trails
- Canoe/Paddling Trails
- Rails To Trails
- Site Trails
- Trail Destination Points
- Canoe Destination Points
- Wildlife Crossings
- Scenic Edges on Roadways
- Public Boat Ramps
- Local Park/Recreation
- Regional Park/Recreation
- Conservation Lands
- Major Connected Wetlands\*
- Blueway Submitted Lands
- Proposed Roadway Corridors

\*Connected wetland system derived from the National Wetland Inventory, Northwest Sector Plan, Pandean Study and aerial photography



### MULTI-PURPOSE TRAILS (PAVED)

Multi-purpose trail opportunities are intended for various outdoor uses including: walking, hiking, biking, in-line skating and in some cases a multi-use path may incorporate a segregated equestrian trail. All multi-use trails encourage nature appreciation activities in reference to St. Johns County's wildlife and ecosystems.



### MULTI-PURPOSE TRAILS (UNPAVED)

These trails include hiking, off-road biking and equestrian opportunities including, horse and rider and/or horse-cart and rider. Trails may be isolated or destination trails connecting one destination point to another.



### RAILS TO TRAILS

St. Johns County Department of Recreation and Parks is converting an old railway into a trail opportunity along SR 207 from the Putnam County line to I-95.



### BOATING TRAILS

Boating opportunities are limited to navigable waterways suitable for motorized vessels. The primary areas for boat use are along the Intracoastal Waterway and the St. Johns River.



### CANOE / PADDLING TRAILS

Paddling opportunities represent areas identified along St. Johns County's waterways and coastline appropriate for use by non-motorized vessels such as canoes and kayaks.



### MAJOR CONNECTED WETLANDS

Major wetland connected systems are based on rare species occurrences and ecosystem information analysis and identify areas most likely to be used by a wide range of wildlife. The enhancement, preservation and conservation of these areas are important to maintaining a wide range of biodiversity among St. Johns County's wildlife and ecosystems.



NOTE: The opportunities illustrated by this map are intended to establish an informational framework for voluntary participation by citizens, private property owners and all levels of government. No private lands will be considered as designated greenways or trails unless the owner of such lands has voluntarily and explicitly agreed in writing to such designation.





# ST. JOHNS COUNTY NORTHWEST SECTOR OVERLAY MAP



**AMENDMENT DATES**  
 Map Adopted: 03/24/02  
 Map Amended: 04/01/03 Ord. No. 2003-32  
 Map Amended: 04/01/03 Ord. No. 2003-33  
 Map Amended: 02/24/04 Ord. No. 2004-14  
 Map Amended: 03/09/06 Ord. No. 2006-29  
 Map Amended: 03/20/06 Ord. No. 2006-30

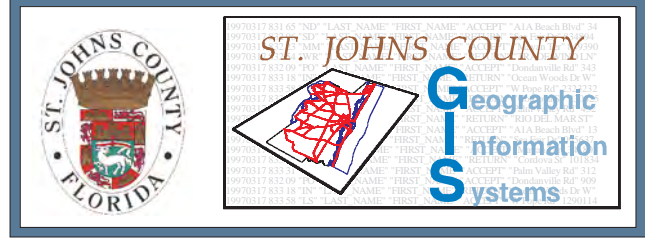
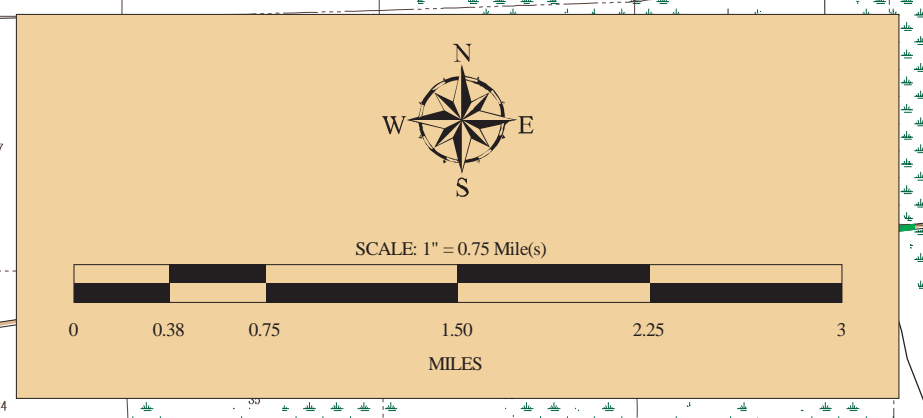
- LEGEND**
- RURAL CENTER DISTRICT
  - COMMUNITY CENTER DISTRICT
  - MIXED USE COMMERCE CENTER DISTRICT
  - COUNTY CONSERVATION
  - SCHOOLS
  - CONNECTED WETLAND SYSTEM
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  - PRINCIPAL ARTERIAL
  - MINOR ARTERIAL
  - MAJOR COLLECTOR
  - MINOR COLLECTOR
  - LOCAL ROADS
  - PROPOSED ROADS
  - RAILWAY LINES
  - MUNICIPAL BOUNDARIES

**LAND USE NOTES**  
**Wetlands**  
 \* Areas designated Wetlands and Connected Wetland Systems are approximate in nature and the exact boundaries shall be determined by environmental survey and established pursuant to applicable regulatory requirements.

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

St. Johns County Planning Department  
 4020 Lewis Speedway  
 St. Augustine, FL 32095  
 (904) 209-0575

The Northwest Sector Overlay Map is to be used in conjunction with the related Northwest Sector Overlay Goals, Objectives, and Policies of the Comprehensive Plan and should not be construed to replace or supersede the 2015 Future Land Use Map. Any changes to Future Land Uses within the Northwest Sector Overlay Area will be required to submit a Future Land Use Map amendment that is subject to compliance with the Northwest Sector Overlay Goals, Objectives, and Policies and all other policies of the St. Johns County Comprehensive Plan and requirements of Chapter 163.317 Florida Statutes and Rule 9J-5 Florida Administrative Code.



# Greenbriar Helow


FEMA Flood Zones

## Legend

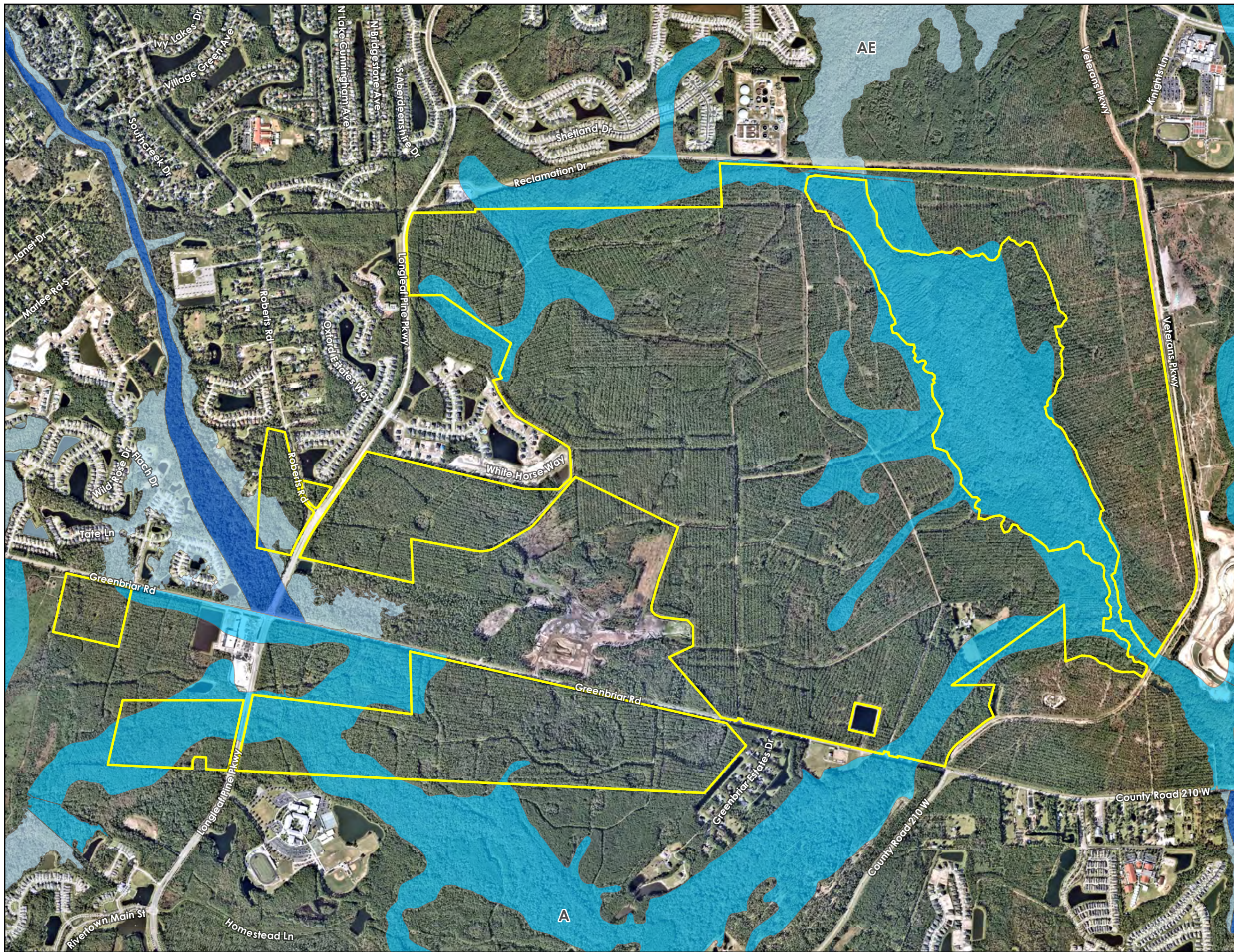
 SUBJECT PROPERTY

### FLOOD ZONE

 A

 AE

 AE,FLOODWAY



1,500 Feet



# ETM

VISION • EXPERIENCE • RESULTS

Source: ETM, St. Johns County, FEMA (2019)

# Greenbriar Helow

Wetlands

## Legend

 SUBJECT PROPERTY

 WETLANDS

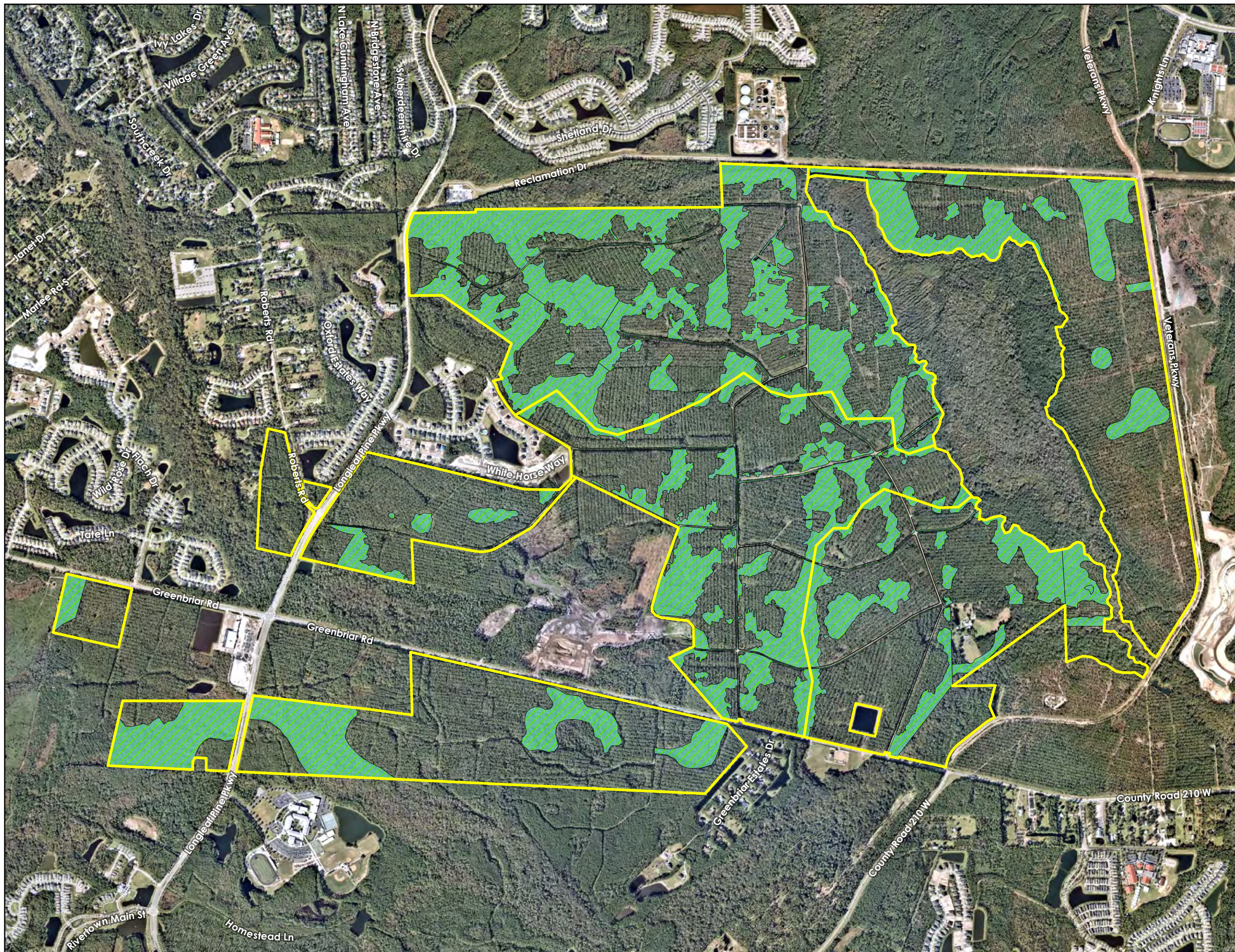
1,500  
Feet



# ETM

VISION • EXPERIENCE • RESULTS




Source: ETM, St. Johns County,  
SJRWMD Permit (#107143-3), NWI, FLUCCS

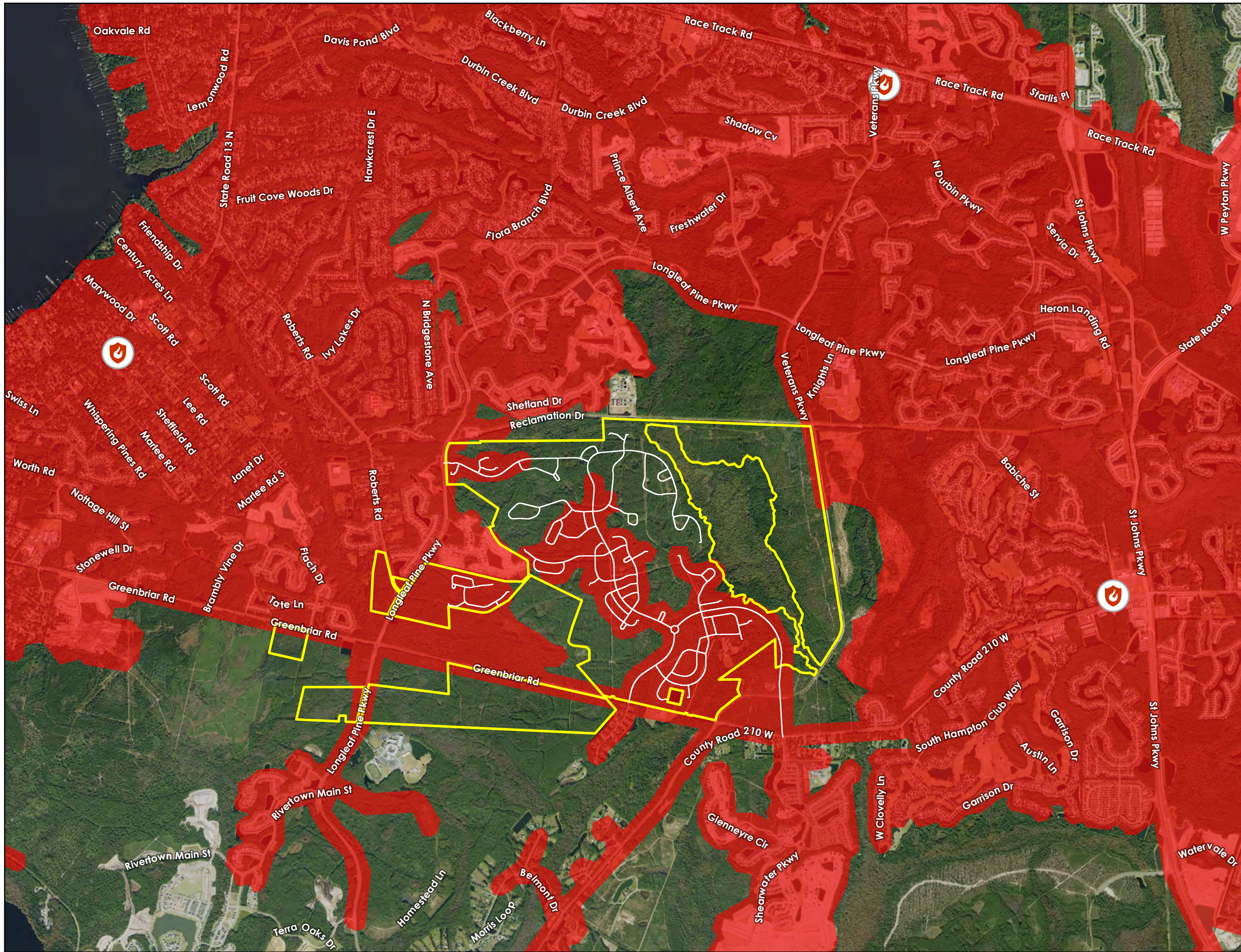


# Greenbriar Helow

Fire Station Vicinity

## Legend

-  SUBJECT PROPERTY
-  5 Mile Drive from Fire Stations
-  St. Johns County Fire Stations



VISION • EXPERIENCE • RESULTS




Source: ETM, St. Johns County

# GREENBRIAR HELOW

## CONCEPTUAL MASTER PLAN

04/14/2021

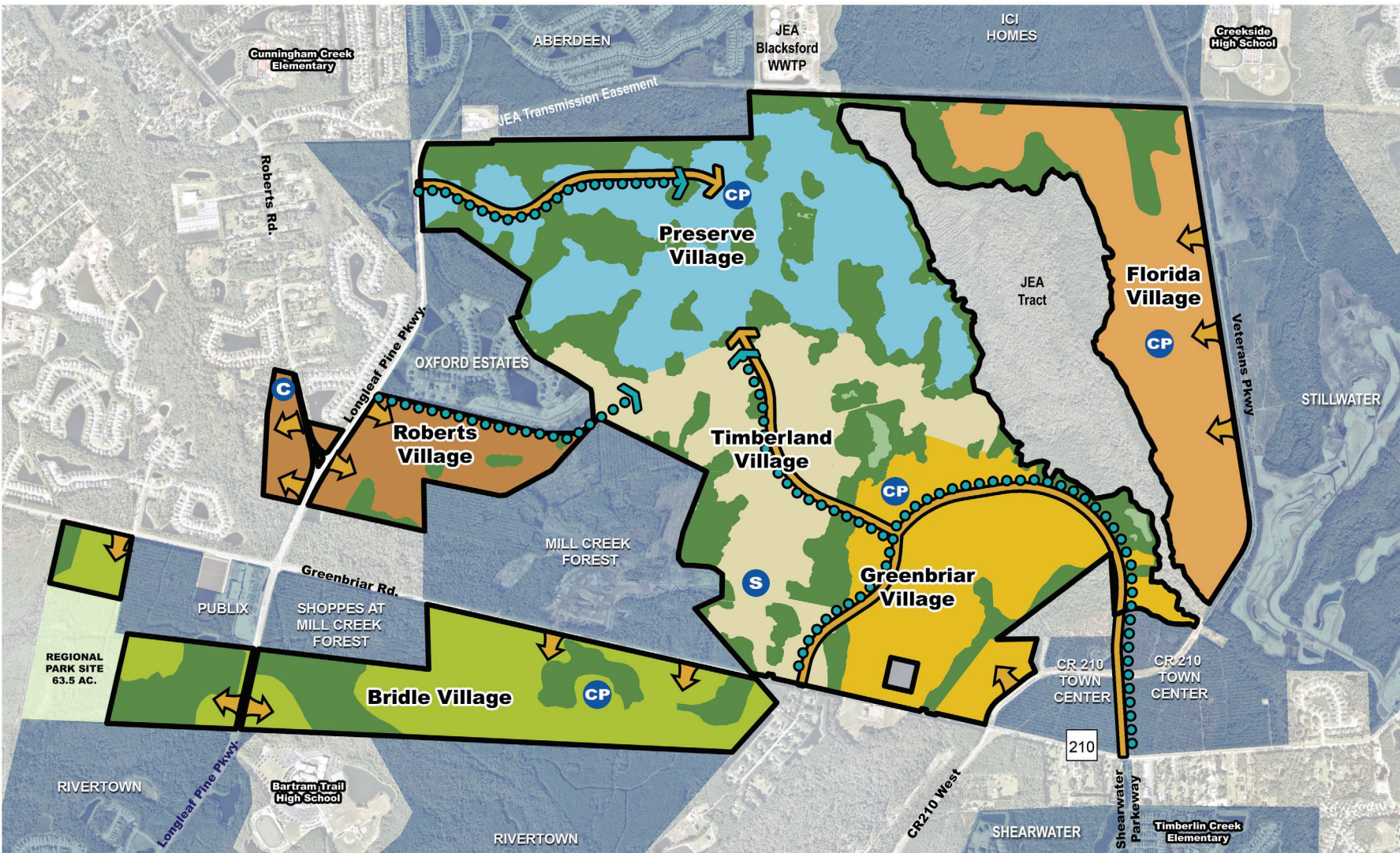
### Legend

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-  Collector Roads (access points subject to permitting)
-  TRAIL NETWORK
-  CIVIC USE (POLICE/FIRE/LIBRARY)
-  SCHOOL
-  COMMUNITY PARK
-  REGIONAL PRESERVE NETWORK min. (500Ac.)

*Note: The location, configuration, acreages and use on development parcels, regional preserve network, roads, lakes, etc., are conceptual in nature and subject to further refinement upon submission of final development plans.*

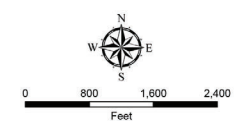


NOTE: This Land Plan and/or rendering is conceptual and is subject to review, change and approval by several governmental agencies to meet environmental, technical and other standards. This plan was completed based on limited information, therefore, all acreage figures are unofficial and are subject to change.



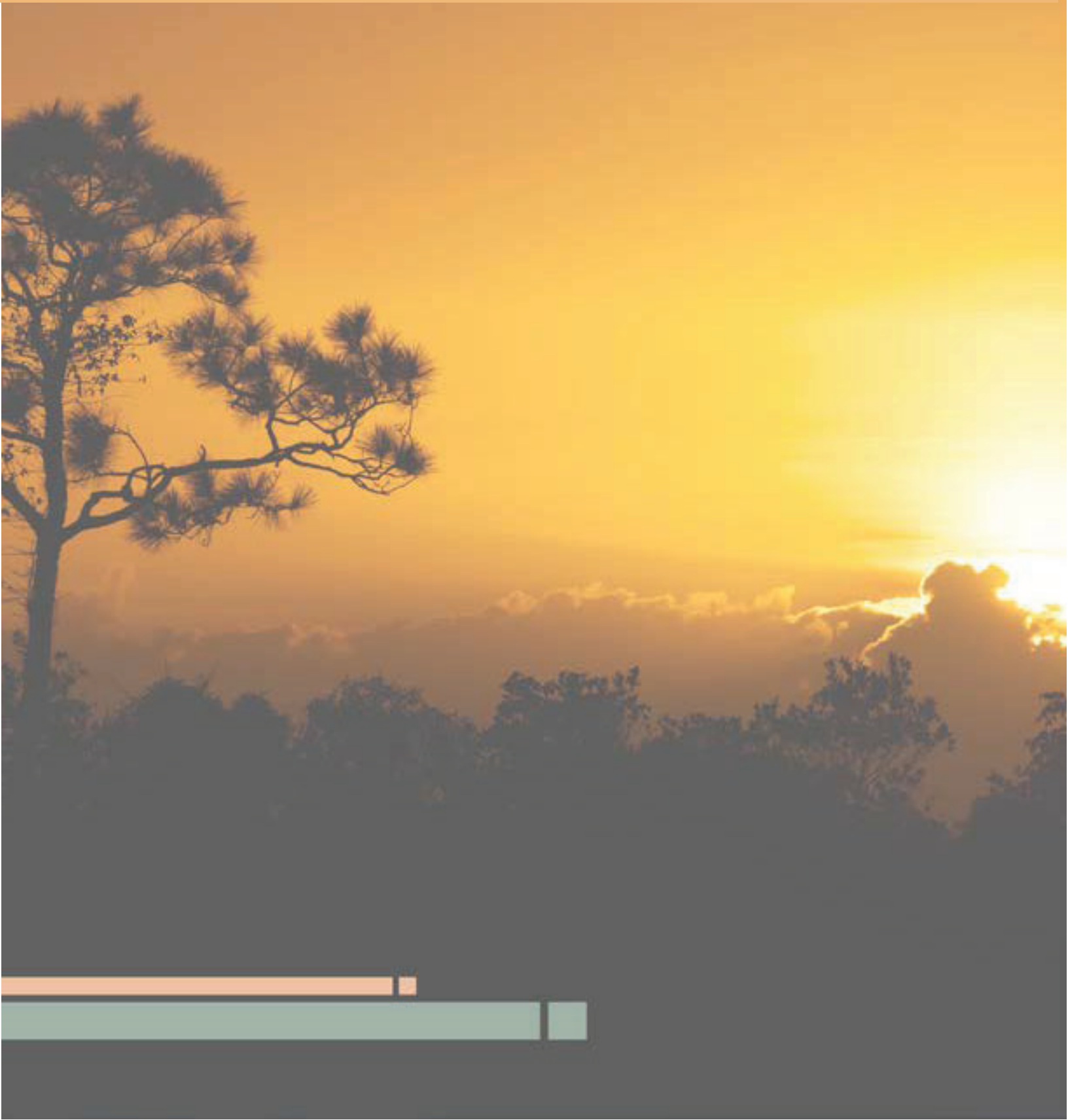
	Florida Village	Roberts Village	Bridle Village	Greenbriar Village	Timberland Village	Preserve Village
Net Acreage	297.1Ac.	135.3 Ac.	236.5 Ac.	267.0 Ac.	292.3 Ac.	347.9 Ac
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Proposed Residential	800 DU	150 DU	400 DU	650 DU	600 DU	900 DU
Proposed Non Residential	1,350,000 SF	300,000 SF	520,000 SF	330,000 SF		

**TOTAL:**  
**GROSS ACREAGE: 2,211.6 AC**  
**NET ACREAGE: 1,576.1 AC**  
**MAX DENSITY ALLOWANCE: 13,397 DU (AVG. 8.5 DU/NET AC)**  
**PROPOSED RESIDENTIAL UNITS: 3,500 (AVG. 2.2 DU/NET AC) MAXIMUM**  
**PROPOSED NON-RES: 2.5 MILLION SF MAXIMUM**



# **IV PRELIMINARY ENVIRONMENTAL ASSESSMENT**

**HELOW PROPERTIES LIMITED &  
TRINITY BAPTIST CHURCH PROPERTY**



**HELOW PROPERTIES LIMITED**  
**Preliminary Environmental Assessment**

Revised April 2021

Prepared for  
Helow Properties, Ltd  
7545 Centurion Parkway, Suite 102  
Jacksonville, FL 32256

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Peacock Consulting Group, LLC has completed a preliminary environmental assessment of various parcels of land owned by Helow Properties, Ltd. located in northwestern St. Johns County, Florida. This assessment addresses certain environmental issues related to the proposed land use change. The scope of work includes mapping of vegetative communities and significant natural communities habitat (as defined by St. Johns County) and a protected species assessment. The results of this assessment are summarized in the following report.

## I. List of Properties

The subject properties are identified as Parcels 1 through 6 which comprise the following real estate parcels.

<b>Parcel</b>	<b>Real Estate Parcel</b>
#1	009860-0010 portion
#2	009860-0010, 009880-0000 portion, 009893-0000 portion, 009890-0000
#3	009860-0010 portion
#4	001330-0000 portion
#5	009920-0010 portion, 009910-0010 portion, 009940-0050 portion
#6	009871-0000, 009920-0010 portion, 009910-0010 portion, 009873-0000, 009940-0050 portion

## II. Location of Properties

The approximate locations of the various parcels are depicted on Figures 1 and 2. All of the properties are located in Township 5 South and Range 27 East. Parcel 1 is located in Sections 10, 11, 14, 15, and 23. Parcel 2 is located in Sections 10, 15, and 16. Parcels 3 and 4 are located in 39. Parcel 5 is located in Sections 21 and 22. Parcel 6 is located in Sections 15, 21 and 22.

Parcel 1 is approximately 347.74 acres in size. This parcel is bordered to the east by the right-of-way of the future extension of Veterans Parkway, to the west by a large wetland system that is a headwater of Trout Creek, and to the north by a powerline right-of-way.

Parcel 2 is approximately 631.57 acres in size. This parcel borders Longleaf Pine Parkway and the Oxford Estates subdivision along sections of its western boundary, to the south by the proposed Mill Creek Forest subdivision and Parcel 6, to the east by a large wetland system that is a headwater of Trout Creek, and to the north partly by a powerline right-of-way and partly by a forested wetland.

Parcel 3 totals approximately 143.79 acres in size. This parcel is divided into three parts by Longleaf Pine Parkway and Roberts Road and is depicted as Parcels 3A, 3B and 3C on the report graphics. Parcel 3A is bordered to the east by Roberts Road and Longleaf Pine Parkway, to the north by Trey J Lane, to the west and south by single family lots and a large wetland known as Cedar Head which forms a major headwater of Mill Creek. Parcel 3B is bordered to the west by Roberts Road, to the east by Longleaf Pine Parkway and to the north by the Oxford Estates subdivision. Parcel 3C is bordered to the west by Longleaf Pine Parkway, to the north by the



Oxford Estates subdivision, to the east by the proposed Mill Creek Forest subdivision, and to the south by undeveloped land.

Parcel 4 totals approximately 363.04 acres in size. This parcel is divided into three parts and is depicted as Parcels 4A, 4B and 4C on the report graphics. Parcel 4A is bordered to the north by Greenbriar Road and to the west, south and east by undeveloped land. Parcel 4B is bordered to the east by Longleaf Pine Parkway, to the north by a commercial development (Publix grocery store) that is under construction and undeveloped land, and to the west by undeveloped land owned by St. Johns County, and to the south mostly by wetlands on the Rivertown development. Parcel 4C is bordered to the north by Greenbriar Road and undeveloped timber land, to the west by Longleaf Pine Parkway, to the south by Bartram Trail High School and the Rivertown development.

Parcel 5 is approximately 154.88 acres in size. This parcel is bordered to the south by Greenbriar Road, to the east by the right-of-way of the future extension of Veterans Parkway, to the north by Parcel 6 and a rehabilitation facility owned by Trinity Baptist Church, and to the west by the proposed Mill Creek Forest subdivision.

Parcel 6 is approximately 532.09 acres in size. This parcel is bordered to the north and west by Parcel 1 and the proposed Mill Creek Forest subdivision, to the south by Parcel 5 and a rehabilitation facility owned by Trinity Baptist Church, and to the east by a large wetland system that is a headwater of Trout Creek.

### **III. Soils**

The general soil types on the subject properties were previously mapped in the *Soil Survey of St. Johns County, Florida* published by the U.S. Department of Agriculture, Soil Conservation Service in 1983. These soils are depicted on Figure 3 and described below. The various soils determine the vegetative communities, presence and extent of wetlands and potential habitat for protected species. Much of the original mapping of the soils is based on the interpretation of aerial photographs. The true extent of the various soils may vary from what has been mapped.

#### **A. Upland Soils**

The various parcels contain 12 types of upland soil. Three of these soils are either moderately well drained or somewhat poorly drained, while the other 9 soils are poorly drained.

##### **1. Better Drained Soils**

Tavares fine sand is the best drained soil mapped on the various parcels. Cassia fine sand and Zolfo fine sand both have a spodic horizon of weakly cemented dark brown to black fine sand that sometimes is referred to as a hardpan layer. The spodic horizon in Zolfo fine sand is farther below the surface as compared to Cassia fine sand.

a. Tavares fine sand, 0 to 5 percent slopes

Tavares fine sand occurs in one area (approximately 17.5 acres) near the southern end of Parcel 1. This is a moderately well drained, nearly level to gently sloping soil that naturally occurs on narrow to broad ridges and knolls in the pine flatwoods. The seasonal high water table is at a depth of 40 to 80 inches for 6 to 8 months during most years. This soil has a surface layer of gray sand from 3 to 7 inches in thickness underlain by a deep layer of pale brown to white sand with no spodic horizon or argillic horizon.

b. Zolfo fine sand

Zolfo fine sand occurs in scattered areas on Parcels 1, 3 and 5 and near the eastern edge of Parcels 2 and 6. This is a somewhat poorly drained soil that naturally occurs on slightly higher areas in the pine flatwoods. The seasonal high water table is at a depth of 24 to 40 inches for 2 to 9 months during most years. This soil has a spodic horizon starting from 50 to 72 inches below the ground surface.

c. Cassia fine sand, 0 to 2 percent slopes

This is a nearly level, somewhat poorly drained soil that naturally occurs on low ridges in the pine flatwoods. The seasonal high water table is at a depth of 15 to 40 inches for about 6 months during most years. This soil has a spodic horizon that starts anywhere from 14 to 28 inches below the ground surface.

2. Poorly Drained Soils

There are 9 soils mapped in the uplands that are all poorly drained. Four of these soils (Myakka, Smyrna, Ona, and St. Johns) have a spodic horizon of weakly cemented dark brown to black fine sand that sometimes is referred to as a hardpan layer which occurs at various depths below the ground surface. Three of these soils (Holopaw, Ellzey and Riviera) have an argillic horizon of loamy fine sand to clayey fine sand that occurs at various depths below the ground surface. Two of these soils (Pomona and Toco) contain an upper spodic horizon underlain by an argillic horizon.

a. Myakka-Myakka, wet fine sand, 0 to 2 percent slopes

This is a nearly level, poorly drained soil that naturally occurs in pine flatwoods. The seasonal high water table is at a depth of less than 6 to 18 inches for 1 to 4 months during most years. This soil has a spodic horizon starting from 20 to 30 inches below the ground surface.

b. Pomona fine sand

This is a nearly level, poorly drained soil that naturally occurs in pine flatwoods. The seasonal high water table is at a depth of less than 10 inches for 1 to 3 months and is at a depth of 10 to 40 inches for 6 months or more. This soil has a spodic horizon starting approximately 20 to 30 feet

below the ground surface and an underlying argillic horizon starting around 47 inches below the ground surface.

c. Smyrna-Smyrna, wet, fine sand, 0 to 2 percent slopes

This is a nearly level, poorly drained soil that naturally occurs in pine flatwoods. The seasonal high water table is at a depth of 6 to 18 inches for 1 to 4 months and recedes to a depth of 10 to 40 inches for more than 6 months in most years. This soil has a spodic horizon that starts within 20 inches of the ground surface.

d. Ona-Ona, wet, fine sand, 0 to 2 percent slopes

This is a nearly level, poorly drained soil that naturally occurs in pine flatwoods. The seasonal high water table is at a depth of 6 to 18 inches for 1 to 4 months and recedes to a depth of 10 to 40 inches for 4 to 6 months during most years. This soil has a spodic horizon that starts from 4 to 8 inches below the ground surface.

e. St. Johns fine sand

This is a nearly level, poorly drained soil that naturally occurs in pine flatwoods and areas adjacent to drainageways. The seasonal high water table is at a depth of 0 to 15 inches for 2 to 6 months and recedes to a depth of 15 to 30 inches during periods of lower rainfall. This soil has a very dark surface layer from 10 to 13 inches in thickness and a spodic layer that starts within 30 inches of the ground surface.

f. Toco fine sand

This is a nearly level, poorly drained soil that naturally occurs in pine flatwood areas. The seasonal high water table is at a depth of less than 10 inches for 2 to 4 months during the rainy season and recedes to a depth of 20 to 40 inches for 6 months or more during most years. This soil has a spodic horizon starting from 4 to 14 below the surface underlain by an argillic horizon that generally starts around 45 inches below the ground surface.

g. Holopaw fine sand

This is a nearly level, poorly drained soil that naturally occurs in the pine flatwoods. The seasonal high water table is at a depth of less than 10 inches for 1 to 3 months but may recede to a depth of 10 to 40 inches for 1 to 3 months. This soil has an argillic horizon starting approximately 53 inches below the ground surface.

h. Ellzey fine sand

This is a nearly level, poorly drained soil that naturally occurs in the pine flatwoods. The seasonal high water table is at a depth of less than 10 inches for 2 to 4 months during most years and may recede to a depth of more than 40 inches during droughts. This soil has an argillic horizon starting approximately 27 inches below the ground surface.

i. Immokalee fine sand

This is a nearly level, poorly drained soil that normally occurs in the pine flatwoods. The seasonal high water table is at a depth of less than 10 inches for 2 to 4 months during most years and recedes to a depth of 10 to 40 inches for 6 months or more. This soil has a spodic horizon starting more than 30 inches below the ground surface. This soils is mapped in a very small area on Parcel 4 along Longleaf Pine Parkway.

B. Wetland Soils

The various parcels contain 8 types of wetland soil. One of these soils are classified as mucks. The other seven soils contain an argillic horizon of loamy fine sand to clayey fine sand or a spodic layer at various depths below the ground surface.

1. Mucks

a. Bakersville muck

This is a nearly level, very poorly drained soil that naturally occurs in depressions in the pine flatwoods. Under natural conditions the seasonal high water table is above the ground surface for 6 months or more during most years. Bakersville muck has a surface layer of muck that ranges from 3 to 8 inches in thickness. This soil has a spodic horizon that starts anywhere from 20 to 40 inches below the ground surface.

2. Other Wetland Soils

a. St. Johns fine sand, depressional

This is a nearly level, very poorly drained soil that naturally occurs in depressions in the pine flatwoods. In an undrained condition this soil is covered with standing water for periods of 6 to 12 months during most years. This soil has a very dark surface layer from 10 to 13 inches in thickness and a spodic layer that starts within 30 inches of the ground surface.

b. Floridana fine sand, frequently flooded

This is a nearly level, very poorly drained soil that naturally occurs on floodplains and in broad, shallow drainageways. This soil is subject to flooding for 1 to 3 months during the rainy season. The water table is at a depth of less than 10 inches for more than 6 months during most years. This soil has an argillic horizon with a high base saturation starting approximately 30 inches below the ground surface.

c. Wesconnett fine sand, frequently flooded

This is a nearly level, very poorly drained soil that naturally occurs in narrow to broad, weakly defined drainageways in the pine flatwoods. In an undrained condition, the seasonal high water

table is at a depth of less than 10 inches for 6 to 12 months during most years. The soil is subject to flooding during wet seasons. This soil has a spodic horizon that starts from 5 to 8 inches below the ground surface.

d. Riviera fine sand, frequently flooded

This is a nearly level, very poorly drained soil that naturally occurs in poorly defined drainageways and in floodplains. The soil is subject to flooding for up to 3 months during times of high rainfall. The seasonal high water table is within 10 inches of the ground surface for 2 to 4 months during most years. This soil has an argillic horizon that starts from 21 to 38 inches below the ground surface.

e. Holopaw fine sand, frequently flooded

This is a nearly level, very poorly drained soil that naturally occurs in broad, shallow drainageways. In an undrained condition, the soil is flooded for more than 1 month during most years. The water table is within 10 inches of the ground surface for 2 to 6 months during most years. This soil has an argillic horizon starting approximately 53 inches below the ground surface.

f. Winder fine sand, frequently flooded

Winder fine sand occurs in many of the deeper wetlands on Parcel 4. This is a nearly level, poorly drained soil that naturally occurs in floodplains and poorly defined drainageways. This soil is subject to flooding for periods up to 3 months during most years. The water table is within 10 inches of the ground surface for 2 to 6 months during most years. This soil has an argillic horizon that starts from 11 to 21 inches below the ground surface.

g. Bluff sand clay loam, frequently flooded

This is a nearly level, very poorly drained soil that naturally occurs in drainageways and along floodplains. The water table is at a depth of less than 10 inches or is above the ground surface for 6 months or more. The soil texture below the surface layer varies from loam to sandy clay loam and is mildly to moderately alkaline.

#### **IV. Vegetative Communities and Land Uses**

The vegetative communities and land uses have been characterized pursuant to the Florida Department of Transportation publication *Florida Land Use, Cover and Forms Classification System* (FLUCFCS) as described below. All of the property has been timbered repeatedly over the years. The pine plantations are harvested and replanted on a set schedule. The forests on the rest of the property are timbered periodically on a longer rotation.

A. Uplands

1. Pine Plantation (FLUFCS 441)

Almost all of the uplands were converted to commercial pine plantation many years ago. These areas were planted with rows of even-aged slash pine (*Pinus elliottii*) that are subsequently harvested and replanted at various rotations. The pines are planted on raised beds. The understory and ground cover vegetation is similar to that found in upland pine forests and is dominated in most areas by such species as saw palmetto (*Serenoa repens*), bitter gallberry (*Ilex glabra*) and bracken fern (*Pteridium aquilinum*). The canopy includes scattered hardwoods that have naturally recruited such as water oak (*Quercus nigra*), laurel oak (*Q. laurifolia*), and sweetgum (*Liquidambar styraciflua*). The driest areas also include scattered turkey oak (*Quercus laevis*) and bluejack oak (*Q. incana*).

2. Trail Roads (FLUCFCS 814)

The property is traversed with a network of unpaved timber roads.

B. Wetlands

1. Wet Pine Plantation (FLUCFCS 441W)

The property contains many areas of wet pine plantation. Most of these areas historically comprised hydric pine flatwoods that were converted to pine plantation. Some areas appear to have been wet pine savannahs and slash pine swamp. The canopy in these areas is dominated by rows of even-aged slash pine mixed with scattered wetland trees that have naturally regenerated such as red maple (*Acer rubrum*), sweetgum, and loblolly bay (*Gordonia lasianthus*) in the higher areas and pond cypress (*Taxodium ascendens*) in the lowest areas.

The understory and ground cover vegetation is relatively open. The vegetation in the higher areas is dominated by such species as various wet grasses, cinnamon fern (*Osmunda cinnamomea*), netted chain fern (*Woodwardia areolata*), and red root (*Lachnanthes caroliniana*). The vegetation in the lower areas includes such species as sedges (*Carex* sp. and *Cyperus* sp.), Virginia chain fern (*Woodwardia virginica*), royal fern (*Osmunda regalis*), fetterbush (*Lyonia lucida*), sweet gallberry (*Ilex coriacea*), and sphagnum moss (*Sphagnum* sp.).

The higher areas have a seasonal high water table at or near the ground surface. The lower areas regularly hold shallow standing water. The original hydrology in many areas has been altered to varying degrees by the network of ditches and trail roads.

2. Inland Ponds and Sloughs (FLUCFCS 616)

The lowest portions of the property comprise a combination of inland ponds and sloughs. The pond areas are surrounded by pine plantation, while the sloughs are elongated strands that

connect to larger forested wetland systems. The canopy varies. In some locations the canopy is dominated by myrtle leaf holly (*Ilex myrtifolia*) and pond cypress. In other areas the canopy is dominated by loblolly bay or sweetgum. The largest areas have a canopy that also includes such species as red maple, blackgum (*Nyssa sylvatica* var. *biflora*), and sweet bay (*Magnolia virginiana*). The understory and ground cover vegetation includes such species as fetterbush, sphagnum moss, lizard's tail (*Saururus cernuus*), buttonbush (*Cephalanthus occidentalis*), Virginia willow (*Itea virginica*), waxmyrtle (*Morella cerifera*), bamboo vine (*Smilax laurifolia*), sedges, and wet grasses.

### 3. Ditches (FLUCFCS 510)

Many of the trail roads are lined with ditches which vary in width and depth.

## V. Wetlands

The St. Johns River Water Management District (SJRWMD) previously approved the extent of the wetlands and surface waters on all of Parcels 2 and 6 and portions of Parcels 1 and 5 pursuant to formal jurisdictional determination #107143-3 which was issued on March 9, 2018. These surveyed wetland lines are depicted on the wetlands map prepared by England-Thims and Miller.

The approximate extent of wetlands on Parcels 3 and 4 and the majority of Parcel 1 are also depicted on a graphic prepared by England-Thims and Miller.

SJRWMD has divided their jurisdiction into defined drainage basins. Most of the parcels are located in Drainage Basin 5. The northeast corner of Parcel 1 and the areas along Longleaf Pine Parkway and Roberts Road (all of Parcels 3A, 3B, 3C, 4A, and 4B and the western portion of Parcel 4C) are located in Drainage Basin 4.

The wetlands on Parcels 1 and 5 and along the eastern edge of Parcels 2 and 6 drain into a headwater of Trout Creek which flows to the south. The wetlands on Parcel 3A drain to the west into Cedar Head which then flows north and forms a headwater of Mill Creek. The wetlands on Parcels 4A and 4B drain to the south and west into Orange Grove Branch. The wetlands on Parcel 4C drain to the south and east into Kendall Creek.

## VI. Significant Natural Communities Habitat

Section 4.01.07 of the St. Johns County Land Development Code identifies the following vegetative community types as being "significant natural communities habitat":

Beach Dune

Coastal Grassland/Coastal Strand

Xeric Hammock

Maritime Hammock

Sandhill

Scrub

Section 4.01.07 requires that proposed developments that are more than 10 acres in size and that contain any of these habitat types must preserve 10% of these habitats on-site. None of these habitat types occur on the subject property, so this requirement does not apply to this site.

The subject property is not located near the Atlantic Ocean, so there are no beach dunes, coastal grassland/coastal strand, or maritime hammock located onsite.

All of the uplands are intensively managed as commercial pine plantation. So there are no areas of xeric hammock, sandhill or scrub. Almost all of the upland soils are poorly drained. The relatively small areas of upland that contain somewhat poorly drained and moderately well drained soil comprise pine plantation.

## VII. Protected Species

The property was surveyed for the presence and potential presence of species listed as protected by the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (FWS) as listed in the FWC publication *Florida's Endangered and Threatened Species, Updated December 2018*. Field work was performed over the course of two weeks during March 2020 and was conducted at various times during the day from morning through early evening. All of the trail roads were either driven or walked. Pedestrian transects were walked through representative sections of the property. A list of potential candidate species was prepared based on the geographic location of the property and the mapped types of soils and vegetative communities.

Certain species were not considered due to the lack of appropriate habitat and include the West Indian manatee (*Trichechus manatus*), various species of sea turtle, Anastasia Island beach mouse (*Peromyscus polionotus phasma*), piping plover (*Charadrius melodus*), and Florida scrub-jay (*Aphelocoma coerulescens*). Certain species have some potential to occur but are very unlikely to occur. For example, there have been no records of the eastern indigo snake (*Drymarchon corais couperi*) occurring in this part of St. Johns County for many decades. A discussion about the eastern indigo snake is provided in the following section.

The property does not contain appropriate habitat for the red-cockaded woodpecker (*Picoides borealis*). No evidence of this species was observed onsite.

### A. Gopher Tortoise

FWC-threatened

The gopher tortoise (*Gopherus polyphemus*) is listed by FWC as a threatened species. On July 5, 2007 the property owner obtained an Incidental Take Permit (#STJ-86) from FWC for all areas of gopher tortoise habitat on the various properties. A total of 38.5 acres of tortoise habitat was identified: 34.3 acres scattered across six areas on Parcel 1, 0.7 acre on Parcel 5 and 3.5 acres on Parcel 6. The areas of habitat contain Tavares fine sand and Zolfo fine sand, although not all areas of Zolfo fine sand had any tortoises. A total of 19 active burrows and 30 inactive burrows were identified. The permit allows all areas of tortoise habitat to be developed.



One of the requirements of this permit was payment of \$79,097 to the FWC-Land Acquisition Trust Fund, Northeast Florida account. This money was then used to purchase and manage significant areas of gopher tortoise habitat to ensure the long term survival of this species.

Representative pedestrian transects were walked through all areas of potential gopher tortoise habitat. No tortoise burrows were observed on any of the property that was not included in the Incidental Take Permit. Areas mapped with Zolfo fine sand on Parcels 3, 4 and 5 were inspected, and no tortoise burrows were encountered. Only widely scattered burrows were identified on Parcel 1. It is possible that the population of tortoises has continued to decline since the Incidental Take Permit was issued in 2007.

B. Florida Pine Snake FWC-threatened

The Florida pine snake (*Pituophis melanoleucus mugitus*) lives in areas with well drained sandy soils with a moderate to open canopy. They spend most of the time underground in the burrows of gopher tortoises and Southeastern pocket gophers (*Geomys pinetis*) and feed primarily on pocket gophers. The presence of pocket gophers is typically evident by frequent mounding from shallow burrows near the ground surface. No pocket gopher burrows have been observed or are known to occur on the subject property. No Florida pine snakes have been observed onsite or are known to occur onsite. Development of the property is not anticipated to adversely impact the Florida pine snake.

C. Eastern Indigo Snake FWC-threatened FWS-threatened

The eastern indigo snake (*Drymarchon corais couperi*) requires relatively large areas of undeveloped land and are often associated with gopher tortoises (*Gopherus polyphemus*), as they will utilize tortoise burrows as refugia. The subject property has been surveyed for the presence of the eastern indigo snake. No eastern indigo snakes or evidence of eastern indigo snakes, such as shed skins, have been observed onsite or on land immediately abutting the subject property. This species is cryptic in nature and could occur in an area and not be observed during a wildlife survey. Therefore, future developers of the property will be required to follow the *Standard Protection Measures for the Eastern Indigo Snake*, published by the U.S. Fish and Wildlife Service on August 12, 2013.

According to FWS there have been no records of the eastern indigo snake occurring in this part of St. Johns County for many decades. Development of the property is not anticipated to adversely affect this species.

D. Wood Stork FWC-endangered FWS-endangered

Most of the subject property is not located within the core foraging area of a wood stork (*Mycteria americana*) nesting colony. The northeast corner of Parcel 1 is located approximately 12.5 miles from the closest nesting colony located in southeastern Duval County. The primary diet of the wood stork is small fish that range from 1 to 6 inches in length, particularly top minnows and sunfish, although other prey such as crayfish and tadpoles may be eaten as well. The wood stork forages in water that ranges from 6 to 10 inches deep. They feed in freshwater

marshes, narrow tidal creeks, and flooded tidal pools. Favored foraging areas are depressions in marshes and swamps where prey becomes concentrated during periods of falling water levels. The wood stork will not forage in areas with dense undergrowth vegetation and will typically not forage in areas with a closed canopy. Most of the wetlands onsite do not provide suitable foraging habitat for the wood stork. Potentially wood storks could forage in the deepest wetlands as the water levels are dropping. However, such use would be incidental. These types of wetlands would likely not be impacted by future development. Development of the property is not anticipated to adversely affect this species.

E. Other Listed Wading Birds FWC-threatened

The little blue heron (*Egretta caerulea*) and tricolored heron (*Egretta tricolor*) are wading birds that forage primarily in shallow freshwater marshes and along the edges of ponds and lakes. Freshwater marshes, ponds and lakes do not exist on the subject property. Potentially these birds could forage in the deeper wetlands at various times during the year, although none of these birds were observed during the wildlife survey due, in part, to the preceding droughty conditions. Development of the property is not anticipated to adversely affect these species.

F. American Bald Eagle non-listed but still protected

The American bald eagle (*Haliaeetus leucocephalus*) is no longer listed as an endangered or threatened species by either FWS or FWC. However, the bald eagle is still protected pursuant to the Gold and Bald Eagle Protection Act and the Migratory Bird Treaty Act. Section 4.01.10 of the St. Johns County Land Development Code (LDC) pertains to bald eagle protection requirements. The LDC requires an undisturbed Primary Zone extending to a minimum of 750 feet outward from the nest tree. This area shall remain undisturbed with no construction or entry allowed. A Secondary Zone shall be in an area extending outward from the Primary Zone a minimum of 750 feet.

The closest documented bald eagle nests (SJ008, SJ024, SJ036, and SJ037) are all located between 2.5 and 3.8 miles to the west of the property near the St. Johns River. Development of the property will not adversely affect the American bald eagle. Almost all of the pines on the property are not mature enough to be suitable nest trees for bald eagles. Larger, more mature pines occur along the upper edges of the deepest wetlands, particularly along either side of the large wetland system located west of the Florida Village and east of the Preserve Village, Timberland Village and Greenbriar Village. The mature pines along all of the deeper wetlands were inspected, and no bald eagle nests were identified.

**TRINITY BAPTIST CHURCH PROPERTY**  
**Preliminary Environmental Assessment Report**

April 2021

Prepared for  
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Prepared by  
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Peacock Consulting Group, LLC has completed a preliminary environmental assessment of the northwest half of real estate parcel # 009930 0000 owned by Trinity Baptist Church of Jax, Inc. located in northwestern St. Johns County, Florida. This assessment addresses certain environmental issues related to the proposed land use change. The scope of work includes mapping of vegetative communities and significant natural communities habitat (as defined by St. Johns County) and a protected species assessment. The results of this assessment are summarized in the following report.

## **I. Location of Property**

The subject property is located in Section 22, Township 5 South and Range 27 East and has a street address of 3001 Greenbriar Road, Saint Johns, Florida 32259. The property is bordered to the west and north by land owned by Helow Properties Limited and is currently accessed from Greenbriar Road along a graded dirt road.

## **II. Soils**

The general soil types on the subject properties were previously mapped in the *Soil Survey of St. Johns County, Florida* published by the U.S. Department of Agriculture, Soil Conservation Service in 1983. These soils are described below. The various soils determine the vegetative communities, presence and extent of wetlands and potential habitat for protected species. Much of the original mapping of the soils is based on the interpretation of aerial photographs. The true extent of the various soils may vary from what has been mapped.

### **A. Uplands**

There are two types of upland soil mapped for the property.

#### **1. Zolfo fine sand**

Almost all of the upland onsite is mapped as Zolfo fine sand. This is a somewhat poorly drained soil that naturally occurs on slightly higher areas in the pine flatwoods. The seasonal high water table is at a depth of 24 to 40 inches for 2 to 9 months during most years. This soil has a spodic horizon starting from 50 to 72 inches below the ground surface. When the property was inspected in the field, it appeared that at least some of the area mapped as Zolfo fine sand is more likely a poorly drained soil similar to Smyrna fine sand.

#### **2. Smyrna fine sand**

Smyrna fine sand is mapped in two small areas located in the northwest and northeast corners of the property. This is a nearly level, poorly drained soil that naturally occurs in pine flatwoods. The seasonal high water table is at a depth of 6 to 18 inches for 1 to 4 months and recedes to a depth of 10 to 40 inches for more than 6 months in most years. This soil has a spodic horizon that starts within 20 inches of the ground surface.

B. Wetlands

There is one wetland soil mapped on the subject property.

1. Holopaw fine sand, frequently flooded

The southeastern edge of the property is mapped as Holopaw fine sand, frequently flooded. This is a nearly level, very poorly drained soil that naturally occurs in broad, shallow drainageways. In an undrained condition, the soil is flooded for more than 1 month during most years. The water table is within 10 inches of the ground surface for 2 to 6 months during most years. This soil has an argillic horizon starting approximately 53 inches below the ground surface.

**III. Vegetative Communities and Land Uses**

The vegetative communities and land uses have been characterized pursuant to the Florida Department of Transportation publication *Florida Land Use, Cover and Forms Classification System* (FLUCFCS) as described below.

A. Uplands

1. Institutional (FLUCFCS 170)

Most of the uplands may be characterized as having an “institutional” use. The property has been used for many years by Trinity Rescue Mission as a facility to help clients recover from drug and alcohol addiction. This portion of the property contains a number of buildings including dormitories, an administrative office, chapel, and single family residence. The majority of the property is maintained as a mowed field vegetated with such species as bahia grass (*Paspalum notatum*) and various early successional weeds. The aerial photograph depicts a large area covered by shade cloth that had been used until very recently for gardening. The shade cloth has since been removed. The area near the administrative office building contains a stand of mature live oaks (*Quercus virginiana*).

2. Pine Flatwoods (FLUCFCS 411)

The property contains two areas of upland pine flatwoods. The canopy in these areas is dominated by such species as slash pine (*Pinus elliottii*) and loblolly pine (*P. taeda*) mixed with scattered hardwoods such as water oak (*Quercus nigra*) and laurel oak (*Q. laurifolia*). The understory and ground cover include such species as saw palmetto (*Serenoa repens*), bitter gallberry (*Ilex glabra*) and bracken fern (*Pteridium aquilinum*).

B. Wetlands

1. Wetland Forested Mixed (FLUCFCS 630)

The southeastern boundary of the property is bordered by a strand of forested wetland that drains from west to east and forms an unnamed headwater of Trout Creek. The canopy in the deeper

part of this wetland is dominated by such species as bald cypress (*Taxodium distichum*), sweet bay (*Magnolia virginiana*), blackgum (*Nyssa sylvatica* var. *biflora*), and red maple (*Acer rubrum*). The canopy in the upper edge which is more of a seepage slope is dominated by such species as loblolly bay (*Gordonia lasianthus*), sweetgum (*Liquidambar styraciflua*) and slash pine. Understory and ground cover vegetation includes such species as fetterbush (*Lyonia lucida*), buttonbush (*Cephalanthus occidentalis*), Virginia chain fern (*Woodwardia virginica*), and royal fern (*Osmunda regalis*).

## 2. Farm Pond (FLUCFCS 524)

The northwest corner of the property contains a small, man-made fish pond. This pond is stocked with fish including tilapia.

## IV. Significant Natural Communities Habitat

Section 4.01.07 of the St. Johns County Land Development Code identifies the following vegetative community types as being “significant natural communities habitat”:

Beach Dune

Coastal Grassland/Coastal Strand

Xeric Hammock

Maritime Hammock

Sandhill

Scrub

Section 4.01.07 requires that proposed developments that are more than 10 acres in size and that contain any of these habitat types must preserve 10% of these habitats on-site. None of these habitat types occur on the subject property, so this requirement does not apply to this site.

The subject property is not located near the Atlantic Ocean, so there are no beach dunes, coastal grassland/coastal strand, or maritime hammock located onsite. The subject property also does not contain any sandhill or scrub habitat.

## VI. Protected Species

The property was surveyed for the presence and potential presence of species listed as protected by the Florida Fish and Wildlife Conservation Commission (FWC) and the U.S. Fish and Wildlife Service (FWS) as listed in the FWC publication *Florida’s Endangered and Threatened Species, Updated December 2018*. Field work was performed on April 9, 2021 in the late afternoon. A list of potential candidate species was prepared based on the geographic location of the property and the mapped types of soils and vegetative communities.

Certain species were not considered due to the lack of appropriate habitat and include the West Indian manatee (*Trichechus manatus*), various species of sea turtle, Anastasia Island beach mouse (*Peromyscus polionotus phasma*), piping plover (*Charadrius melodus*), and Florida scrub-jay (*Aphelocoma coerulescens*). Certain species have some potential to occur but are very unlikely to occur. For example, there have been no records of the eastern indigo snake

(*Drymarchon corais couperi*) occurring in this part of St. Johns County for many decades. A discussion about the eastern indigo snake is provided in the following section.

The property does not contain appropriate habitat for the red-cockaded woodpecker (*Picoides borealis*). No evidence of this species was observed onsite.

A. Gopher Tortoise FWC-threatened

The gopher tortoise (*Gopherus polyphemus*) lives in areas with somewhat poorly drained or excessively well drained soils where there is adequate ground cover vegetation for foraging. Natural habitats that support gopher tortoises include longleaf pine-xeric oak forests, scrubby flatwoods, and sand dunes. Altered areas of such habitat can also provide suitable gopher tortoise habitat, including pasture, mowed roadsides, and cleared power line easements.

Most of the uplands on the property are mapped as Zolfo fine sand, which is somewhat poorly drained. All of the area mapped as Zolfo fine sand was inspected, and no gopher tortoises or gopher tortoise burrows were observed. A long time employee of Trinity Rescue Mission was interviewed and confirmed that no tortoise burrows occur onsite. Much of the area mapped as Zolfo fine sand appears to be more poorly drained and is likely Smyrna fine sand or a similar soil. Development of the property is not anticipated to adversely impact the gopher tortoise.

B. Florida Pine Snake FWC-threatened

The Florida pine snake (*Pituophis melanoleucus mugitus*) lives in areas with well drained sandy soils with a moderate to open canopy. They spend most of the time underground in the burrows of gopher tortoises and Southeastern pocket gophers (*Geomys pinetis*) and feed primarily on pocket gophers. The presence of pocket gophers is typically evident by frequent mounding from shallow burrows near the ground surface. No pocket gopher burrows have been observed or are known to occur on the subject property. No Florida pine snakes have been observed onsite or are known to occur onsite. Development of the property is not anticipated to adversely impact the Florida pine snake.

C. Eastern Indigo Snake FWC-threatened FWS-threatened

The eastern indigo snake (*Drymarchon corais couperi*) requires relatively large areas of undeveloped land and are often associated with gopher tortoises (*Gopherus polyphemus*), as they will utilize tortoise burrows as refugia. The subject property has been surveyed for the presence of the eastern indigo snake. No eastern indigo snakes or evidence of eastern indigo snakes, such as shed skins, have been observed onsite or on land immediately abutting the subject property. This species is cryptic in nature and could occur in an area and not be observed during a wildlife survey. Therefore, future developers of the property may be required to follow the *Standard Protection Measures for the Eastern Indigo Snake*, published by the U.S. Fish and Wildlife Service on August 12, 2013.

According to FWS there have been no records of the eastern indigo snake occurring in this part of St. Johns County for many decades. Development of the property is not anticipated to adversely affect this species.

D. Wood Stork FWC-endangered FWS-endangered

The subject property is not located within the core foraging area of a wood stork (*Mycteria americana*) nesting colony. The primary diet of the wood stork is small fish that range from 1 to 6 inches in length, particularly top minnows and sunfish, although other prey such as crayfish and tadpoles may be eaten as well. The wood stork forages in water that ranges from 6 to 10 inches deep. They feed in freshwater marshes, narrow tidal creeks, and flooded tidal pools. Favored foraging areas are depressions in marshes and swamps where prey becomes concentrated during periods of falling water levels. The wood stork will not forage in areas with dense undergrowth vegetation and will typically not forage in areas with a closed canopy. The onsite wetland does not provide suitable foraging habitat for the wood stork. Development of the property is not anticipated to adversely affect this species.

E. Other Listed Wading Birds FWC-threatened

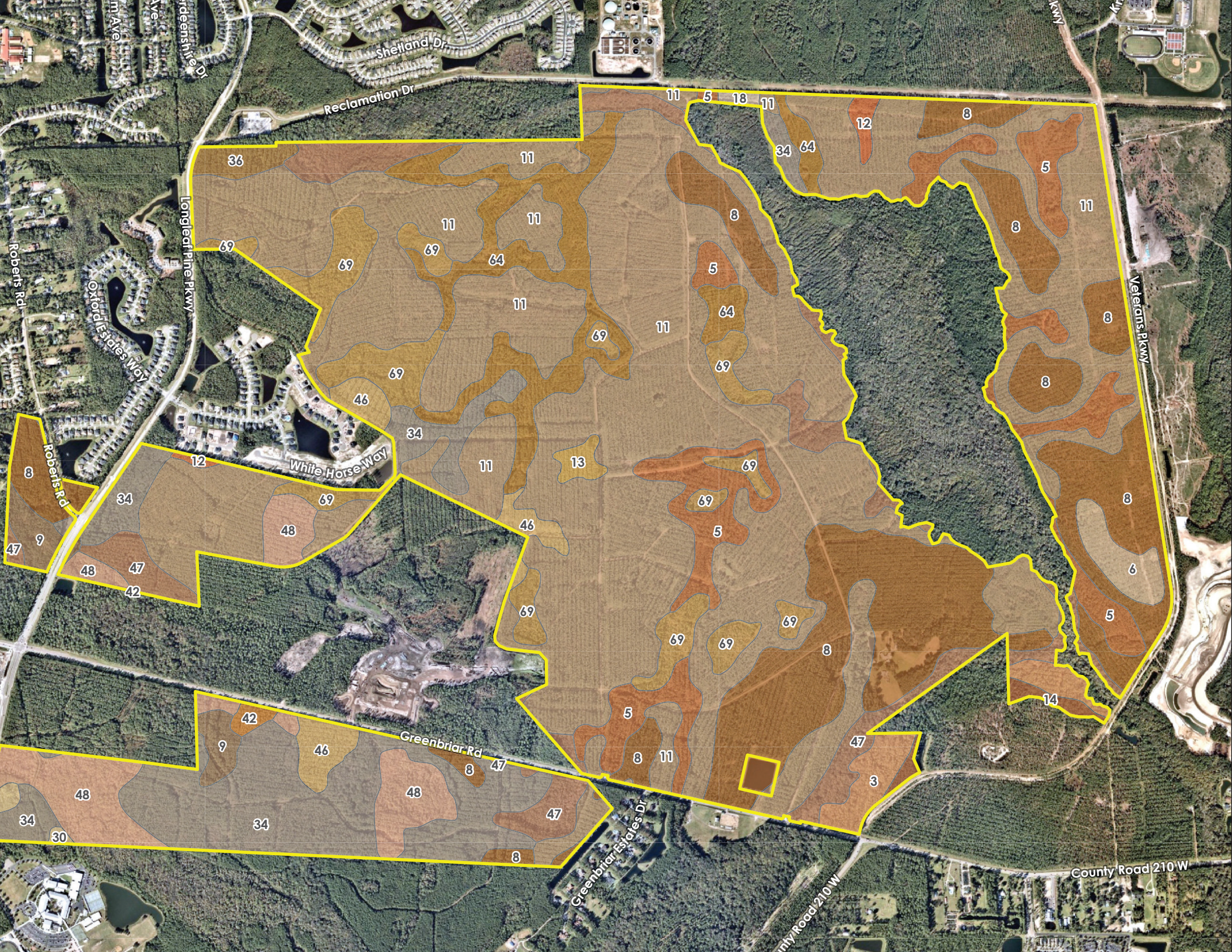
The little blue heron (*Egretta caerulea*) and tricolored heron (*Egretta tricolor*) are wading birds that forage primarily in shallow freshwater marshes and along the edges of ponds and lakes. Freshwater marshes do not exist on the subject property. Potentially these birds could periodically forage around the edge of the small farm pond, although none of these birds were observed during the wildlife survey. Development of the property is not anticipated to adversely affect these species.

F. American Bald Eagle non-listed but still protected

The American bald eagle (*Haliaeetus leucocephalus*) is no longer listed as an endangered or threatened species by either FWS or FWC. The bald eagle is still protected pursuant to the Gold and Bald Eagle Protection Act and the Migratory Bird Treaty Act. Section 4.01.10 of the St. Johns County Land Development Code (LDC) pertains to bald eagle protection requirements for development near nest trees. The LDC requires an undisturbed Primary Zone extending to a minimum of 750 feet outward from a nest tree. This area shall remain undisturbed with no construction or entry allowed. A Secondary Zone shall be in an area extending outward from the Primary Zone a minimum of 750 feet.

An employee of Trinity Rescue Mission has indicated that a bald eagle will forage for fish in their farm pond periodically. The property was surveyed for the presence of bald eagle nest trees. No bald eagle nests were observed anywhere onsite or in the immediate vicinity of the project. No bald eagles were observed anywhere on the property or flying near the property. The closest documented bald eagle nests (SJ008, SJ024, SJ036, and SJ037) are all located between 2.5 and 3.8 miles to the west of the property near the St. Johns River. Development of the property will not adversely affect the American bald eagle.





**Greenbriar Helow**  
**Comprehensive Plan Amendment**  
Transportation Impact Assessment

Prepared for  
BTI Partners, LLC

Prepared By  
England-Thims & Miller, Inc.  
14775 Old St. Augustine Road  
Jacksonville, FL 32258  
(904) 642-8990

Revised May 10, 2021

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## Appendices

Appendix A – 2040 Model Plots showing AADTs

Appendix B – Traffic Analysis Spreadsheet, dated 1-1-2020

Appendix C – Internal Capture Matrices

Appendix D – 2040 Model Plots showing the distribution of project traffic

THIS ITEM HAS BEEN DIGITALLY  
SIGNED AND SEALED BY:  
JEFFREY A. CRAMMOND, PE, PTOE, PTP  
FLORIDA PE NUMBER 35761

ON THE DATE ADJACENT TO THE SEAL  
PRINTED COPIES OF THIS DOCUMENT ARE  
NOT CONSIDERED SIGNED AND SEALED  
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ON ANY ELECTRONIC COPIES.

ENGLAND-THIMS & MILLER, INC.  
14775 OLD SAINT AUGUSTINE ROAD  
JACKSONVILLE, FLORIDA 32258  
CERTIFICATE OF AUTHORIZATION 00002584  
JEFFREY A. CRAMMOND, PE, PTOE, PTP

---

Software: Cube Version 6.4.5, NERPM-AB 1v3, ArcGIS v. 10.4, Synchro/Sim Traffic v. 11,

This work is intended solely for BTI Partners, LLC. and St. Johns County. The scope of work and related responsibilities is as defined in the Client Contract. Any use which a third party makes of the work, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Decisions made or actions taken as a result of our work shall be the responsibility of the parties directly involved in the decisions or actions.

## INTRODUCTION

England-Thims & Miller, Inc. has been retained by BTI Partners, LLC. to conduct a transportation impact assessment for the proposed Comprehensive Plan Amendment (CPA) for the Greenbriar Helow Property. This CPA will encompass the development of six villages located on approximately 2211.6 acres in the northwest sector of St. Johns County, Florida. The project location is shown on Figure 1. This transportation impact study quantifies the projected future traffic conditions expected at the buildout of the development plan. The purpose of this study is to determine if the proposed comprehensive plan amendment will have any significant adverse impacts on the area roadway network.

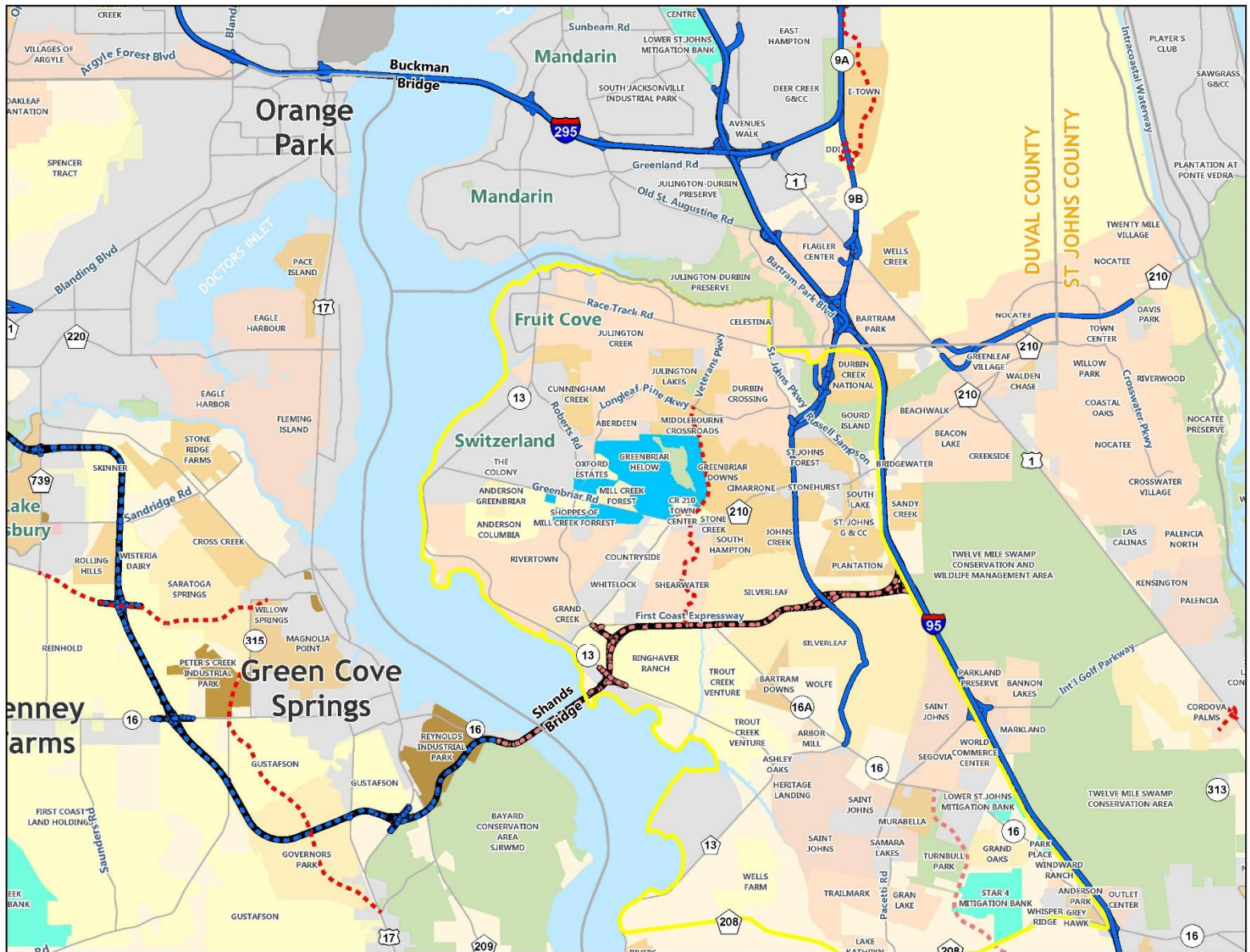
### Project Description

The proposed Greenbriar Helow Development is a mixed-use project that includes significant non-residential development. The conceptual master plan is depicted as Figure 2. The proposed project will be developed on presently vacant land. Access to the project will be provided by an internal roadway network connecting to CR-210, Greenbriar Road, Longleaf Pine Parkway, Roberts Road and Veterans Parkway. Table 1 lists the proposed land uses by village, for the proposed amendment.

### Study Methodology

The purpose of this study is to determine if or at what improvement to the area transportation network will be necessary to accommodate the traffic impacts of the proposed CPA. To evaluate the need for roadway improvements, two assessments were undertaken to determine the potential impacts of the land use change. The first involved running the Activity Based Northeast Regional Planning Travel Demand Model's (NERPM-AB) 2040 data set with and without modifications to the socio-economic data with an updated roadway network. Existing roadways not originally in the roadway network were added. These include Bartram Park Boulevard, SR-9B, West Payton Parkway and the Longleaf Pine Parkway connector to the First Coast Expressway. The with and without simulations were compared to determine what if any additional roadway improvements will be needed due to the proposed land use change. This was accomplished by estimating the traffic and the required number of lanes with and without the proposed CPA to determine if additional transportation improvements will be required.

The second assessment will be a concurrency style analysis and follow the methodologies and procedures outlined in Appendix A to the Land Development Code. A proportionate share calculation for the residential portion of the project will also be included with this analysis and compared to the transportation impact fee for residential development to determine if the residential portion project will place an additional burden on the County.



# Greenbriar Helow

Location

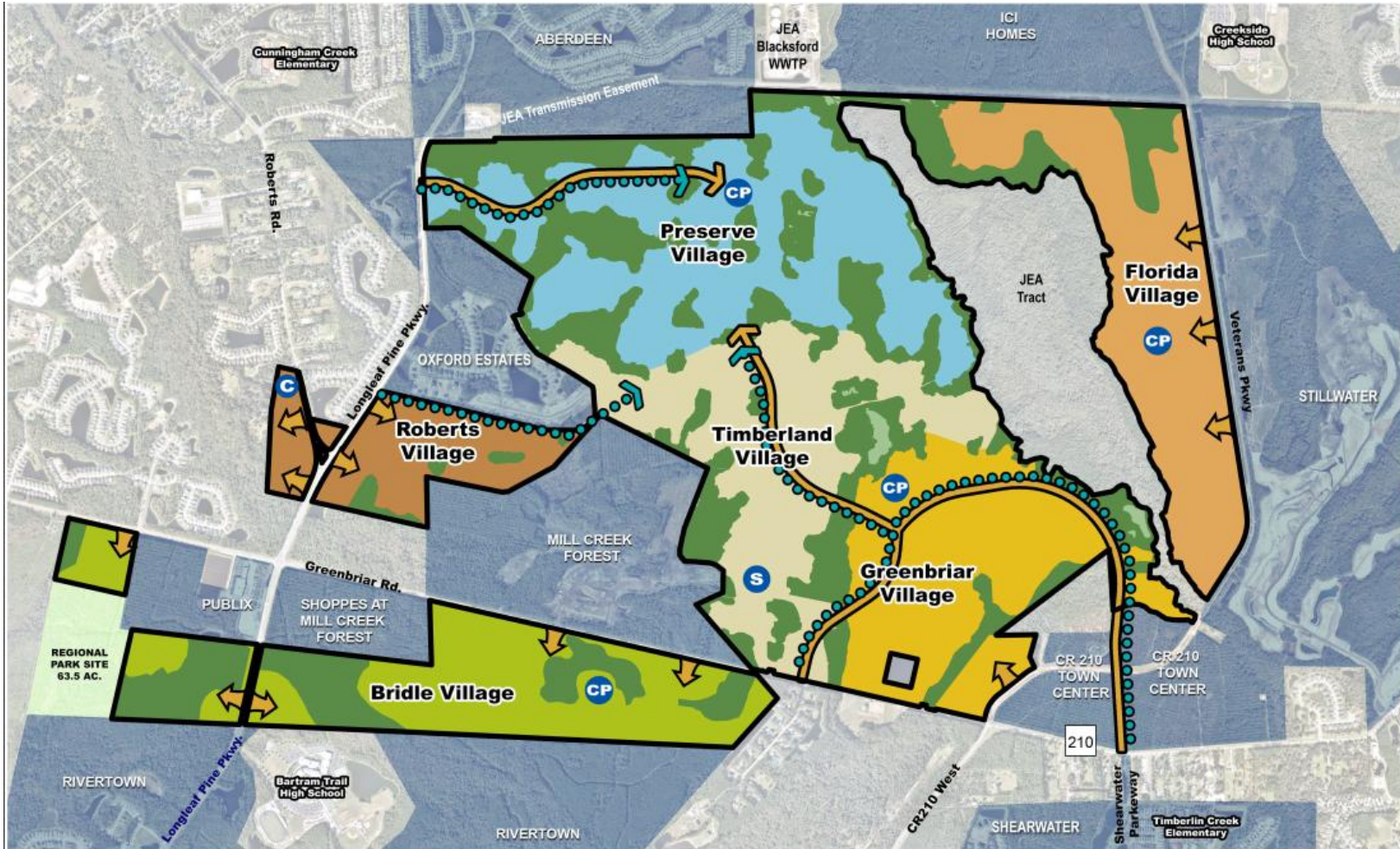
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- SUBJECT PROPERTY
- REGIONAL DEVELOPMENT**
- AIRPORT
- COMMERCIAL DEVELOPMENT
- DRI
- DRI NOT DEVELOPED
- GOVERNMENT FACILITIES
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- PLANNED PUBLIC ROADS
- PLANNED PRIVATE ROADS



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Source: ETM, St. Johns County

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# GREENBRIAR HELOW

## CONCEPTUAL MASTER PLAN

04/14/2021

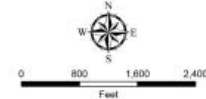
### Legend

- APPROVED PROJECTS
- Collector Roads (access points subject to permitting)
- TRAIL NETWORK
- C CIVIC USE (POLICE/FIRE/LIBRARY)
- S SCHOOL
- CP COMMUNITY PARK
- REGIONAL PRESERVE NETWORK min. (500Ac.)

*Note: The location, configuration, acreages and use on development parcels, regional preserve network, roads, lakes, etc., are conceptual in nature and subject to further refinement upon submission of final development plans.*

	Florida Village	Roberts Village	Bridle Village	Greenbriar Village	Timberland Village	Preserve Village
Net Acreage	297.1Ac.	135.3 Ac.	236.5 Ac.	287.0 Ac.	292.3 Ac.	347.9 Ac.
Proposed Land Use	MD	MD/ RES-B	MD	RES-C/ RES-D	RES-C/ RES-D	RES-C/ RES-D
Proposed Residential	800 DU	150 DU	400 DU	650 DU	600 DU	900 DU
Proposed Non Residential	1,350,000 SF	300,000 SF	520,000 SF	330,000 SF		

TOTAL:
GROSS ACREAGE: 2,211.6 AC
NET ACREAGE: 1,576.1 AC
MAX DENSITY ALLOWANCE: 13,397 DU (AVG. 8.5 DU/NET AC)
PROPOSED RESIDENTIAL UNITS: 3,500 (AVG. 2.2 DU/NET AC) MAXIMUM
PROPOSED NON-RES: 2.5 MILLION SF MAXIMUM



NOTE: This Land Plan and/or rendering is conceptual and is subject to review, change and approval by several governmental agencies to meet environmental, technical and other standards. This plan was completed based on limited information, therefore, all acreage figures are unofficial and are subject to change.

1/2020/03/2019/updates/03-2019/01 Helow Master Plan\_04-09-21.pdf



**Table 1**  
**Greenbriar Helow CPA**  
**Development Schedule**

Village	TAZs	Land Use	Ite Land Use Code	Quantity	Units
Florida	2400	Multi-Family Mid Rise	221	800	DUs
		Office	710	675	KSF
		Retail	820	675	KSF
Preserve	2394	Single Family Residential	210	900	DUs
Roberts	2392, 2393	Single Family Residential	210	125	DUs
		Multi-Family Low Rise	220	25	DUs
		Office	710	150	KSF
		Retail	820	150	KSF
Bridle	2386, 2388, 2389, 2391	Multi-Family Mid Rise	221	400	DUs
		Office	710	260	KSF
		Retail	820	260	KSF
Greenbriar	2397, 2398, 2399	Single Family Residential	210	650	DUs
		Office	710	165	KSF
		Retail	820	165	KSF
Timberland	2395, 2396	Single Family Residential	210	600	DUs

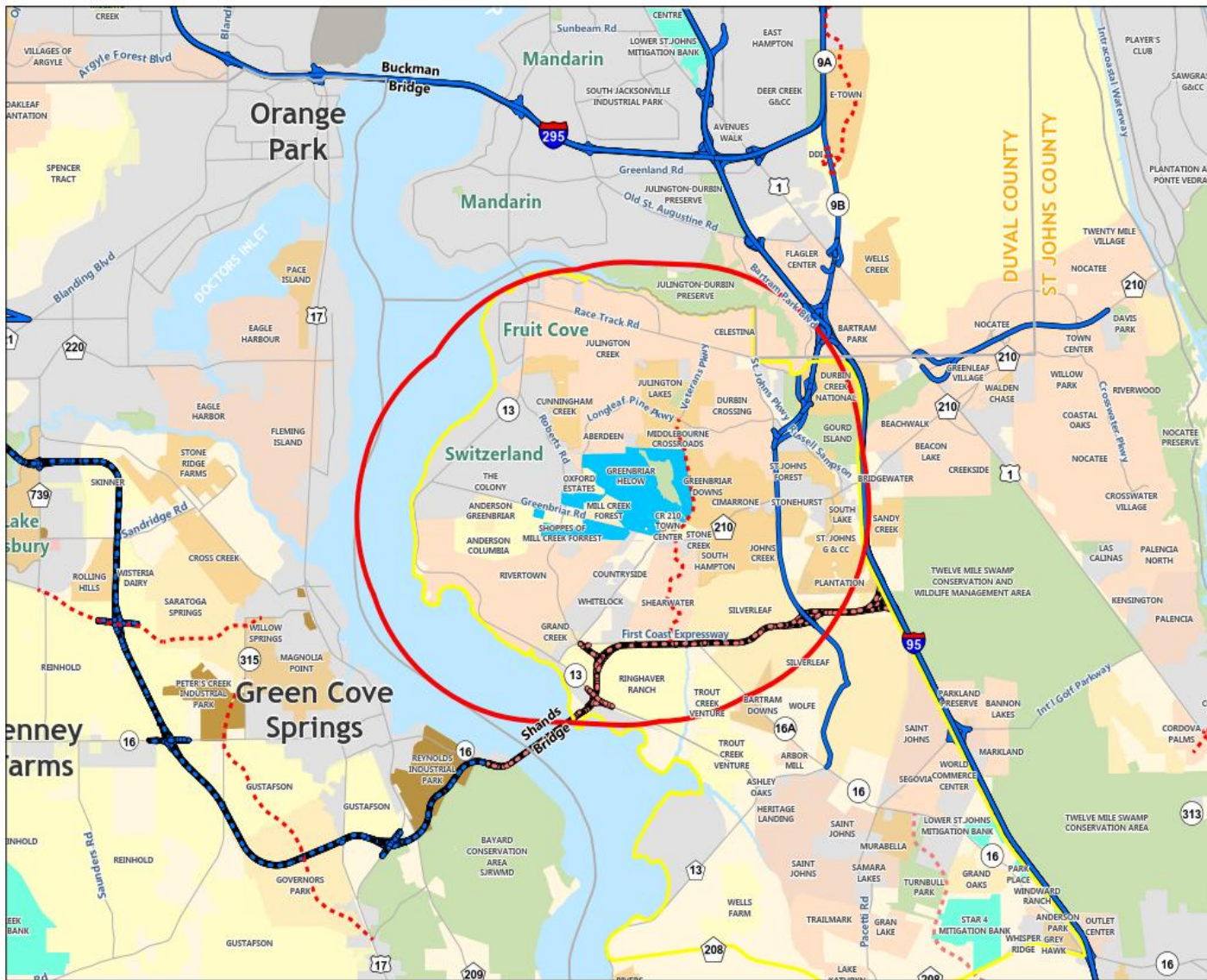
## Analysis Area

Consistent with the St. Johns County Land Development Code methodology for residential developments, the primary analysis area for this traffic assessment includes all corridors and intersections within a four-mile radius of the project site. The four-mile radius is required because the of the residential nature of the project. The analysis area for this project is shown in Figure 3. The concurrency roadway segments within the study area are listed in Table 2.

**Table 2**  
**Greenbriar Helow CPA**  
**Area Roadways**

Link ID	Roadway	Segment	Area Type	Roadway Classification	LOS Std.
22	CR 13B (Fruit Cove Rd)	SR 13 to SR 13	Urban	2-lane Urban Collector	D
23.1	CR 16A	SR 13 to CR 210	Urban	2-lane Urban Collector	D
23.2	CR 16A	CR 210 to Leo Maguire Rd.	Transitioning	2-lane Major Collector	D
24	CR 16A	Leo Maguire Rd. to SR 16	Transitioning	2-lane Major Collector	D
33	CR 210	CR 16A to Greenbriar Rd.	Transitioning	2-lane Major Collector	D
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	Urban	2-lane Urban Collector	D
34.2	CR 210	Cimarrone Blvd. to CR 2209	Urban	4-lane Urban Collector	D
34.3	CR 210	CR 2209 to Leo Maguire Parkway	Urban	4-lane Urban Collector	D
35	CR 210	Leo Maguire Parkway to SR 9 (I-95)	Urban	6-lane Urban Collector	D
36.1	CR 210	SR 9 (I-95) to Beachwalk Blvd	Transitioning	4-lane Major Collector	D
64	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	Urban	2-lane Urban Collector	D
65	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	Urban	2-lane Urban Collector	D
69	Leo Maguire Parkway	CR 16A to CR 210	Urban	2-lane Urban Collector	D
76	Race Track Rd.	SR 13 to Bishop Estates Rd.	Urban	4-lane Urban Collector	D
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	Urban	4-lane Urban Collector	D
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	Urban	4-lane Urban Collector	D
77.3	Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	Urban	4-lane Urban Collector	D
77.4	Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	Urban	4-lane Urban Collector	D
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	Urban	2-lane Urban Collector	D
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	Urban	4-lane Urban Collector	D
79	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	Urban	2-lane Urban Collector	D
81	SR 13/SR 16	SR 16 (East) to SR 16 (West)	Transitioning	2-lane Minor Arterial	D
82	SR 13	SR 16 (West) to CR 16A	Urban	2-lane Minor Arterial	D
83	SR 13	CR 16A to Greenbriar Rd.	Transitioning	2-lane Minor Arterial	D
84	SR 13	Greenbriar Rd. to Roberts Rd.	Urban	2-lane Minor Arterial	D
85	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	Urban	4-lane Minor Arterial	D
86	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	Urban	4-lane Minor Arterial	D
88	SR 13	Race Track Rd. to Duval Co. Line	Urban	4-lane Minor Arterial	D
89	SR 16	Clay Co. Line to SR 13	Urban	2-lane Minor Arterial	D
132	SR 9 (I-95)	International Golf Pkwy. to CR 210	Transitioning	6-Lane Principal Arterial	D
133	SR 9 (I-95)	CR 210 to Duval Co. Line	Transitioning	6-Lane Principal Arterial	D
152.1	Veterans Pkwy	CR-210 to Longleaf Pine Parkway	Urban	2-lane Urban Collector	D
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	Urban	2-lane Urban Collector	D
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	Transitioning	4-lane Major Collector	D
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	Urban	4-lane Urban Collector	D
154	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	Urban	2-lane Urban Collector	D
155	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	Urban	2-lane Urban Collector	D
156	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	Urban	4-lane Urban Collector	D
157	St. Johns Pkwy	CR 210 to Future SR 9B Connection	Urban	4-lane Minor Arterial	D
158	St. Johns Pkwy	Future SR 9B Connection to Longleaf Pine Pkwy	Urban	4-lane Minor Arterial	D
159	St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	Urban	4-lane Minor Arterial	D
166	SR 9B	St. Johns Pkwy to W. Peyton Pkwy	Urban	4-Lane Principal Arterial	D
167	SR 9B	W. Peyton Pkwy to Duval County Line	Urban	4-Lane Principal Arterial	D
168	West Peyton Pkwy	SR 9B to Race Track Rd	Urban	4-lane Major Collector	D
170	Silverleaf Pkwy	SR 16/CR 16A to St. Johns Pkwy (CR 2209)	Urban	4-lane Minor Arterial	D
171.2	St. Johns Pkwy (CR 2209)	Silverleaf Pkwy to First Coast Expressway	Urban	4-lane Minor Arterial	D
171.3	St. Johns Pkwy (CR 2209)	First Coast Expressway to CR 210	Urban	4-lane Minor Arterial	D

Source: Transportation Analysis Spreadsheet, dated 2/11/21



## Greenbriar Helow

Location

### Legend

- SUBJECT PROPERTY
- REGIONAL DEVELOPMENT
- AIRPORT
- COMMERCIAL DEVELOPMENT
- DRI
- DRI NOT DEVELOPED
- GOVERNMENT FACILITIES
- INSTITUTIONAL DEVELOPMENT
- LARGE LAND HOLDING
- MAJOR COMMUNITY DEVELOPMENT
- MILITARY
- PARKS / PRESERVE
- MASTER PLANNED AREAS
- SJC NORTHWEST SECTOR PLAN OVERLAY
- PLANNED LIMITED ACCESS ROADS
- LIMITED ACCESS ROADS UNDER CONSTRUCTION
- LIMITED PUBLIC ROADS
- PLANNED PUBLIC ROADS
- PLANNED PRIVATE ROADS
- 4 Mile Impact Area

2 Miles

↑ N

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Source: ETM, St. Johns County

Figure 3 – Primary Analysis Area

## 2040 Planning Analysis

The first of the Planning Analysis scenarios was a travel demand simulation of the without land-use data for the 2040 data set to the NERPM 1v3 travel demand model. Two changes to the approved socio-economic data were made, the first was the addition of the land uses contained in the CR-210 Town Center to the zdata files and the second change was to add the land use data for the Shoppes at Mill Creek Forest PUD also located within the impact area. Several modifications to the highway network were also made. These included the addition of Veterans Parkway from CR-210/Greenbriar Road to Longleaf Pine Parkway, Bartram Park Boulevard from Race Track Road to Old St. Augustine Road, West Peyton Parkway from SR-9B to Race Track Road along with the interchange at West Payton Parkway and SR-9B. A travel demand simulation was conducted and the Average Annual Daily Traffic (AADT) was calculated. Table 3 lists the AADTs on the roadway links within the primary analysis area for the approved land use scenario along with the required typical section to accommodate the AADTs. A copy of the loaded network plot with the AADT's posted is included in Appendix A.

A second travel demand simulation using the same base data files but added the socio-economic data associated with the project in several new Traffic Analysis Zones (TAZs) along with the project roadway network connecting to the area roadway network. AADTs were again calculated for the roadways within the primary impact area. These AADT's and required typical section needed were also included in Table 3. As shown in Table 3, when the proposed uses are added to the NERPM-AB travel demand model, no additional improvements to the roadway network are expected to be triggered.

**Table 3**  
**Greenbriar Helow CPA**  
**Average Daily Traffic Estimates**

Segment Number	Roadway Name	From / To	2040 Average Daily Traffic			
			Without Project		With Project	
			AADT	Typ. Sec.	AADT	Typ. Sec.
22	CR 13B (Fruit Cove Rd)	SR 13 to SR 13	4,830	2-lane	4,860	2-lane
23.1	CR 16A	SR 13 to CR 210	14,060	2-lane	14,160	2-lane
23.2	CR 16A	CR 210 to Leo Maguire Rd.	9,750	2-lane	12,050	2-lane
24	CR 16A	Leo Maguire Rd. to SR 16	10,740	2-lane	12,130	2-lane
33	CR 210	CR 16A to Greenbriar Rd.	19,100	4-lane	20,700	4-lane
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	28,170	4-lane	34,800	4-lane
34.2	CR 210	Cimarrone Blvd. to CR 2209	34,340	4-lane	39,600	4-lane
34.3	CR 210	CR 2209 to Leo Maguire Parkway	29,430	4-lane	26,870	4-lane
35	CR 210	Leo Maguire Parkway to SR 9 (I-95)	41,260	6-lane	38,750	6-lane
36.1	CR 210	SR 9 (I-95) to Beachwalk Blvd	40,410	6-lane	40,840	6-lane
64	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	5,250	2-lane	5,510	2-lane
65	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	7,080	2-lane	7,300	2-lane
69	Leo Maguire Parkway	CR 16A to CR 210	20,750	4-lane	16,370	4-lane
76	Race Track Rd.	SR 13 to Bishop Estates Rd.	32,210	4-lane	31,390	4-lane
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	32,100	4-lane	31,320	4-lane
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	43,200	6-lane	42,120	6-lane
77.3	Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	28,570	4-lane	27,160	4-lane
77.4	Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	41,170	6-lane	40,200	6-lane
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	58,970	6-lane	58,460	6-lane
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	43,340	6-lane	43,720	6-lane
79	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	15,510	2-lane	14,900	2-lane
81	SR 13/SR 16	SR 16 (East) to SR 16 (West)	22,330	4-lane	19,290	4-lane
82	SR 13	SR 16 (West) to CR 16A	16,070	4-lane	16,930	4-lane
83	SR 13	CR 16A to Greenbriar Rd.	8,380	2-lane	8,950	2-lane
84	SR 13	Greenbriar Rd. to Roberts Rd.	24,140	4-lane	24,290	4-lane
85	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	50,670	6-lane	49,980	6-lane
86	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	51,010	6-lane	50,490	6-lane
88	SR 13	Race Track Rd. to Duval Co. Line	67,720	8-lane	66,830	8-lane
89	SR 16	Clay Co. Line to SR 13	23,070	4-lane	23,270	4-lane
132	SR 9 (I-95)	International Golf Pkwy. to CR 210	162,620	10-lane	165,830	10-lane
133	SR 9 (I-95)	CR 210 to Duval Co. Line	171,680	10-lane	173,710	10-lane
152.1	Veterans Pkwy	CR-210 to Longleaf Pine Parkway	18,700	4-lane	16,180	4-lane
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	11,070	2-lane	11,070	2-lane
N/A	Longleaf Pine Pkwy	FCE to CR-210/CR-16A	13,840	2-lane	17,190	4-lane
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	9,120	2-lane	8,430	2-lane
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	14,580	2-lane	14,200	2-lane
154	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	9,090	2-lane	6,890	2-lane
155	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	16,720	2-lane	14,630	2-lane
156	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	16,720	2-lane	14,630	2-lane
157	St. Johns Pkwy	CR 210 to SR 9B	40,970	6-lane	40,070	6-lane
158	St. Johns Pkwy	SR 9B to Longleaf Pine Pkwy	28,930	4-lane	26,940	4-lane
159	St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	17,620	4-lane	17,650	4-lane
166	SR 9B	St. Johns Pkwy to W. Peyton Pkwy	62,980	4-lane	58,310	4-lane
167	SR 9B	W. Peyton Pkwy to Duval County Line	75,180	4-lane	71,330	4-lane
168	West Peyton Pkwy	SR 9B to Race Track Rd	25,850	4-lane	25,410	4-lane
170	Silverleaf Pkwy	SR 16/CR 16A to St. Johns Pkwy (CR 2209)	22,120	4-lane	20,960	4-lane
171.2	St. Johns Pkwy (CR 2209)	Silverleaf Pkwy to First Coast Expressway	29,820	4-lane	20,960	4-lane
171.3	St. Johns Pkwy (CR 2209)	First Coast Expressway to CR 210	29,580	4-lane	22,470	4-lane

Generalized MSV - 2-lane 17,700 vpd, 4-lane 33,800, 6-lane 53,300 vpd  
 Generalized MSV Limited Access - 4-lane 83,200, 6-lane 123,600 vpd, 8-lane 164,200, 10-lane 203,600  
 Source: NERP/AB 1v3, FDOT Quality and Level of Service Handbook - Table 1

## Concurrency Style Analysis

A second impact analysis was conducted using the methodology for conducting Land Development Traffic Assessments Traffic. Table 4 contains the existing, approved and total committed traffic on the roadways within in the primary impact Area. Veterans Parkway between CR-210 and Longleaf Pine Parkway (Link 152.1) has been added to the roadways listed in the Traffic Analysis Spreadsheet. The gross traffic associated with the land uses listed in Table 1 is illustrated in Table 5. As shown, the traffic was estimated for the six villages contained in the project. Table 6 depicts the net new external trip calculations by village for the proposed CPA. The internal capture percentages were calculated based on the geography of the project. If a project trip needs to cross a public roadway to reach a destination in another village, that trip was not considered to be an internal trip. Therefore, separate internal capture rates were calculated for Bridle, Florida and Roberts Villages while a single internal capture rate was calculated for the Greenbriar, Preserve and Timberland Villages. Copies of the internal capture matrices are contained in Appendix C to this report. Since non-residential projects are not subject to traffic concurrency, the net new external trips associated with the residential uses were assigned to the roadway network based on a distribution of traffic from the project TAZs extracted from the NERPM-AB travel demand model. Table 7 illustrates the calculation of new project trips on each on the roadway segments in the primary impact area based on this distribution. The net new project traffic was added to the committed traffic on a link by link basis and a total estimated traffic volume was calculated. These calculations are depicted in Table 8. The total volume was then compared to the adopted maximum service volume (MSV) to determine if there is sufficient capacity to accommodate the increase in residential traffic associated with the land uses contained in the CPA. As shown, a significant number of roadway segments are anticipated to fail based on already committed traffic volumes. Four additional roadway segments are expected to fail with the addition of the residential traffic from the project. A preliminary proportionate share calculation was conducted for both the existing deficiencies and the additional failing links to determine the potential cost of meeting the adopted minimum level of service within the primary impact area. Table 9 illustrates the estimation of the proportionate share attributable to the residential portion of this proposed CPA. As shown, the estimated proportionate share for the residential portion of this CPA is just over \$21,156,000 with a cost per residential trip of approximately \$9,700 per trip. Using the average external trip rate for single- and multi-family units, an estimated cost per unit by type was developed. Table 10 depicts the calculation of the impact fee associated with the residential development for roadways. The proposed units were divided up into the various size categories used for the calculation of impact by the estimate lot size mix for single family and the type (townhome vs apartment) for multi-family. As shown, the total estimated impact fee for the residential portion of the project exceeds the estimated proportionate share.

**Table 4  
Greenbriar Helow CPA  
Area Roadway Status**

Link ID	Roadway	Segment	Area Type	Approved Roadway Classification	LOS Std.	Segment Length (mi)	Date of Count	Annual Growth Rate (%/year)	2020 PM Peak Hour Traffic (vph)	Exempt Development Traffic	Approved Concurrency Traffic	Total Committed PM Peak Hour Traffic	Peak Hour Maximum Service Volume (vph)
22	CR 15D (Front Corner Rd.)	SR 15 to SR 15	Urban	2UC	D	2.38	ADT15	2.88X	187	2	114	223	1,158
23.1	CR 16A	SR 15 to CR 24B	Urban	2UC	D	8.57	ADT15	3.45X	1,388	45	416	1,725	1,448
23.2	CR 16A	CR 24B to Lee Maguire Rd.	Transitization	2MaC	D	4.23	ADT15	5.58X	472	26	411	383	1,318
24	CR 16A	Lee Maguire Rd. to SR 15	Transitization	2MaC	D	2.53	ADT15	6.25X	619	38	363	1,828	1,318
33	CR 24B	CR 16A to Greenbriar Rd.	Transitization	2MaC	D	3	ADT15	2.83X	1,867	23	634	1,738	1,318
34.1	CR 24B	Greenbriar Rd. to Cimarron Blvd.	Urban	2UC	D	2.26	ADT15	3.51X	2,537	83	1,122	3,748	1,448
34.2	CR 24B	Cimarron Blvd. to CR 228B	Urban	4UC	D	8.71	ADT15	4.26X	3,164	155	1,175	4,475	3,588
34.3	CR 24B	CR 228B to Lee Maguire Parkway	Urban	4UC	D	1.22	ADT15	3.76X	2,233	84	1,118	3,441	4,838
35	CR 24B	Lee Maguire Parkway to SR 3 (I-35)	Urban	6UC	D	8.81	ADT15	4.54X	2,873	151	1,358	4,388	5,338
35.1	CR 24B	SR 3 (I-35) to Deerwalk Blvd.	Transitization	4MaC	D	1.13	ADT15	4.22X	2,633	111	1,311	4,851	3,528
54	Greenbriar Rd.	SR 15 to Longleaf Pine Pkwy	Urban	2UC	D	3.83	ADT15	4.48X	875	33	383	1,223	1,448
55	Greenbriar Rd.	Longleaf Pine Pkwy to CR 24B	Urban	2UC	D	2.25	ADT15	4.33X	1,185	52	583	1,748	1,448
63	Lee Maguire Parkway	CR 16A to CR 24B	Urban	2UC	D	5.11	ADT15	5.63X	816	46	278	1,148	1,448
75	Road Trunk Rd.	SR 15 to Bishop Estates Rd.	Urban	4UC	D	3.87	ADT15	2.24X	2,588	56	345	2,918	3,778
77.1	Road Trunk Rd.	Bishop Estates Rd. to Veterans Pkwy	Urban	4UC	D	1.82	ADT15	5.41X	3,163	171	583	3,913	3,588
77.2	Road Trunk Rd.	Veterans Pkwy to St. James Pkwy	Urban	4UC	D	1.23	ADT15	4.33X	2,742	137	333	3,812	3,588
77.3	Road Trunk Rd.	St. James Pkwy to Wren Pkwy	Urban	4UC	D	1.85	ADT15	7.12X	2,623	187	857	3,673	3,588
77.4	Road Trunk Rd.	Wren Pkwy to Deerlam Park Blvd.	Urban	4UC	D	8.33	ADT15	5.88X	2,185	183	753	3,853	3,588
78.1	Road Trunk Rd.	Deerlam Park Blvd. to Deerlam Springs Pkwy	Urban	2UC	D	1.43	ADT15	5.88X	2,838	185	1,128	3,323	1,688
78.2	Road Trunk Rd.	Deerlam Springs Pkwy to SR 5 (US 1)	Urban	4UC	D	8.37	ADT15	4.86X	1,855	38	647	2,532	3,588
79	Rubelle Rd.	SR 15 to Longleaf Pine Pkwy	Urban	2UC	D	2.63	ADT15	2.38X	1,281	23	588	1,878	1,448
81	SR 15/CR 16	SR 15 (wall) to SR 16 (wall)	Transitization	2Ma	D	4.87	ADT15	2.88X	382	28	227	1,223	2,118
82	SR 15	SR 16 (wall) to CR 16A	Urban	2Ma	D	1.34	ADT15	2.88X	1,216	24	243	1,483	1,688
83	SR 15	CR 16A to Greenbriar Rd.	Transitization	2Ma	D	1.17	ADT15	2.88X	433	3	193	643	1,458
84	SR 15	Greenbriar Rd. to Rubelle Rd.	Urban	2Ma	D	2.73	ADT15	2.88X	842	17	246	1,875	1,688
85	SR 15	Rubelle Rd. to CR 15D (Front Corner Rd.)	Urban	4Ma	D	8.86	ADT15	2.88X	2,543	51	387	3,187	3,588
86	SR 15	CR 15D (Front Corner Rd.) to Road Trunk Rd.	Urban	4Ma	D	1.17	ADT15	2.88X	2,668	53	551	3,252	3,588
88	SR 15	Road Trunk Rd. to Deuel Co. Lier	Urban	4Ma	D	8.71	ADT15	2.88X	4,583	38	232	4,825	3,588
89	SR 15	Clay Co. Lier to SR 15	Urban	2Ma	D	1.85	ADT15	2.23X	1,383	43	411	2,353	2,188
192	SR 3 (I-35)	International Golf Pkwy. to CR 24B	Transitization	5IF	D	5.36	ADT15	2.88X	3,348	153	1,658	11,887	18,288
193	SR 3 (I-35)	CR 24B to Deuel Co. Lier	Transitization	5IF	D	2.82	ADT15	2.88X	18,235	242	2,787	19,234	18,288
152.1	Veterans Pkwy	CR 24B to Longleaf Pine Parkway	Urban	2UC	D	2.4	NA	NA	8	8	8	8	1,688
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Road Trunk Rd.	Urban	2UC	D	1.75	ADT15	8.75X	1,588	132	747	2,387	1,688
152.3	Longleaf Pine Pkwy	CR 24B/16A to Greenbriar Rd.	Transitization	4MaC	D	3.83	ADT15	18.88X	751	74	654	1,453	2,888
152.4	Longleaf Pine Pkwy	Greenbriar Rd. to Rubelle Rd.	Urban	4UC	D	8.36	ADT15	7.32X	1,448	145	563	2,425	3,228
154	Longleaf Pine Pkwy	Rubelle Rd. to Veterans Pkwy	Urban	2UC	D	4.88	ADT15	15.11X	1,461	224	1,848	2,738	1,448
155	Longleaf Pine Pkwy	Veterans Pkwy to Tallahassee Ave	Urban	2UC	D	8.63	ADT15	12.42X	2,866	257	1,238	3,553	1,528
156	Longleaf Pine Pkwy	Tallahassee Ave. to St. James Pkwy	Urban	4UC	D	1.63	ADT15	15.33X	2,354	362	668	3,384	3,228
157	St. James Pkwy	CR 24B to SR 3D	Urban	4Ma	D	8.35	ADT15	16.25X	3,741	688	1,888	5,343	3,588
158	St. James Pkwy	SR 3D to Longleaf Pine Pkwy	Urban	4Ma	D	8.73	ADT15	13.38X	2,613	348	632	3,653	3,588
159	St. James Pkwy	Longleaf Pine Pkwy to Road Trunk Rd.	Urban	4Ma	D	1.4	ADT15	6.81X	1,835	71	481	1,587	3,588
166	SR 3D	St. James Pkwy to W. Pringle Pkwy	Urban	4IF	D	1.128483831	ADT15	5.88X	3,254	163	388	3,885	7,878
167	SR 3D	W. Pringle Pkwy to Deuel County Lier	Urban	4IF	D	8.34	ADT15	5.88X	5,843	252	388	5,683	7,878
168	Wren Pkwy	SR 3D to Road Trunk Rd.	Urban	4Ma	D	8.62	ADT15	5.88X	2,182	183	33	2,324	3,588
178	Silverleaf Pkwy	SR 16/CR 16A to St. James Pkwy (CR 228B)	Urban	4Ma	D	2.83	ADT28	5.88X	642	32	724	1,395	3,588
174.2	St. James Pkwy (CR 228B)	Silverleaf Pkwy to Fival Canal Expressway	Urban	4Ma	D	1.6	ADT28	5.88X	1,625	81	1,228	3,216	3,588
171.3	St. James Pkwy (CR 228B)	Fival Canal Expressway to CR 24B	Urban	4Ma	D	2.52	ADT28	5.88X	1,625	81	732	2,438	3,588

Reference: Transportation Analysis Spreadsheet, July 4 12/1/28

**Table 5**  
**Greenbriar Helow CPA**  
**Project Trip Generation Estimates**

Village	Land Use	ITE Land Code	Quantity	Independent Variable	Daily Estimation Method (Rate or Equation)	Gross Daily Trip Ends	PM Peak Hour Estimation Method (Rate or Equation)	Gross P.M. Peak Hour Trip Ends
Florida	Multi-Family Mid Rise	221	800	DUs	$T = 5.45x - 1.75$	4,358	$\ln(T) = 0.96\ln(X) - 0.63$	326
	Office	710	675	KSF	$\ln(T) = 0.97\ln(X) + 2.50$	6,763	$\ln(T) = 0.95\ln(X) + 0.36$	699
	Retail	820	675	KSF	$\ln(T) = 0.68\ln(X) + 5.57$	22,027	$\ln(T) = 0.74\ln(X) + 2.89$	2,233
Preserve	Single Family Residential	210	900	DUs	$\ln(T) = 0.92\ln(X) + 2.71$	7,849	$\ln(T) = 0.96\ln(X) + 0.20$	837
Roberts	Single Family Residential	210	125	DUs	$\ln(T) = 0.92\ln(X) + 2.71$	1,277	$\ln(T) = 0.96\ln(X) + 0.20$	126
	Multi-Family Low Rise	220	25	DUs	$T = 7.56x - 40.86$	148	$\ln(T) = 0.89\ln(X) - 0.02$	17
	Office	710	150	KSF	$\ln(T) = 0.97\ln(X) + 2.50$	1,572	$\ln(T) = 0.95\ln(X) + 0.36$	167
	Retail	820	150	KSF	$\ln(T) = 0.68\ln(X) + 5.57$	7,921	$\ln(T) = 0.74\ln(X) + 2.89$	734
Bridle	Multi-Family Mid Rise	221	400	DUs	$T = 5.45x - 1.75$	2,178	$\ln(T) = 0.96\ln(X) - 0.63$	168
	Office	710	260	KSF	$\ln(T) = 0.97\ln(X) + 2.50$	2,681	$\ln(T) = 0.95\ln(X) + 0.36$	282
	Retail	820	260	KSF	$\ln(T) = 0.68\ln(X) + 5.57$	11,513	$\ln(T) = 0.74\ln(X) + 2.89$	1,102
Greenbriar	Single Family Residential	210	650	DUs	$\ln(T) = 0.92\ln(X) + 2.71$	5,819	$\ln(T) = 0.96\ln(X) + 0.20$	613
	Office	710	165	KSF	$\ln(T) = 0.97\ln(X) + 2.50$	1,725	$\ln(T) = 0.95\ln(X) + 0.36$	183
	Retail	820	165	KSF	$\ln(T) = 0.68\ln(X) + 5.57$	8,451	$\ln(T) = 0.74\ln(X) + 2.89$	787
Timberland	Single Family Residential	210	600	DUs	$\ln(T) = 0.92\ln(X) + 2.71$	5,406	$\ln(T) = 0.96\ln(X) + 0.20$	567

Reference: ITE Trip Generation, 10<sup>th</sup> Edition, 2017.



**Table 6**  
**Greenbriar Helow CPA**  
**Net New PM Peak Hour External Project Trip Calculations**

Village	Land Use	ITE Land Use Code	Gross P.M. Peak Hour Trip Ends	External Trip Percentage	P.M. Peak Hour External Trip Ends	New Trip Percentage	Total Net New P.M. Peak Hour External Trip Ends	P.M. Peak Hour External Trip End Distribution				
								Entering		Exiting		Total Trips
								%	Trips	%	Trips	
Florida	Multi-Family Mid Rise	221	326	52%	168	100%	168	63%	106	37%	62	168
	Office	710	699	79.5%	556	92.0%	512	16%	82	84%	430	512
	Retail	820	2,233	87.7%	1,958	66.0%	1,292	48%	620	52%	672	1,292
Preserve	Single Family Residential	210	837	91.9%	769	100.0%	769	63%	484	37%	285	769
Roberts	Single Family Residential	210	126	51.9%	65	100%	65	63%	41	79	24	65
	Multi-Family Low Rise	220	17	51.9%	9	100%	9	16%	1	84%	8	9
	Office	710	167	75.6%	126	92.0%	116	16%	19	84%	97	116
	Retail	820	734	86.5%	635	66.0%	419	48%	201	52%	218	419
Bridle	Multi-Family Mid Rise	221	168	51%	86	100%	86	63%	54	37%	32	86
	Office	710	282	78.7%	222	92.0%	204	16%	33	84%	171	204
	Retail	820	1,102	88.4%	974	66.0%	643	48%	309	52%	334	643
Greenbriar	Single Family Residential	210	613	92%	563	100%	563	63%	355	37%	208	563
	Office	710	183	68.3%	125	92.0%	115	16%	18	84%	97	115
	Retail	820	787	76.9%	605	66.0%	399	48%	192	52%	207	399
Timberland	Single Family Residential	210	567	92%	521	100%	521	63%	328	357	193	521
<b>Residential Totals</b>			2,654	82.18%	2,181	100.00%	2,181		1,369		812	2,181
<b>Project Totals</b>			8,841	83.50%	7,382	79.67%	5,881		2,843		3,038	5,881

Reference: Institute of Transportation Trip Generation Handbook, 3rd edition, 2017

Notes: The internal capture percentages for Roberts Village have been adjusted to meet the cap of 20%

**Table 7**  
**Greenbriar Helow CPA**  
**Net New P.M. Peak Hour External Project Trip Assignment**

Segment Number	Roadway Name	From / To	Florida Village		Roberts Village		Bridle Village		Greenbriar - Timberland Preserve Villages		P.M. Peak Hour External Project Residential Trips
			Traffic Distribution	Res. Trips	Traffic Distribution	Res. Trips	Traffic Distribution	Res. Trips	Traffic Distribution	Res. Trips	
			%	<b>168</b>	%	74	%	86	%	1,853	<b>2,181</b>
22	CR 13B (Fruit Cove Rd)	SR 13 to SR 13	0.12%	0	0.59%	0	0.21%	0	0.15%	3	3
23.1	CR 16A	SR 13 to CR 210	6.97%	12	18.03%	13	18.91%	16	7.90%	146	187
23.2	CR 16A	CR 210 to Leo Maguire Rd.	1.09%	2	1.34%	1	1.43%	1	1.28%	24	28
24	CR 16A	Leo Maguire Rd. to SR 16	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0
33	CR 210	CR 16A to Greenbriar Rd.	18.72%	28	1.07%	1	0.00%	0	0.76%	14	43
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	16.86%	28	2.46%	2	6.90%	6	16.62%	308	344
34.2	CR 210	Cimarrone Blvd. to CR 2209	13.88%	23	1.39%	1	4.18%	4	13.36%	248	276
34.3	CR 210	CR 2209 to Leo Maguire Parkway	1.88%	3	1.36%	1	3.32%	3	4.37%	81	88
35	CR 210	Leo Maguire Parkway to SR 9 (I-95)	2.15%	4	0.69%	1	2.29%	2	3.00%	56	63
36.1	CR 210	SR 9 (I-95) to Beachwalk Blvd	1.62%	3	1.61%	1	2.65%	2	2.80%	52	58
64	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	0.89%	1	1.94%	1	12.69%	11	1.32%	24	37
65	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	12.41%	21	8.70%	6	42.94%	37	31.96%	592	656
69	Leo Maguire Parkway	CR 16A to CR 210	0.48%	1	0.31%	0	0.41%	0	0.52%	10	11
76	Race Track Rd.	SR 13 to Bishop Estates Rd.	4.01%	7	5.71%	4	4.59%	4	3.85%	71	86
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	4.97%	8	6.69%	5	5.35%	5	4.53%	84	102
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	9.82%	16	2.15%	2	3.55%	3	7.15%	132	153
77.3	Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	8.11%	14	2.63%	2	3.45%	3	6.24%	116	135
77.4	Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	8.11%	14	2.63%	2	3.45%	3	6.24%	116	135
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	6.48%	11	1.73%	1	2.48%	2	4.92%	91	105
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	3.96%	7	0.34%	0	0.69%	1	3.90%	72	80
79	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	1.34%	2	53.04%	39	3.84%	3	2.51%	47	91
81	SR 13/SR 16	SR 16 (East) to SR 16 (West)	1.62%	3	11.51%	9	12.57%	11	2.28%	42	65
82	SR 13	SR 16 (West) to CR 16A	6.97%	12	18.03%	13	18.91%	16	7.90%	146	187
83	SR 13	CR 16A to Greenbriar Rd.	0.19%	0	0.28%	0	0.29%	0	0.23%	4	4
84	SR 13	Greenbriar Rd. to Roberts Rd.	0.31%	1	0.41%	0	1.10%	1	0.43%	8	10
85	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	0.30%	1	1.34%	1	0.82%	1	0.51%	9	12
86	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	0.49%	1	0.86%	1	0.81%	1	0.59%	11	14
88	SR 13	Race Track Rd. to Duval Co. Line	2.67%	4	3.16%	2	2.51%	2	2.61%	48	56
89	SR 16	Clay Co. Line to SR 13	12.50%	21	16.81%	12	16.23%	13	13.17%	244	290
132	SR 9 (I-95)	International Golf Pkwy. to CR 210	0.02%	0	12.91%	10	9.93%	9	5.83%	108	127
133	SR 9 (I-95)	CR 210 to Duval Co. Line	0.55%	1	11.97%	9	9.55%	8	5.01%	93	111
152.1	Veterans Pkwy	CR-210 to Longleaf Pine Parkway	52.17%	88	2.16%	2	20.11%	17	36.50%	676	783
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	15.12%	25	8.99%	7	9.05%	8	11.88%	220	260
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	8.94%	15	59.17%	44	55.87%	48	34.95%	648	755
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	1.55%	3	69.80%	52	10.65%	9	10.24%	190	254
154	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	0.00%	0	21.28%	16	6.02%	5	9.20%	170	191
155	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	32.71%	55	11.66%	9	13.91%	12	21.59%	400	476
156	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	32.71%	55	11.66%	9	13.91%	12	21.59%	400	476
157	St. Johns Pkwy	CR 210 to SR 9B	0.00%	0	3.63%	3	4.46%	4	1.52%	28	35
158	St. Johns Pkwy	SR 9B to Longleaf Pine Pkwy	31.94%	54	13.08%	10	14.65%	13	21.98%	407	484
159	St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	0.79%	1	1.45%	1	0.76%	1	0.40%	7	10
166	SR 9B	St. Johns Pkwy to W. Peyton Pkwy	31.94%	54	14.38%	11	18.06%	16	23.50%	435	516
167	SR 9B	W. Peyton Pkwy to Duval County Line	31.94%	54	14.38%	11	18.06%	16	23.50%	435	516
168	West Peyton Pkwy	SR 9B to Race Track Rd	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0
170	Silverleaf Pkwy	SR 16/CR 16A to St. Johns Pkwy (CR 2209)	15.41%	26	2.92%	2	3.57%	3	12.89%	239	270
171.2	St. Johns Pkwy (CR 2209)	Silverleaf Pkwy to First Coast Expressway	15.41%	26	2.92%	2	3.57%	3	12.89%	239	270
171.3	St. Johns Pkwy (CR 2209)	First Coast Expressway to CR 210	12.19%	20	5.31%	4	4.83%	4	11.18%	207	235

Shading Indicates Directly Accessed Segment(s)

Source: Distribution extracted from the NERPM-AB I-95 Travel Demand Model

**Table 8**  
**Greenbriar Helow CPA**  
**PM Peak Hour Roadway Status Calculations**

Segment Number	Roadway	From/To	Peak Hour Traffic			Approved Peak Hour Maximum Service Volume (vph)	Project Traffic as Percentage of the Maximum Service Volume	Directly Accessed OR Impacted Segment? (Yes or No)	Total P.M. Peak Hour Volume As Percent of Approved Service Volume	Roadway Concurrency Status
			Non-Project (vph)	Residential Project (vph)	Total Traffic (vph)					
22.0	CR 13B (Fruit Cove Rd)	SR 13 to SR 13	223	3	226	1,150	0.26%	No	19.61%	Not Significant
23.1	CR 16A	SR 13 to CR 210	1,769	187	1,956	1,440	12.99%	Yes	135.83%	Existing Deficiency
23.2	CR 16A	CR 210 to Leo Maguire Rd.	909	28	937	1,310	2.14%	Yes	71.49%	Pass
24.0	CR 16A	Leo Maguire Rd. to SR 16	1,020	0	1,020	1,310	0.00%	No	77.82%	Not Significant
33.0	CR 210	CR 16A to Greenbriar Rd.	1,730	43	1,773	1,310	3.28%	Yes	135.34%	Existing Deficiency
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	3,748	344	4,092	1,440	23.89%	Yes	284.17%	Existing Deficiency
34.2	CR 210	Cimarrone Blvd. to CR 2209	4,475	276	4,751	3,580	7.71%	Yes	132.71%	Existing Deficiency
34.3	CR 210	CR 2209 to Leo Maguire Parkway	3,441	88	3,529	4,090	2.15%	Yes	86.28%	Pass
35.0	CR 210	Leo Maguire Parkway to SR 9 (I-95)	4,360	63	4,423	5,390	1.17%	Yes	82.05%	Pass
36.1	CR 210	SR 9 (I-95) to Beachwalk Blvd	4,061	58	4,119	3,520	1.65%	Yes	117.00%	Existing Deficiency
64.0	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	1,223	37	1,260	1,440	2.57%	Yes	87.49%	Pass
65.0	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	1,740	656	2,396	1,440	45.56%	Yes	166.39%	Existing Deficiency
69.0	Leo Maguire Parkway	CR 16A to CR 210	1,140	11	1,151	1,440	0.76%	No	79.96%	Not Significant
76.0	Race Track Rd.	SR 13 to Bishop Estates Rd.	2,910	86	2,996	3,770	2.28%	Yes	79.47%	Pass
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	3,916	102	4,018	3,580	2.85%	Yes	112.23%	Existing Deficiency
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	3,812	153	3,965	3,580	4.27%	Yes	110.75%	Existing Deficiency
77.3	Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	3,673	135	3,808	3,580	3.77%	Yes	106.37%	Existing Deficiency
77.4	Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	3,053	135	3,188	3,580	3.77%	Yes	89.05%	Pass
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	3,323	105	3,428	1,600	6.56%	Yes	214.25%	Existing Deficiency
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	2,592	80	2,672	3,580	2.23%	Yes	74.63%	Pass
79.0	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	1,870	91	1,961	1,440	6.32%	Yes	136.18%	Existing Deficiency
81.0	SR 13/SR 16	SR 16 (East) to SR 16 (West)	1,229	65	1,294	2,110	3.08%	Yes	61.33%	Pass
82.0	SR 13	SR 16 (West) to CR 16A	1,483	187	1,670	1,600	11.69%	Yes	104.34%	Fail
83.0	SR 13	CR 16A to Greenbriar Rd.	643	4	647	1,460	0.27%	No	44.28%	Not Significant
84.0	SR 13	Greenbriar Rd. to Roberts Rd.	1,075	10	1,085	1,600	0.63%	No	67.78%	Not Significant
85.0	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	3,107	12	3,119	3,580	0.34%	No	87.14%	Not Significant
86.0	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	3,252	14	3,266	3,580	0.39%	No	91.24%	Not Significant
88.0	SR 13	Race Track Rd. to Duval Co. Line	4,825	56	4,881	3,580	1.56%	Yes	136.34%	Existing Deficiency
89.0	SR 16	Clay Co. Line to SR 13	2,363	290	2,653	2,180	13.30%	Yes	121.70%	Existing Deficiency
132.0	SR 9 (I-95)	International Golf Pkwy. to CR 210	11,807	127	11,934	10,200	1.25%	Yes	117.00%	Existing Deficiency
133.0	SR 9 (I-95)	CR 210 to Duval Co. Line	13,594	111	13,705	10,200	1.09%	Yes	134.36%	Existing Deficiency
152.1	Veterans Pkwy	CR-210 to Longleaf Pine Parkway	0	783	783	1,600	48.94%	Yes	48.94%	Pass
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	2,387	260	2,647	1,600	16.25%	Yes	165.44%	Existing Deficiency
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	1,469	755	2,224	2,880	26.22%	Yes	77.22%	Pass
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	2,125	254	2,379	3,220	7.89%	Yes	73.87%	Pass
154.0	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	2,730	191	2,921	1,440	13.26%	Yes	202.85%	Existing Deficiency
155.0	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	3,553	476	4,029	1,520	31.32%	Yes	265.07%	Existing Deficiency
156.0	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	3,384	476	3,860	3,220	14.78%	Yes	119.86%	Existing Deficiency
157.0	St. Johns Pkwy	CR 210 to SR 9B	5,349	35	5,384	3,580	0.98%	No	150.39%	Not Significant
158.0	St. Johns Pkwy	SR 9B to Longleaf Pine Pkwy	3,659	484	4,143	3,580	13.52%	Yes	115.73%	Existing Deficiency
159.0	St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	1,587	10	1,597	3,580	0.28%	No	44.61%	Not Significant
166.0	SR 9B	St. Johns Pkwy to W. Peyton Pkwy	3,805	516	4,321	7,070	7.30%	Yes	61.12%	Pass
167.0	SR 9B	W. Peyton Pkwy to Duval County Line	5,689	516	6,205	7,070	7.30%	Yes	87.77%	Pass
168.0	West Peyton Pkwy	SR 9B to Race Track Rd	2,324	0	2,324	3,580	0.00%	No	64.92%	Not Significant
170.0	Silverleaf Pkwy	SR 16/CR 16A to St. Johns Pkwy (CR 2209)	1,395	270	1,665	3,200	8.44%	Yes	52.03%	Pass
171.2	St. Johns Pkwy (CR 2209)	Silverleaf Pkwy to First Coast Expressway	3,226	270	3,496	3,200	8.44%	Yes	109.25%	Existing Deficiency
171.3	St. Johns Pkwy (CR 2209)	First Coast Expressway to CR 210	2,498	235	2,733	3,580	6.56%	Yes	76.34%	Pass

Shading Indicates Directly Accessed Segment(s)

**Table 9**  
**Greenbriar Helow CPA**  
**Estimated Proportionate Fair Share**

Link ID	Roadway	Termini	Number of Lanes	Length (mi)	MSY	Additional				2020 Costs							Proportionate Fair Share
						Trips Required	Improvement Description	Improved MSY	Increase in MSY	Cost/Mile	Cost Model	Total Cost	R/W	Eagr. 46%	Total Cost	% Share	
23.1	CR 16A	SR 13 to CR 210	2UC	0.57	1,440	187	Widen to 4-Lanes	3,200	1,760	\$ 2,927,525	S03	1,668,689	317,051	313,440	2,899,180	10.63%	\$308,038
23.2	CR 16A	CR 210 to Leo Maguire Rd.	2MsC	4.23	1,310	0	Widen to 4-Lanes	3,200	1,890	\$ 2,927,525	S03	12,383,431	2,352,852	6,178,630	21,514,373	0.00%	-
24	CR 16A	Leo Maguire Rd. to SR 16	2MsC	2.53	1,310	0	Widen to 4-Lanes	3,200	1,890	\$ 2,927,525	S03	7,406,638	1,407,261	4,054,334	12,868,293	0.00%	-
33	CR 210	CR 16A to Greenbriar Rd.	2MsC	3	1,310	43	Widen to 4-Lanes	3,200	1,890	\$ 2,927,525	S03	8,782,575	1,668,689	4,807,581	15,258,845	2.28%	347,159
34.1	CR 210	Greenbriar Rd. to Cimarrone Blvd.	2UC	2.26	1,440	344	Widen to 6-Lanes	3,580	2,140	\$ 2,770,888	S04	6,262,207	1,183,819	3,427,932	10,873,958	16.07%	1,748,328
34.2	CR 210	Cimarrone Blvd. to CR 2209	4UC	0.71	3,580	276	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	1,967,330	373,793	1,076,317	3,418,040	15.25%	521,204
34.3	CR 210	CR 2209 to Leo Maguire Parkway	4UC	1.22	4,030	0	Widen to 6-Lanes	5,390	1,300	\$ 2,770,888	S04	3,380,483	642,232	1,850,477	5,873,252	0.00%	-
35	CR 210	Leo Maguire Parkway to SR 9 (I-95)	6UC	0.81	5,390	0	Widen to 8-Lanes	7,210	1,820	\$ 5,953,276	U24	4,822,154	916,209	2,639,647	8,378,010	0.00%	-
36.1	CR 210	SR 9 (I-95) to Beachwalk Blvd	4MsC	1.13	3,520	58	Widen to 6-Lanes	5,390	1,870	\$ 2,910,422	S03	3,463,402	658,046	1,835,866	6,017,314	3.10%	186,633
64	Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	2UC	3.09	1,440	0	Widen to 4-Lanes	3,200	1,760	\$ 2,927,525	S03	9,046,052	1,718,750	4,951,809	15,716,611	0.00%	-
65	Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	2UC	2.25	1,440	656	Widen to 4-Lanes	3,200	1,760	\$ 2,927,525	S03	6,586,931	1,251,517	3,605,686	11,444,134	37.27%	4,265,541
69	Leo Maguire Parkway	CR 16A to CR 210	2UC	5.11	1,440	0	Widen to 4-Lanes	3,200	1,760	\$ 2,927,525	S03	14,359,653	2,842,334	8,188,314	25,930,301	0.00%	-
77.1	Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	4UC	1.02	3,580	102	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	2,826,306	536,398	1,547,120	4,910,424	0.00%	-
77.2	Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	4UC	1.23	3,580	153	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	3,408,192	647,556	1,865,644	5,921,332	8.45%	500,538
77.3	Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	4UC	1.05	3,580	135	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	2,903,432	552,792	1,532,623	5,054,847	7.46%	377,019
77.4	Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	4UC	0.39	3,580	0	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	1,080,646	205,323	591,546	1,877,515	0.00%	-
78.1	Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	2UC	1.43	1,600	105	Widen to 4-Lanes	3,580	1,980	\$ 2,927,525	S03	4,362,012	828,782	2,387,765	7,578,559	0.00%	-
78.2	Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	4UC	0.97	3,580	0	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	2,687,761	510,675	1,471,281	4,669,717	0.00%	-
79	Roberts Rd.	SR 13 to Longleaf Pine Pkwy	2UC	2.69	1,440	31	Widen to 6-Lanes	5,390	3,350	\$ 2,770,888	S04	7,453,689	1,416,201	4,080,149	12,950,039	0.00%	-
82	SR 13	SR 16 (West) to CR 16A	2MA	1.34	1,600	187	Widen to 4-Lanes	3,580	1,980	\$ 2,927,525	S03	3,922,884	745,348	2,147,387	6,815,619	3.44%	643,697
85	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	4MA	0.86	3,580	0	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	2,382,964	452,763	1,304,434	4,140,161	0.00%	-
86	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	4MA	1.17	3,580	0	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	3,241,939	615,368	1,774,637	5,632,544	0.00%	-
88	SR 13	Race Track Rd. to Duval Co. Line	4MA	0.71	3,580	56	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	S04	1,967,330	373,793	1,076,317	3,418,040	3.03%	105,752
89	SR 16	Clay Co. Line to SR 13	2MA	1.85	2,180	290	Widen to 4-Lanes	5,900	3,720	\$ 2,927,525	S03	5,415,921	1,029,025	2,364,675	9,409,621	7.80%	733,546
133	SR 9 (I-95)	CR 210 to Duval Co. Line	6IF	2.82	10,200	111	Widen to 10-Lanes	16,840	6,640	\$ 10,417,796	U25	23,378,185	2,337,819	14,865,362	47,181,366	1.67%	788,725
152.1	Veterans Pkwy	CR-210 to Longleaf Pine Parkway	2UC	2.4	0	783	New 2 Lane Road	1,600	1,600	\$ 2,231,965	R01	5,356,716	1,017,776	2,332,266	9,306,758	48.94%	4,554,495
152.2	Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	2UC	1.75	1,600	260	Widen to 4-Lanes	5,390	3,790	\$ 2,927,525	S03	5,123,169	973,402	2,804,423	8,900,994	6.86%	610,622
153.1	Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	4MsC	3.03	2,880	0	Widen to 6-Lanes	5,390	2,510	\$ 2,770,888	R23	8,385,791	1,535,200	4,935,856	14,866,847	0.00%	-
153.2	Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	4UC	0.36	3,220	0	Widen to 6-Lanes	5,390	2,170	\$ 2,770,888	R23	937,520	189,529	546,043	1,733,092	0.00%	-
154	Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	2UC	4.08	1,440	191	Widen to 4-Lanes	3,200	1,760	\$ 2,927,525	S03	11,944,302	2,263,417	6,538,311	20,752,030	10.85%	2,252,067
155	Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	2UC	0.63	1,520	476	Widen to 4-Lanes	3,200	1,680	\$ 2,927,525	S03	1,844,341	350,425	1,009,592	3,204,358	0.00%	-
156	Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	4UC	1.63	3,220	476	Widen to 6-Lanes	4,820	1,600	\$ 2,770,888	R23	4,516,547	858,144	2,472,358	7,847,049	29.75%	2,334,497
157	St. Johns Pkwy	CR 210 to SR 9B	4MA	0.95	3,580	0	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	R23	2,632,344	500,145	1,440,345	4,573,434	0.00%	-
158	St. Johns Pkwy	SR 9B to Longleaf Pine Pkwy	4MA	0.73	3,580	484	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	R23	2,189,002	415,910	1,198,260	3,803,172	0.00%	-
166	SR 9B	St. Johns Pkwy to W. Peyton Pkwy	4IF	1.13	7,070	0	Widen to 6-Lanes	10,060	2,990	\$ 2,770,888	R23	3,131,103	313,110	1,584,338	5,028,551	0.00%	-
167	SR 9B	W. Peyton Pkwy to Duval County Line	4IF	0.94	7,070	0	Widen to 6-Lanes	10,060	2,990	\$ 2,770,888	R23	2,604,635	260,464	1,317,946	4,183,045	0.00%	-
168	West Peyton Pkwy	SR 9B to Race Track Rd	4MA	0.62	3,580	0	Widen to 6-Lanes	10,060	6,480	\$ 2,770,888	R23	1,717,351	171,735	863,283	2,759,029	0.00%	-
170	Silverleaf Pkwy	SR 16/CR 16A to St. Johns Pkwy (CR 2209)	4MA	2.03	3,200	0	Widen to 6-Lanes	5,390	2,190	\$ 2,770,888	R23	5,624,903	562,490	2,846,201	9,033,594	0.00%	-
171.2	St. Johns Pkwy (CR 2209)	Silverleaf Pkwy to First Coast Expressway	4MA	1.6	3,200	270	Widen to 6-Lanes	5,390	2,190	\$ 2,770,888	R23	4,433,421	443,342	2,243,311	7,120,074	12.33%	877,817
171.3	St. Johns Pkwy (CR 2209)	First Coast Expressway to CR 210	4MA	2.52	3,580	0	Widen to 6-Lanes	5,390	1,810	\$ 2,770,888	R23	6,982,638	698,264	3,533,215	11,214,117	0.00%	-
<b>\$21,156,276</b>																	

Right of way percentage is 10% for Interstate and 19% for all other roadways  
 FDOT Cost per mile was downloaded 10/27/2020

**Table 10**  
**Greenbriar Helow CPA**  
**Residential Impact Fee Comparison**

Development	Units	Unit Size				
		≤ 800sf	801 sf ≤ x ≤ 1,250 sf	1,201 sf ≤ x ≤ 1,800 sf	1,801 sf ≤ x ≤ 2,500 sf	2,501 sf ≤ x ≤ 3,750 sf
Single Family	2,275	N/A	N/A	N/A	90%	10%
Multifamily	1,225	30%	65%	5%	N/A	N/A
Estimated Unit Count		368	796	61	2048	227
Estimated Impact Fee		\$5,849	\$6,948	\$7,166	\$8,927	\$10,384
<b>Total</b>	<b>3,500</b>	<b>\$2,152,432</b>	<b>\$5,530,608</b>	<b>\$437,126</b>	<b>\$18,282,496</b>	<b>\$2,357,168</b>

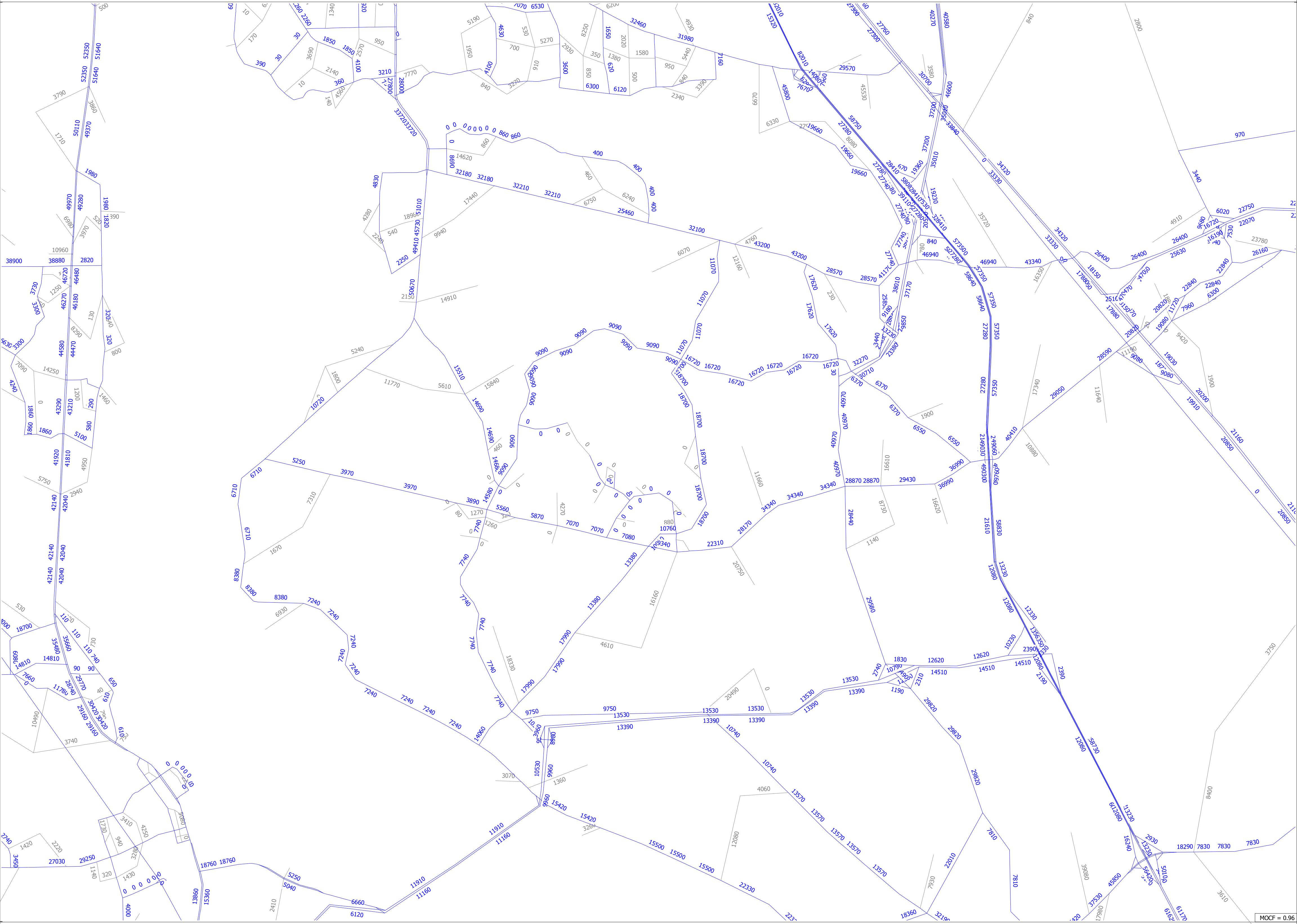
Total Impact Fee Estimate = \$28,759,830  
Total Estimated Proportionate Share = \$21,156,278

## Conclusions

The potential transportation impacts of the proposed Comprehensive Plan Amendment were evaluated using two methodologies. The first being a similar methodology to what was used to evaluate the transportation impacts of the land uses contained in the Land Use Element during the last update to the Comprehensive Plan. This methodology was used to determine if any additional improvements are necessary to accommodate the impacts of the proposed changes. Due to the infill nature of the project, served by a mature infrastructure network, this change in land use is not expected to necessitate any additional roadway improvement over those required by the existing land uses in area. The second analysis takes the evaluation a step farther. Utilizing the methodology used to determine the transportation impacts during a concurrency evaluation, the residential portion proposed CPA is estimated to have a proportional share of approximately \$21.2 million. The roadway impact fees generated by the same residential development would be over 28.75 million. The surplus in impact fees over the estimated impacts of the development is also attributable to the infill nature of the project. The surplus also indicates that the proposed CPA will have less of an impact on the roadway network and the surplus can be applied to roadway improvement in other portions of the County which is a public benefit of the development going on this property.

## Appendix A

### 2040 Model Plots Showing AADTs







Appendix B

Traffic Analysis Spreadsheet, dated 2/1/2021



# St. Johns County Transportation Analysis Spreadsheet

Updated with 2019 FDOT Traffic Counts and  
2019 St. Johns County Traffic Counts  
Published: 02/01/2021

MRN LINK ID	FDOT COUNT STN.	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	2021 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
1		11th Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.68	ADT19	891	1.0200	0.090	83	2	0	85	17.9%	OK		475
2		16th Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.78	ADT19	1,945	1.0268	0.095	194	5	0	199	41.9%	OK		475
3		A Street	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.57	ADT19	3,284	1.0363	0.090	317	12	0	329	69.3%	OK		475
4		A. Nease Rd./Vermont Blvd.	SR 207 to Co. Landfill Entrance	TR	2MiC	D	2.45	ADT19	1,413	1.0313	0.110	166	5	15	186	17.7%	OK		1,050
5		Allen Nease Rd.	Co. Landfill Entrance to CR 214	TR	2MiC	D	1.23	ADT19	1,304	1.0347	0.107	150	5	29	184	17.5%	OK		1,050
7		Canal Blvd.	CR 210A (Roscoe Blvd) to CR 210 (Palm Vly Rd)	UZ	2UC	D	0.76	ADT19	3,284	1.0200	0.106	362	7	0	369	38.4%	OK		960
8		Cowpen Branch Rd.	CR 13 to SR 206	RU	2MiC	C	3.99	ADT19	518	1.0750	0.209	125	9	0	134	16.3%	OK		820
10		CR 13	CR 204 to Cowpen Branch Rd.	RU	2MaC	C	4.92	ADT19	2,915	1.0313	0.102	315	10	0	325	39.6%	OK		820
11		CR 13	Cowpen Branch Rd. to George Miller Rd.	RU	2MaC	C	2.47	ADT19	3,154	1.0410	0.104	355	15	0	370	45.1%	OK		820
12		CR 13	George Miller Rd. to SR 207 (W)	RD	2MaC	C	2.27	ADT19	2,991	1.0200	0.095	295	6	0	301	27.4%	OK		1,100
13		CR 13	SR 207 (W) to SR 207 (E)	RD	2MaC	C	1.59	ADT19	960	1.0200	0.113	112	2	0	114	10.4%	OK		1,100
14		CR 13	SR 207 to CR 13A	RU	2MaC	C	2.71	ADT19	1,933	1.0200	0.097	196	4	39	239	29.1%	OK		820
15		CR 13	CR 13A to CR 214	RU	2MaC	C	7.39	ADT19	802	1.0200	0.105	87	2	6	95	11.6%	OK		820
16		CR 13	CR 214 to CR 208	RU	2MaC	C	6.36	ADT19	717	1.0200	0.112	83	2	4	89	10.9%	OK		820
17.1		CR 13	CR 208 to Joe Ashton Rd.	TR	2MaC	D	4.10	ADT19	2,313	1.0238	0.090	218	5	45	268	12.7%	OK		2,110
17.2		CR 13	Joe Ashton Rd. to SR 16	UZ	2UC	D	1.27	ADT19	10,620	1.0271	0.093	1046	28	66	1,140	79.2%	OK		1,440
18		CR 13A	CR 13 to CR 305	RU	2MaC	C	0.97	ADT19	1,338	1.0200	0.108	150	3	30	183	22.3%	OK		820
19		CR 13A	CR 305 to CR 214	RU	2MaC	C	4.48	ADT19	1,487	1.0200	0.110	171	3	37	211	25.7%	OK		820
20		CR 13A	CR 214 to CR 208	TR	2MaC	D	3.76	ADT19	2,762	1.0200	0.096	275	5	48	328	15.5%	OK		2,110
21.1		CR 13A	CR 208 to Samara Lakes Parkway	TR	2MaC	D	2.85	ADT19	3,998	1.0407	0.109	472	19	139	630	48.1%	OK		1,310
21.2		CR 13A	Samara Lakes Parkway to SR 16	UZ	4UC	D	1.50	ADT19	15,781	1.0734	0.108	1955	143	205	2,303	71.5%	OK		3,220
22		CR 13B (Fruit Cove Rd)	SR 13 to SR 13	UZ	2UC	D	2.38	ADT19	970	1.0200	0.107	108	2	114	224	19.4%	OK		1,150
23.1		CR 16A	SR 13 to CR 210	UZ	2UC	D	0.57	ADT19	12,078	1.0345	0.101	1309	45	416	1,770	122.9%	DEFICIENT		1,440
23.2		CR 16A	CR 210 to Leo Maguire Rd.	TR	2MaC	D	4.23	ADT19	4,160	1.0558	0.102	473	26	411	910	69.4%	OK		1,310
24		CR 16A	Leo Maguire Rd. to SR 16	TR	2MaC	D	2.53	ADT19	5,835	1.0625	0.093	614	38	369	1,021	77.9%	OK		1,310
25.1		CR 16A (Lewis Spdwy)	SR 16 to Varella Ave.	UZ	2UC	D	0.98	ADT19	6,812	1.0202	0.122	866	17	59	942	65.4%	OK		1,440
25.2		CR 16A (Lewis Spdwy)	Varella Ave. to Woodlawn Rd.	UZ	2UC	D	0.35	ADT19	6,744	1.0212	0.093	655	14	108	777	54.0%	OK		1,440
26		CR 16A (Lewis Spdwy)	Woodlawn Rd. to SR 5 (US 1)	UZ	2UC	D	1.07	ADT19	8,960	1.0329	0.126	1207	40	175	1,422	98.8%	CRITICAL		1,440
27		CR 203 (Ponte Vedra Blvd)	SR A1A to CR 210 (Corona Rd)	UZ	2UC	D	4.27	ADT19	4,726	1.0200	0.090	443	9	50	502	43.7%	OK		1,150
28.1		CR 203 (Ponte Vedra Blvd)	CR 210 (Corona Rd) to CR 210A (Solana Rd)	UZ	2UC	D	0.65	ADT19	2,767	1.0200	0.108	312	6	6	324	28.2%	OK		1,150
28.2		CR 203 (Ponte Vedra Blvd)	CR 210A (Solana Rd) to Duval Co. Line	UZ	2UC	D	1.77	ADT19	3,090	1.0200	0.105	337	7	0	344	29.9%	OK		1,150
29		CR 204	CR 13 to SR 5 (US 1)	RU	2MaC	C	5.55	ADT19	3,181	1.0200	0.101	333	7	66	406	49.5%	OK		820
30		CR 208	CR 13 to Joe Ashton Rd.	TR	2MaC	D	4.03	ADT19	520	1.0200	0.090	49	1	0	50	2.4%	OK		2,110
31		CR 208	Joe Ashton Rd. to CR 13A	TR	2MaC	D	2.37	ADT19	3,181	1.0200	0.128	425	8	0	433	20.5%	OK		2,110
32		CR 208	CR 13A to SR 16	TR	2MaC	D	4.91	ADT19	5,159	1.0200	0.105	566	11	113	690	32.7%	OK		2,110
33		CR 210	CR 16A to Greenbriar Rd.	TR	2MaC	D	3.00	ADT19	10,657	1.0269	0.095	1068	29	634	1,731	132.1%	DEFICIENT		1,310
34.1		CR 210	Greenbriar Rd. to Cimarrone Blvd.	UZ	2UC	D	2.26	ADT19	24,096	1.0351	0.098	2538	89	1,122	3,749	260.3%	DEFICIENT		1,440
34.2		CR 210	Cimarrone Blvd. to CR 2209	UZ	4UC	D	0.71	ADT19	32,282	1.0426	0.090	3165	135	1,176	4,476	125.0%	DEFICIENT		3,580
34.3		CR 210	CR 2209 to Leo Maguire Parkway	UZ	4UC	D	1.22	ADT19	23,114	1.0376	0.090	2240	84	1,118	3,442	84.2%	OK	4,090	4,090
35		CR 210	Leo Maguire Parkway to SR 9 (I-95)	UZ	6UC	D	0.81	ADT19	29,092	1.0454	0.091	2880	131	1,350	4,361	80.9%	OK		5,390
36.1		CR 210	SR 9 (I-95) to Beachwalk Blvd	TR	4MaC	D	1.19	ADT19	27,006	1.0422	0.090	2640	111	1,311	4,062	115.4%	DEFICIENT	3,520	3,520
36.2		CR 210	Beachwalk Blvd to Alternate CR 210	TR	6MaC	D	1.13	ADT19	19,210	1.0479	0.100	2114	101	1,444	3,659	75.9%	OK		4,820
36.3		Alternate CR 210	CR 210 W. to SR 5 (US 1) N	TR	2MaC	D	0.95	ADT19	6,246	1.0200	0.106	687	14	653	1,354	103.4%	DEFICIENT		1,310
36.4		CR 210	Alternate CR 210 to Valley Ridge Blvd	CR	2MaC	D	0.93	ADT19	10,021	1.0200	0.103	1078	22	479	1,579	108.2%	DEFICIENT		1,460
37		Palm Valley Rd (Old CR 210)	Valley Ridge Blvd. to Preservation Trail	TR	2MaC	D	1.86	ADT19	5,947	1.0565	0.092	611	35	0	646	49.3%	OK		1,310
38		CR 210 (Palm Valley Rd) E/W	CR 210A (Roscoe Blvd) to Mickler Rd.	UZ	2UC	D	1.36	ADT19	23,548	1.0397	0.094	2388	95	376	2,859	148.9%	DEFICIENT	1,920	1,920
39		CR 210 (Palm Valley Rd) N/S	Mickler Rd. to Canal Blvd.	UZ	2UC	D	1.98	ADT19	15,040	1.0236	0.091	1429	34	174	1,637	98.6%	CRITICAL	1,660	1,660
40		CR 210 (Palm Valley Rd) N/S	Canal Blvd. to SR A1A	UZ	2UC	D	1.43	ADT19	16,389	1.0200	0.090	1535	31	172	1,738	120.7%	DEFICIENT		1,440
41		CR 210 (Corona Rd) E/W	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.59	ADT19	6,037	1.0200	0.090	565	11	49	625	54.3%	OK		1,150
42		CR 210A (Roscoe Blvd)	Palm Valley Rd to Canal Blvd.	UZ	2UC	D	3.26	ADT19	6,257	1.0264	0.125	826	22	81	929	80.8%	OK		1,150
43.1		CR 210A (Roscoe Blvd)	Canal Blvd. to PGA Tour Blvd.	UZ	2UC	D	3.09	ADT19	6,669	1.0254	0.109	762	19	28	809	70.3%	OK		1,150
43.2		CR 210A (Solana Rd)	PGA Tour Blvd. to SR A1A	UZ	2UC	D	1.41	ADT19	13,160	1.0200	0.093	1277	26	0	1,303	77.1%	OK	1,690	1,690
43.3		CR 210A (Solana Rd)	SR A1A to CR 203 (Ponte Vedra Blvd)	UZ	2UC	D	0.65	ADT19	5,817	1.0200	0.106	641	13	0	654	68.1%	OK		960
44		CR 214	CR 13 to CR 13A	RU	2MaC	C	3.68	ADT19	941	1.0200	0.094	92	2	0	94	11.5%	OK		820
45		CR 214	CR 13A to Allen Nease Rd.	TR	2MaC	D	5.21	ADT19	1,787	1.0200	0.103	191	4	50	245	11.6%	OK		2,110
46		CR 214	Allen Nease Rd. to Holmes Blvd.	TR	2MaC	D	4.28	ADT19	4,703	1.0200	0.104	508	10	143	661	50.5%	OK		1,310
47		CR 214 (W. King St)	Holmes Blvd. to Volusia St.	UZ	2UC	E	0.64	ADT19	4,320	1.0200	0.095	429	9	85	523	36.3%	OK		1,440
48		CR 214 (W. King St)	Volusia St. to Palmer St.	UZ	2UC	E	0.94	ADT19	10,697	1.0200	0.090	1002	20	104	1,126	78.2%	OK		1,440
49		CR 214 (W. King St)	Palmer St. to SR 5 (US 1)	UZ	2UC	E	0.26	ADT19	13,717	1.0330	0.090	1317	43	0	1,360	107.1%	DEFICIENT		1,270



# St. Johns County Transportation Analysis Spreadsheet

Updated with 2019 FDOT Traffic Counts and  
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Published: 02/01/2021

MRN LINK ID	FDOT COUNT STN.	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	2021 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
51		CR 305	SR 206 to SR 207	TR	2MaC	D	3.96	ADT19	572	1.0200	0.119	71	1	0	72	3.4%	OK		2,110
52		CR 305	CR 13 to SR 207	RU	2MaC	C	4.98	ADT19	530	1.0200	0.121	67	1	14	82	10.0%	OK		820
53		CR 5A (Old Moultrie Rd)	SR 5 (US 1) to Kings Estate Rd.	UZ	2UC	D	1.31	ADT19	8,108	1.0262	0.098	838	22	126	986	68.5%	OK		1,440
54.1		CR 5A (Old Moultrie Rd)	Kings Estate Road to Lewis Point Road	UZ	2UC	D	0.37	ADT19	16,006	1.0268	0.100	1679	45	123	1,847	128.3%	DEFICIENT		1,440
54.2		CR 5A (Old Moultrie Rd)	Lewis Point Road to Southpark Blvd.	UZ	2UC	D	0.77	ADT19	15,673	1.0200	0.091	1485	30	190	1,705	118.4%	DEFICIENT		1,440
54.3		CR 5A (Old Moultrie Rd)	Southpark Blvd. to SR 312	UZ	2UC	D	0.37	ADT19	19,722	1.0229	0.090	1857	43	302	2,202	152.9%	DEFICIENT		1,440
55		CR 5A (Old Moultrie Rd)	SR 312 to SR 207	UZ	2UC	D	0.95	ADT19	11,777	1.0200	0.090	1103	22	81	1,206	83.8%	OK		1,440
56		A1A Beach Blvd.	SR A1A (S) to 11th Street	UZ	2UC	D	1.87	ADT19	7,005	1.0200	0.090	656	13	0	669	46.5%	OK		1,440
57		A1A Beach Blvd.	11th Street to SR 312	UZ	2UC	D	1.26	ADT19	9,863	1.0200	0.090	924	18	0	942	65.4%	OK		1,440
58		Cracker Swamp Rd.	Putnam Co. Line to CR 13	RU	2MiC	C	4.19	ADT19	941	1.0391	0.102	104	4	0	108	13.2%	OK		820
59.1		Kings Estate Rd.	CR 5A to Dobbs Rd	UZ	2UC	D	0.42	ADT19	14,264	1.0408	0.099	1525	62	144	1,731	120.2%	DEFICIENT		1,440
59.2		Kings Estate Rd./Hilltop Rd.	Dobbs Rd to SR 207	UZ	2UC	D	1.68	ADT19	7,508	1.0200	0.101	787	16	144	947	82.3%	OK		1,150
60		Faver Dykes Rd.	SR 5 (US 1) to State Park Entr.	RU	2MiC	C	1.57	ADT19	312	1.0208	0.141	46	1	188	235	28.6%	OK		820
61		Federal Point Rd.	Putnam Co. Line to Hastings City Limits (W)	RU	2MiC	C	1.13	ADT19	469	1.0200	0.128	62	1	0	63	7.7%	OK		820
62.1		Four Mile Rd./Volusia St.	CR 214 to Holmes Blvd.	UZ	2UC	D	0.95	ADT19	7,923	1.0262	0.091	758	20	9	787	54.7%	OK		1,440
62.2		Four Mile Rd.	Holmes Blvd. to SR 16	UZ	2UC	D	0.85	ADT19	14,595	1.0433	0.090	1430	62	192	1,684	146.4%	DEFICIENT		1,150
63		George Miller Rd.	CR 13 to CR 13	RU	2MiC	C	2.73	ADT19	1,946	1.0313	0.103	213	7	0	220	26.8%	OK		820
64		Greenbriar Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	3.09	ADT19	5,128	1.0440	0.157	876	39	309	1,224	85.0%	OK		1,440
65		Greenbriar Rd.	Longleaf Pine Pkwy to CR 210	UZ	2UC	D	2.25	ADT19	10,351	1.0439	0.105	1186	52	503	1,741	120.9%	DEFICIENT		1,440
66		Hastings Blvd.	Cracker Swamp Rd. to CR 13	RU	2MiC	C	2.53	ADT19	681	1.0200	0.123	87	2	0	89	10.9%	OK		820
67.1		Holmes Blvd.	SR 207 to CR 214	UZ	2UC	D	1.75	ADT19	19,465	1.0425	0.090	1904	81	481	2,466	109.6%	DEFICIENT	2,250	2,250
67.2		Holmes Blvd.	CR 214 to Four Mile Rd.	UZ	2UC	D	1.61	ADT19	17,085	1.0477	0.091	1699	81	425	2,205	104.5%	DEFICIENT	2,110	2,110
67.3		Kenton Morrison Rd.	Four Mile Rd. to SR 16	UZ	2UC	D	0.47	ADT19	9,639	1.0612	0.099	1077	66	154	1,297	90.1%	CRITICAL		1,440
68		Joe Ashton Rd.	CR 208 to CR 13	TR	2MiC	D	3.20	ADT19	1,639	1.0250	0.129	223	6	0	229	17.5%	OK		1,310
69		Leo Maguire Parkway	CR 16A to CR 210	UZ	2UC	D	5.11	ADT19	6,659	1.0563	0.110	817	46	278	1,141	79.3%	OK		1,440
71		Masters Dr./Palmer St.	CR 214 to SR 16	UZ	2UC	D	1.75	ADT19	7,115	1.0200	0.096	711	14	44	769	66.9%	OK		1,150
72		Mickler Rd.	CR 210 to SR A1A	UZ	2UC	D	1.38	ADT19	12,284	1.0554	0.096	1315	73	284	1,672	116.1%	DEFICIENT		1,440
73.1		International Golf Pkwy.	SR 16 to Royal Pines Parkway	UZ	4UC	D	1.50	ADT19	26,091	1.0687	0.091	2706	186	888	3,780	105.6%	DEFICIENT		3,580
73.2		International Golf Pkwy.	Royal Pines Parkway to SR 9 (I-95)	UZ	4UC	D	0.90	ADT19	26,015	1.0545	0.094	2716	148	1,101	3,965	110.8%	DEFICIENT		3,580
74.1		International Golf Pkwy.	SR 9 (I-95) to N. Francis Road	TR	4MaC	D	0.70	ADT19	16,941	1.0561	0.096	1820	102	746	2,668	83.4%	OK		3,200
74.2		International Golf Pkwy.	N. Francis Road to St. Marks Pond Blvd.	TR	2MaC	D	3.23	ADT19	11,569	1.0461	0.095	1208	56	591	1,855	127.1%	DEFICIENT		1,460
74.3		International Golf Pkwy.	St. Marks Pond Blvd. To SR 5 (US 1)	TR	2MaC	D	0.81	ADT19	11,722	1.0526	0.099	1286	68	526	1,880	128.8%	DEFICIENT		1,460
75		Pope Rd.	SR A1A to A1A Beach Blvd.	UZ	2UC	C	0.86	ADT19	2,890	1.0200	0.090	271	5	0	276	24.0%	OK		1,150
76		Race Track Rd.	SR 13 to Bishop Estates Rd.	UZ	4UC	D	3.07	ADT19	26,668	1.0224	0.090	2509	56	346	2,911	77.2%	OK	3,770	3,770
77.1		Race Track Rd.	Bishop Estates Rd. to Veterans Pkwy	UZ	4UC	D	1.02	ADT19	28,909	1.0541	0.099	3164	171	582	3,917	109.4%	DEFICIENT		3,580
77.2		Race Track Rd.	Veterans Pkwy to St. Johns Pkwy	UZ	4UC	D	1.23	ADT19	25,891	1.0499	0.096	2743	137	933	3,813	106.5%	DEFICIENT		3,580
77.3		Race Track Rd.	St. Johns Pkwy to West Peyton Pkwy	UZ	4UC	D	1.05	ADT19	24,565	1.0712	0.093	2630	187	857	3,674	102.6%	DEFICIENT		3,580
77.4		Race Track Rd.	West Peyton Pkwy to Bartram Park Blvd	UZ	4UC	D	0.39	ADT19	20,678	1.0500	0.096	2186	109	759	3,054	85.3%	OK		3,580
78.1		Race Track Rd.	Bartram Park Blvd to Bartram Springs Pkwy	UZ	2UC	D	1.49	ADT19	19,889	1.0500	0.097	2099	105	1,120	3,324	207.8%	DEFICIENT		1,600
78.2		Race Track Rd.	Bartram Springs Pkwy to SR 5 (US 1)	UZ	4UC	D	0.97	ADT19	17,938	1.0486	0.094	1856	90	647	2,593	72.4%	OK		3,580
79		Roberts Rd.	SR 13 to Longleaf Pine Pkwy	UZ	2UC	D	2.69	ADT19	13,616	1.0230	0.090	1282	29	560	1,871	129.9%	DEFICIENT		1,440
80		Russell Sampson Rd.	CR 210 to St. Johns Pkwy	UZ	2UC	D	2.37	ADT19	5,463	1.0921	0.142	925	85	282	1,292	89.7%	OK		1,440
81	262	SR 13/SR 16	SR 16 (East) to SR 16 (West)	TR	2MA	D	4.07	ADT19	10,500	1.0200	0.090	983	20	227	1,230	58.3%	OK		2,110
82	105	SR 13	SR 16 (West) to CR 16A	UZ	2MA	D	1.34	ADT19	13,000	1.0200	0.090	1217	24	243	1,484	92.7%	CRITICAL		1,600
83	4	SR 13	CR 16A to Greenbriar Rd.	TR	2MA	D	6.17	ADT19	4,700	1.0200	0.090	440	9	195	644	44.1%	OK		1,460
84	290	SR 13	Greenbriar Rd. to Roberts Rd.	UZ	2MA	D	2.79	ADT19	9,000	1.0200	0.090	843	17	216	1,076	67.2%	OK		1,600
85	360	SR 13	Roberts Rd. to CR 13B (Fruit Cove Rd S.)	UZ	4MA	D	0.86	ADT19	27,234	1.0200	0.090	2550	51	507	3,108	86.8%	OK		3,580
86	24	SR 13	CR 13B (Fruit Cove Rd S.) to Race Track Rd.	UZ	4MA	D	1.17	ADT19	28,500	1.0200	0.090	2669	53	531	3,253	90.9%	CRITICAL		3,580
88	3584 (Duval)	SR 13	Race Track Rd. to Duval Co. Line	UZ	4MA	D	0.71	ADT19	48,100	1.0200	0.090	4504	90	232	4,826	134.8%	DEFICIENT		3,580
89	0015 (Clay)	SR 16	Clay Co. Line to SR 13	UZ	2MA	D	1.85	ADT19	19,890	1.0223	0.092	1910	43	411	2,364	108.4%	DEFICIENT		2,180
90	235	SR 16	SR 13 to CR 16A	UZ	2MA	D	1.66	ADT19	15,677	1.0290	0.090	1494	43	519	2,056	128.5%	DEFICIENT		1,600
91.1	5050	SR 16	CR 16A to International Golf Pkwy.	UZ	4MA	D	1.49	ADT19	22,350	1.0460	0.090	2211	102	833	3,146	87.9%	OK		3,580
91.2		SR 16	International Golf Pkwy to CR 2209	UZ	2MA	D	0.76	ADT19	18,421	1.0418	0.090	1799	75	1,082	2,956	184.8%	DEFICIENT		1,600
92.11	43	SR 16	CR 2209 to S. Francis Rd	TR	2MA	D	0.96	ADT19	18,186	1.0330	0.090	1747	58	1,064	2,869	136.0%	DEFICIENT		2,110
92.12		SR 16	S. Francis Rd to West Mall Entrance	TR	2MA	D	3.39	ADT19	19,025	1.0330	0.090	1827	60	1,165	3,052	144.6%	DEFICIENT		2,110
92.2	42	SR 16	West Mall Entrance to I-95	TR	4MA	D	0.82	ADT19	25,221	1.0230	0.090	2376	55	615	3,046	95.2%	CRITICAL		3,200
93.1		SR 16	SR 9 (I-95) to Inman Rd.	TR	4MA	D	0.34	ADT19	40,835	1.0357	0.090	3942	141	1,872	5,955	186.1%	DEFICIENT		3,200
93.2	6	SR 16	Inman Rd. to Four Mile Rd.	TR	4MA	D	2.00	ADT19	40,737	1.0320	0.090	3905	125	1,321	5,351	94.4%	CRITICAL		5,670
94	5051	SR 16	Four Mile Rd. to Woodlawn Rd.	UZ	4MA	D	0.77	ADT19	26,647	1.0320	0.090	2554	82	853	3,489	97.5%	CRITICAL		3,580



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2019 St. Johns County Traffic Counts  
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MRN LINK ID	FDOT COUNT STN.	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	2021 PK. HR. TRAFFIC	EXEMPT DEVEL. TRAFFIC	APPRVD. CONC. TRAFFIC	TOTAL COMMITTED PK. HR. TRAFFIC	PERCENT SERVICE VOLUME UTILIZED	LINK STATUS	TRAFFIC STUDY VOLUME	APPRVD. PK. HR. SERVICE VOLUME
95	104	SR 16	Woodlawn Rd. to Masters Dr.	UZ	4MA	D	1.61	ADT19	22,577	1.0200	0.090	2114	42	421	2,577	72.0%	OK		3,580
96		SR 16	Masters Dr. to Lewis Spdwy. (CR 16A)	UZ	4MA	D	0.19	ADT19	24,300	1.0200	0.090	2275	46	452	2,773	77.5%	OK		3,580
97	187	SR 16	Lewis Spdwy. (CR 16A) to St. Aug. Limits (W)	UZ	4MA	D	0.10	ADT19	26,552	1.0200	0.090	2486	50	494	3,030	84.6%	OK		3,580
99	75	SR 206	SR 207 to CR 305	RD	2MA	C	3.50	ADT19	5,100	1.0200	0.095	504	10	18	532	43.6%	OK		1,220
100		SR 206	CR 305 to SR 9 (I-95)	TR	2MA	D	5.05	ADT19	5,170	1.0200	0.096	516	10	78	604	41.4%	OK		1,460
101	76	SR 206	SR 9 (I-95) to SR 5 (US 1)	TR	2MA	D	2.16	ADT19	8,100	1.0200	0.090	758	15	55	828	56.7%	OK		1,460
102	22	SR 206	SR 5 (US 1) to SR A1A	UZ	2MA	D	3.87	ADT19	12,000	1.0200	0.095	1186	24	32	1,242	77.6%	OK		1,600
103	178	SR 207	Putnam Co. Line to Hastings City Limits (W)	RU	4MA	B	0.53	ADT19	16,700	1.0200	0.095	1651	33	0	1,684	56.9%	OK		2,960
104	279	SR 207	Hastings City Limits (E) to SR 206	RD	4MA	B	1.31	ADT19	21,000	1.0200	0.095	2076	42	0	2,118	76.2%	OK		2,780
105	231	SR 207	SR 206 to CR 13	RD	4MA	B	1.29	ADT19	15,500	1.0200	0.095	1532	31	45	1,608	57.8%	OK		2,780
106	58	SR 207	CR 13 to CR 305	RU	4MA	B	4.49	ADT19	14,700	1.0200	0.095	1453	29	0	1,482	50.1%	OK		2,960
107.1	108	SR 207	CR 305 to Vermont Blvd.	TR	4MA	C	2.48	ADT19	16,600	1.0200	0.095	1641	33	247	1,921	42.8%	OK		4,490
107.2		SR 207	Vermont Blvd. to Cypress Links Blvd.	TR	4MA	C	1.07	ADT19	21,918	1.0318	0.090	2100	67	323	2,490	55.5%	OK		4,490
107.3		SR 207	Cypress Links Blvd. to SR 9 (I-95)	TR	4MA	C	0.59	ADT19	22,021	1.0271	0.090	2091	57	1,207	3,355	74.7%	OK		4,490
108	271	SR 207	SR 9 (I-95) to Wildwood Dr.	TR	4MA	C	1.77	ADT19	34,637	1.0200	0.090	3243	65	681	3,989	91.3%	CRITICAL	4,370	4,370
109		SR 207	Wildwood Dr. to Holmes Blvd.	UZ	4MA	D	1.63	ADT19	31,877	1.0293	0.090	3040	89	929	4,058	85.4%	OK	4,750	4,750
110	5052	SR 207	Holmes Blvd. to SR 312	UZ	4MA	D	0.39	ADT19	38,328	1.0340	0.090	3688	125	1,339	5,152	108.5%	DEFICIENT	4,750	4,750
111	237	SR 207	SR 312 to St. Aug. City Limits (W)	UZ	4MA	D	1.14	ADT19	12,648	1.0200	0.090	1184	24	313	1,521	42.5%	OK		3,580
112	298	SR 312	SR 207 to CR 5A	UZ	4MA	D	0.80	ADT19	30,497	1.0200	0.090	2856	57	568	3,481	97.2%	CRITICAL		3,580
113	299	SR 312	CR 5A to SR 5 (US 1)	UZ	4MA	D	0.20	ADT19	28,326	1.0200	0.090	2652	53	432	3,137	87.6%	OK		3,580
114.1		SR 312	SR 5 (US 1) to Sgt. Tutten Dr.	UZ	4MA	D	0.27	ADT19	37,591	1.0200	0.090	3520	70	192	3,782	87.7%	OK	4,310	4,310
114.2	272	SR 312	Sgt. Tutten Dr. to SR A1A	UZ	4MA	D	2.33	ADT19	37,961	1.0200	0.090	3555	71	175	3,801	88.2%	OK	4,310	4,310
115	21	SR 5 (US 1)	Flagler Co. Line to SR 9 (I-95)	RU	4PA	C	0.75	ADT19	13,000	1.0200	0.095	1285	26	255	1,566	36.7%	OK		4,270
116	65	SR 5 (US 1)	SR 9 (I-95) to SR 206	RU	4PA	C	6.69	ADT19	13,500	1.0200	0.095	1334	27	678	2,039	47.7%	OK		4,270
117.1	64	SR 5 (US 1)	SR 206 to Shores Blvd.(S)	UZ	4PA	D	2.32	ADT19	21,000	1.0200	0.090	1966	39	174	2,179	47.6%	OK	4,580	4,580
117.2		SR 5 (US 1)	Shores Blvd.(S) to Wildwood Dr.	UZ	4PA	D	1.70	ADT19	33,377	1.0213	0.090	3133	67	321	3,521	91.2%	CRITICAL	3,860	3,860
118	181	SR 5 (US 1)	Wildwood Dr. to CR 5A	UZ	4PA	E	1.02	ADT19	38,162	1.0200	0.090	3589	72	276	3,937	88.9%	OK	4,430	4,430
119		SR 5 (US 1)	CR 5A to Lewis Point Rd.	UZ	4PA	E	1.49	ADT19	40,794	1.0200	0.090	3820	76	245	4,141	72.5%	OK	5,710	5,710
120.1	311	SR 5 (US 1)	Lewis Point Rd. to Shore Dr.	UZ	6PA	E	0.67	ADT19	42,495	1.0200	0.090	3979	80	201	4,260	79.6%	OK	5,350	5,350
120.2		SR 5 (US 1)	Shore Dr. to SR 312	UZ	6PA	E	0.42	ADT19	42,045	1.0200	0.090	3937	79	325	4,341	81.1%	OK	5,350	5,350
121	12	SR 5 (US 1)	SR 312 to St. Aug. City Limits (S)	UZ	4PA	E	0.83	ADT19	42,448	1.0200	0.090	3975	79	175	4,229	85.4%	OK	4,950	4,950
122	102	SR 5 (US 1)	St. Aug. Limits (N) to CR 16A (Lewis Spdwy)	UZ	4PA	D	0.80	ADT19	24,039	1.0200	0.090	2251	45	448	2,744	61.1%	OK	4,490	4,490
123		SR 5 (US 1)	CR 16A (Lewis Spdwy) to Gun Club Rd.	UZ	4PA	D	2.43	ADT19	25,624	1.0200	0.113	3018	60	601	3,679	81.9%	OK	4,490	4,490
124		SR 5 (US 1)	Gun Club Rd. to International Golf Pkwy.	UZ	4PA	D	3.69	ADT19	24,254	1.0207	0.090	2274	47	764	3,085	71.6%	OK	4,310	4,310
125.1	48	SR 5 (US 1)	International Golf Pkwy. to Alternate CR 210	TR	4PA	D	5.39	ADT19	28,267	1.0200	0.090	2647	53	609	3,309	93.2%	CRITICAL	3,550	3,550
125.2		SR 5 (US 1)	Alternate CR 210 to Valley Ridge Blvd.	TR	4PA	D	0.60	ADT19	26,391	1.0200	0.090	2471	49	492	3,012	72.2%	OK	4,170	4,170
126	47	SR 5 (US 1)	Valley Ridge Blvd. to Duval Co. Line	TR	4PA	D	2.25	ADT19	26,791	1.0200	0.090	2507	50	499	3,056	73.3%	OK	4,170	4,170
127	0251 (Flagler)	SR 9 (I-95)	Flagler Co. Line to SR 5 (US 1)	RU	6IF	C	0.94	ADT19	53,000	1.0200	0.090	4963	99	239	5,301	73.1%	OK		7,250
128	256	SR 9 (I-95)	SR 5 (US 1) to SR 206	RU	6IF	C	7.22	ADT19	55,500	1.0210	0.105	6075	128	333	6,536	90.2%	CRITICAL		7,250
129	261	SR 9 (I-95)	SR 206 to SR 207	TR	6IF	C	5.74	ADT19	58,500	1.0260	0.105	6466	168	242	6,876	81.0%	OK		8,490
130	257	SR 9 (I-95)	SR 207 to SR 16	TR	6IF	C	6.68	ADT19	75,500	1.0200	0.105	8248	165	630	9,043	106.5%	DEFICIENT		8,490
131	258	SR 9 (I-95)	SR 16 to International Golf Pkwy.	TR	6IF	D	5.65	ADT19	81,000	1.0200	0.105	8849	177	752	9,778	95.9%	CRITICAL		10,200
132	55	SR 9 (I-95)	International Golf Pkwy. to CR 210	TR	6IF	D	5.96	ADT19	91,000	1.0200	0.105	9941	199	1,668	11,808	115.8%	DEFICIENT		10,200
133	259	SR 9 (I-95)	CR 210 to Duval Co. Line	TR	6IF	D	2.82	ADT19	97,000	1.0200	0.105	10596	212	2,787	13,595	133.3%	DEFICIENT		10,200
134	20	SR A1A	Flagler Co. Line to Ft. Matanzas Mon. Entr.	UZ	2MA	D	3.45	ADT19	5,400	1.0200	0.090	506	10	0	516	23.7%	OK		2,180
135	276	SR A1A	Ft. Matanzas Monument Entr. to SR 206	UZ	2MA	D	3.95	ADT19	11,000	1.0200	0.090	1030	21	0	1,051	48.2%	OK		2,180
136	275	SR A1A	SR 206 to Owens Ave.	UZ	2MA	D	2.43	ADT19	13,937	1.0200	0.091	1320	26	31	1,377	86.1%	OK		1,600
137	110	SR A1A	Owens Ave. to A1A Beach Blvd.(S)	UZ	4MA	D	1.53	ADT19	23,563	1.0200	0.090	2206	44	0	2,250	62.8%	OK		3,580
138	329	SR A1A	A1A Beach Blvd.(S) to Pope Rd.	UZ	4MA	D	2.83	ADT19	26,643	1.0200	0.090	2495	50	20	2,565	71.6%	OK		3,580
139		SR A1A	Pope Rd. to SR 312	UZ	4MA	D	0.10	ADT19	25,606	1.0200	0.090	2398	48	30	2,476	69.2%	OK		3,580
140	240	SR A1A	SR 312 to St. Aug. City Limits (S)	UZ	4MA	D	0.92	ADT19	23,105	1.0200	0.090	2163	43	22	2,228	62.2%	OK		3,580
141	9	SR A1A	St. Aug. Limits (N) to SR A1A (Cstl. Hwy.)	UZ	2MA	D	1.03	ADT19	14,572	1.0200	0.090	1364	27	180	1,571	98.2%	CRITICAL		1,600
142		SR A1A	SR A1A (Vilano Rd.) to 3rd St.	UZ	2MA	D	2.87	ADT19	12,410	1.0305	0.090	1186	36	44	1,266	58.1%	OK		2,180
143.1		SR A1A	3rd St. to Guana River Park Dam Use Entr.	TR	2MA	D	4.79	ADT19	6,056	1.0200	0.091	574	11	69	654	31.0%	OK		2,110
143.2	78	SR A1A	Guana River Park Dam Use Entr. to Mickler Rd.	TR	2MA	D	9.81	ADT19	7,954	1.0200	0.090	745	15	30	790	37.4%	OK		2,110
144.1		SR A1A	Mickler Rd. to Sawgrass Dr. W (2-lane)	UZ	2MA	D	2.28	ADT19	19,397	1.0200	0.090	1816	36	151	2,003	100.7%	DEFICIENT	1,990	1,990
144.2	274	SR A1A	Sawgrass Dr. W to Palm Valley Rd. (4-lane)	UZ	4MA	D	0.48	ADT19	24,057	1.0200	0.090	2253	45	151	2,449	68.4%	OK		3,580
145.1	81	SR A1A	Palm Valley Rd to PGA Tour Blvd.	UZ	4MA	D	0.54	ADT19	40,089	1.0200	0.090	3754	75	276	4,105	84.1%	OK	4,880	4,880
145.2		SR A1A	PGA Tour Blvd. to Corona Rd	UZ	4MA	D	0.97	ADT19	45,981	1.0200	0.090	4305	86	188	4,579	93.8%	CRITICAL	4,880	4,880



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146	266	SR A1A	Corona Rd to CR 210A (Solana Rd)	UZ	4MA	D	0.79	ADT19	45,626	1.0200	0.090	4272	85	133	4,490	92.0%	CRITICAL	4,880	4,880
147.1	80	SR A1A	CR 210A (Solana Rd) to Marlin Ave.	UZ	4MA	D	1.20	ADT19	59,677	1.0200	0.090	5588	112	0	5,700	116.8%	DEFICIENT	4,880	4,880
147.2		SR A1A	Marlin Ave. to Duval Co. Line	UZ	4MA	D	0.56	ADT19	59,748	1.0200	0.079	4898	98	0	4,996	102.4%	DEFICIENT	4,880	4,880
148		St. Ambrose Church Rd.	CR 13A to SR 207	RU	2MIC	C	3.59	ADT19	356	1.0200	0.101	37	1	0	38	4.6%	OK		820
149		Varella Ave.	SR 16 to Lewis Speedway (CR 16A)	UZ	2UC	D	0.77	ADT19	3,386	1.0200	0.197	695	14	39	748	65.0%	OK		1,150
150.1		Wildwood Dr.	SR 5 (US 1) to Deerchase Drive	UZ	2UC	D	1.13	ADT19	11,835	1.0301	0.091	1138	34	213	1,385	83.9%	OK	1,650	1,650
150.2		Wildwood Dr.	Deerchase Drive to SR 207	UZ	2UC	D	2.64	ADT19	10,066	1.0231	0.093	976	23	227	1,226	85.2%	OK		1,440
151.1		Woodlawn Rd.	SR 16 to Heritage Park Drive (N)	UZ	2UC	D	1.47	ADT19	9,778	1.0479	0.104	1,111	53	144	1,308	113.7%	DEFICIENT		1,150
151.2		Woodlawn Rd.	Heritage Park Dr. (N) to Lewis Speedway (CR 16A)	UZ	2UC	D	0.90	ADT19	7,754	1.0658	0.121	1,063	70	172	1,305	113.5%	DEFICIENT		1,150
152.2		Veterans Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	2UC	D	1.75	ADT19	9,828	1.0875	0.130	1,509	132	747	2,388	149.3%	DEFICIENT		1,600
153.1		Longleaf Pine Pkwy	CR 210/16A to Greenbriar Rd	TR	4MaC	D	3.03	ADT19	5,325	1.1008	0.113	732	74	664	1,470	51.0%	OK		2,880
153.2		Longleaf Pine Pkwy	Greenbriar Rd to Roberts Rd	UZ	4UC	D	0.36	ADT19	11,003	1.0792	0.113	1,449	115	562	2,126	66.0%	OK		3,220
154		Longleaf Pine Pkwy	Roberts Rd to Veterans Pkwy	UZ	2UC	D	4.08	ADT19	11,318	1.1511	0.098	1,462	221	1,048	2,731	189.7%	DEFICIENT		1,440
155		Longleaf Pine Pkwy	Veterans Pkwy to Tollerton Ave	UZ	2UC	D	0.63	ADT19	13,127	1.1242	0.125	2,067	257	1,230	3,554	233.8%	DEFICIENT		1,520
156		Longleaf Pine Pkwy	Tollerton Ave to St. Johns Pkwy	UZ	4UC	D	1.63	ADT19	18,195	1.1539	0.097	2,355	362	668	3,385	105.1%	DEFICIENT		3,220
157		St. Johns Pkwy	CR 210 to SR 9B	UZ	4MA	D	0.95	ADT19	29,024	1.1625	0.095	3,742	608	1,000	5,350	149.4%	DEFICIENT		3,580
158		St. Johns Pkwy	SR 9B to Longleaf Pine Pkwy	UZ	4MA	D	0.79	ADT19	20,347	1.1330	0.100	2,620	348	692	3,660	102.2%	DEFICIENT		3,580
159		St. Johns Pkwy	Longleaf Pine Pkwy to Race Track Rd	UZ	4MA	D	1.40	ADT19	8,959	1.0681	0.101	1,036	71	481	1,588	44.4%	OK		3,580
160.1		Valley Ridge Blvd	US 1 to CR 210 W.	TR	4MA	D	0.64	ADT19	9,245	1.0200	0.100	957	19	394	1,370	42.8%	OK		3,200
160.2		Valley Ridge Blvd	CR 210 W. to Nocatee Pkwy	TR	4MA	D	1.45	ADT19	11,743	1.0200	0.101	1,232	25	556	1,813	56.6%	OK		3,200
161.1		Nocatee Pkwy	US 1 to Duval County Line	TR	4E	D	1.80	ADT19	26,436	1.1763	0.090	3,292	580	737	4,609	66.9%	OK		6,890
161.2		Nocatee Pkwy	Duval County Line to Crosswater Pkwy	TR	6E	D	0.46	ADT19	29,472	1.0934	0.090	3,175	297	964	4,436	43.5%	OK		10,200
162		Nocatee Pkwy	Crosswater Pkwy to Palm Valley Rd/Davis Park Rd	TR	4MA	D	1.26	ADT19	25,747	1.0768	0.095	2,824	217	749	3,790	118.4%	DEFICIENT		3,200
163		CR 210 (Palm Valley Rd)	Palm Valley Rd to CR 210A (Roscoe Blvd)	TR	4MA	D	0.67	ADT19	27,064	1.0761	0.099	3,112	237	682	4,031	126.0%	DEFICIENT		3,200
164		Crosswater Pkwy	Preservation Trail to Nocatee Pkwy	TR	4MA	D	0.65	ADT19	21,902	1.3381	0.095	3,725	1260	0	4,985	155.8%	DEFICIENT		3,200
165		Rolling Hills Dr.	Dobbs Rd to SR 207	UZ	2UC	D	1.13	ADT19	5,550	1.0489	0.100	612	30	0	642	44.6%	OK		1,440
166		SR 9B	St. Johns Pkwy to W. Peyton Pkwy	UZ	4IF	D	1.13	ADT19	31,114	1.0500	0.095	3,255	163	388	3,806	53.8%	OK		7,070
167		SR 9B	W. Peyton Pkwy to Duval County Line	UZ	4IF	D	0.94	ADT19	45,260	1.0500	0.101	5,050	252	388	5,690	80.5%	OK		7,070
168		West Peyton Pkwy	SR 9B to Race Track Rd	UZ	4MA	D	0.62	ADT19	21,387	1.0500	0.093	2,183	109	33	2,325	64.9%	OK		3,580
170		Silverleaf Pkwy	SR 16/CR 16A to St. Johns Pkwy (CR 2209)	TR	4MA	D	2.03	ADT20	6,291	1.0500	0.097	643	32	721	1,396	43.6%	OK		3,200
171.2		St. Johns Pkwy (CR 2209)	Silverleaf Pkwy to First Coast Expressway	TR	4MA	D	1.60	ADT20	15,966	1.0500	0.097	1,626	81	1,520	3,227	100.8%	DEFICIENT		3,200
171.3		St. Johns Pkwy (CR 2209)	First Coast Expressway to CR 210	UZ	4MA	D	2.52	ADT20	15,966	1.0500	0.097	1,626	81	792	2,499	69.8%	OK		3,580
172		Brinkhoff Road	Wildwood Dr to SR 207	TR	2MaC	D	0.48	ADT20	3,084	1.0500	0.104	336	17	0	353	26.9%	OK		1,310

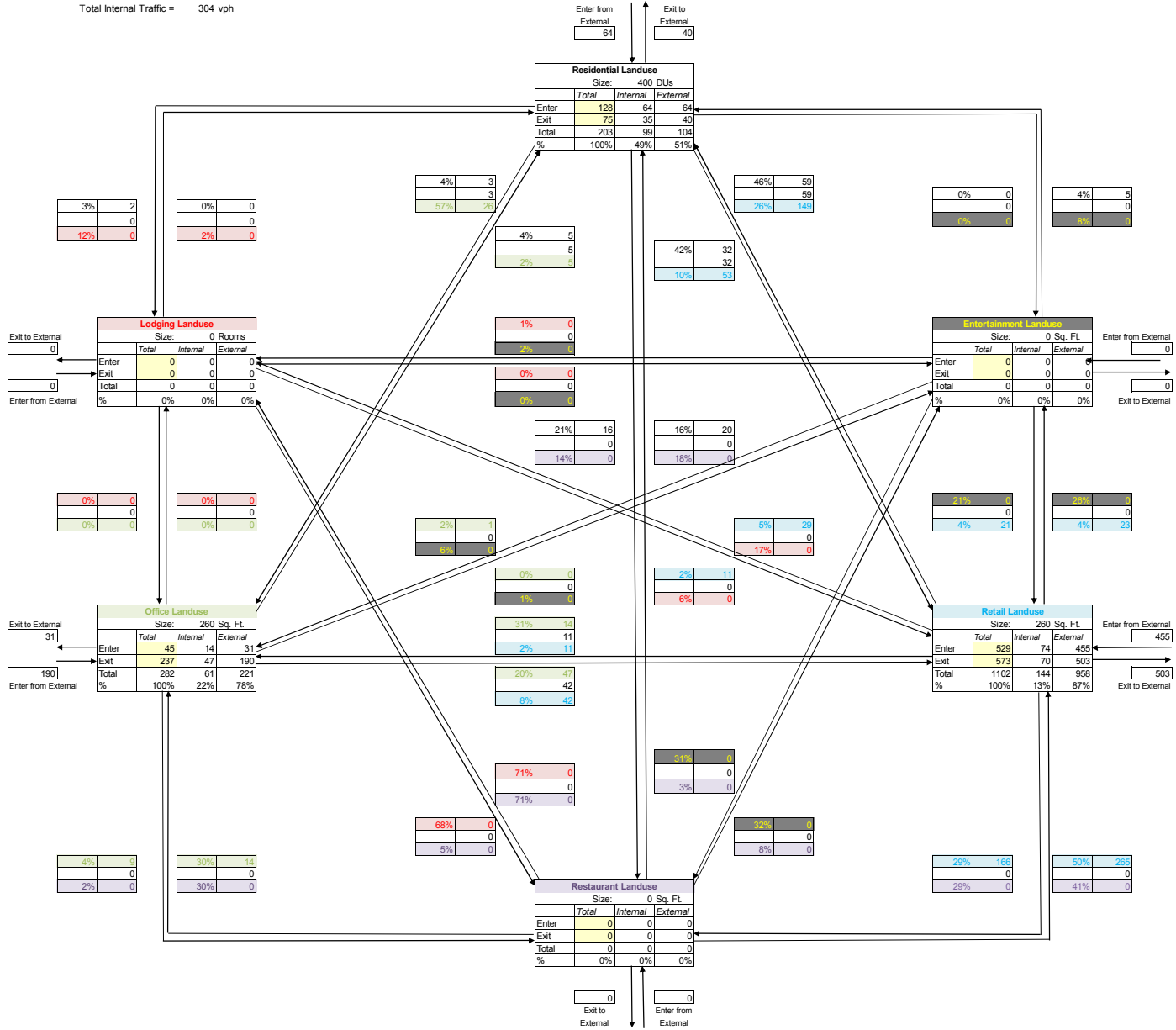
\* The St. Johns County Board of Commissioners authorized the initial release of up to 50% of the reserved/approved concurrency trips on 5/18/10 provided certain criteria is met; to be evaluated and adjusted annually

There is no release of trips on SIS Facilities

Appendix C  
Internal Capture Matrices

**PM Peak Hour  
Internal Capture Matrix - Bridle Village**

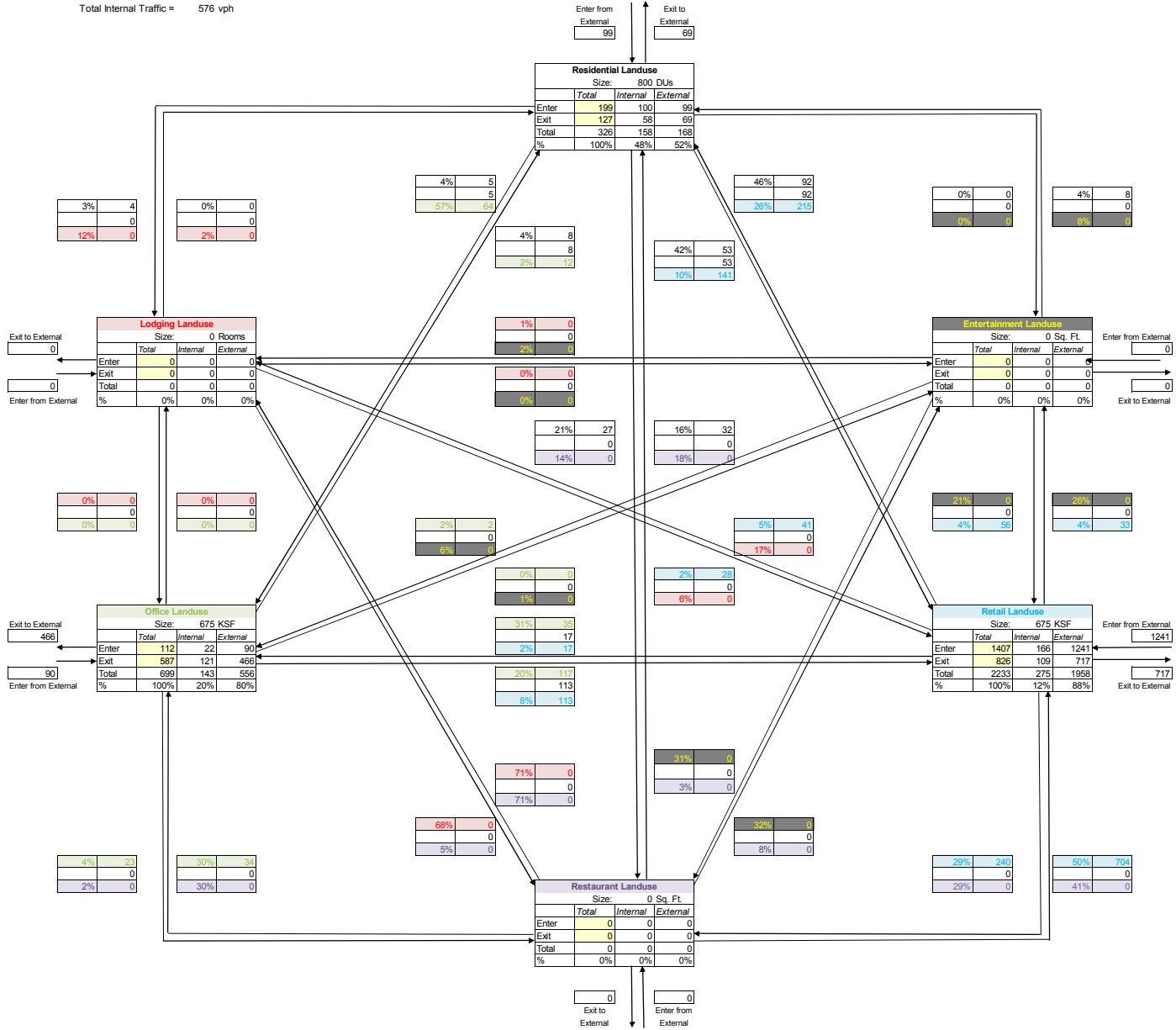
Total Internal Traffic = 304 vph





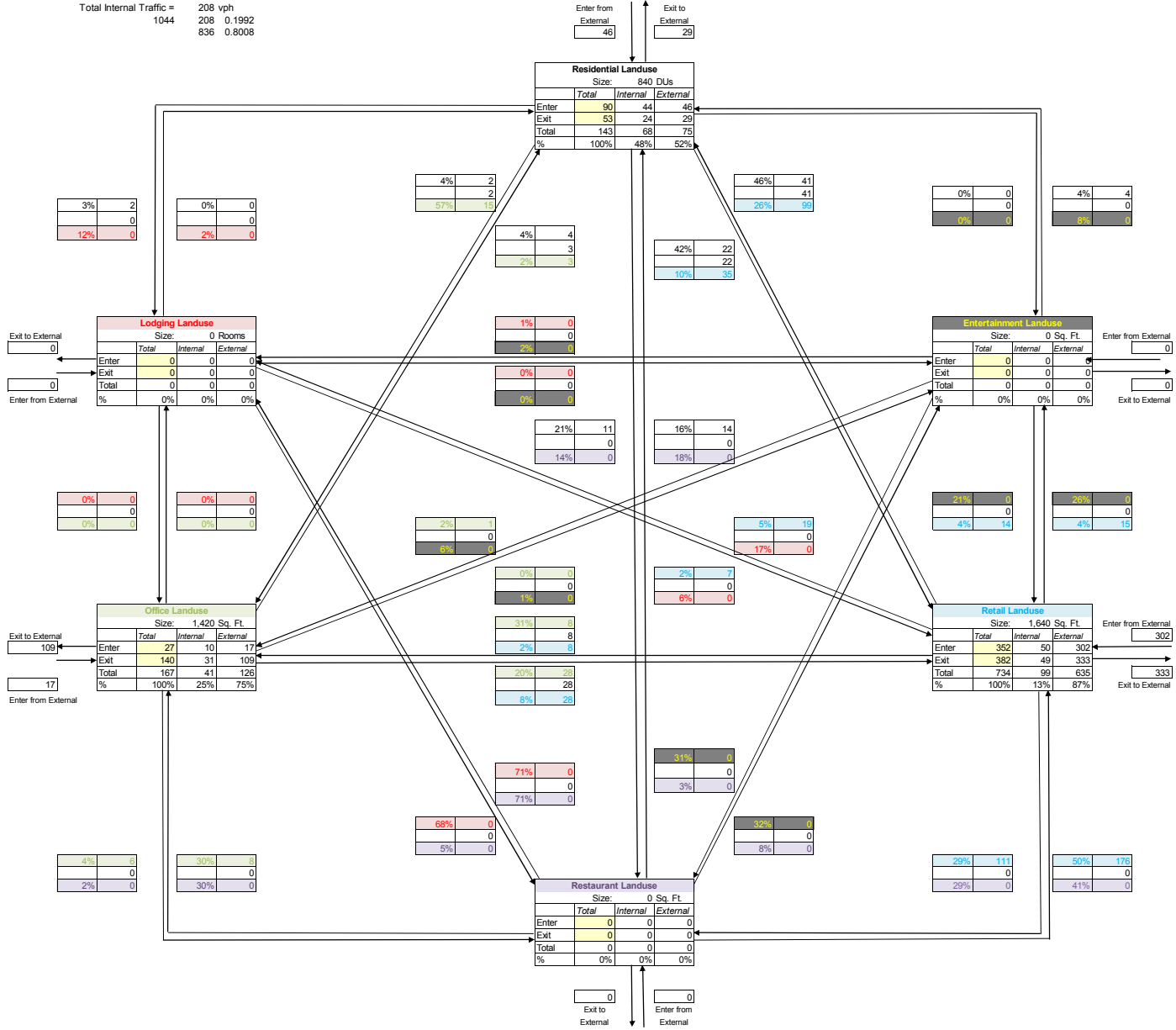
**PM Peak Hour  
Internal Capture Matrix - Florida Village**

Total Internal Traffic = 576 vph



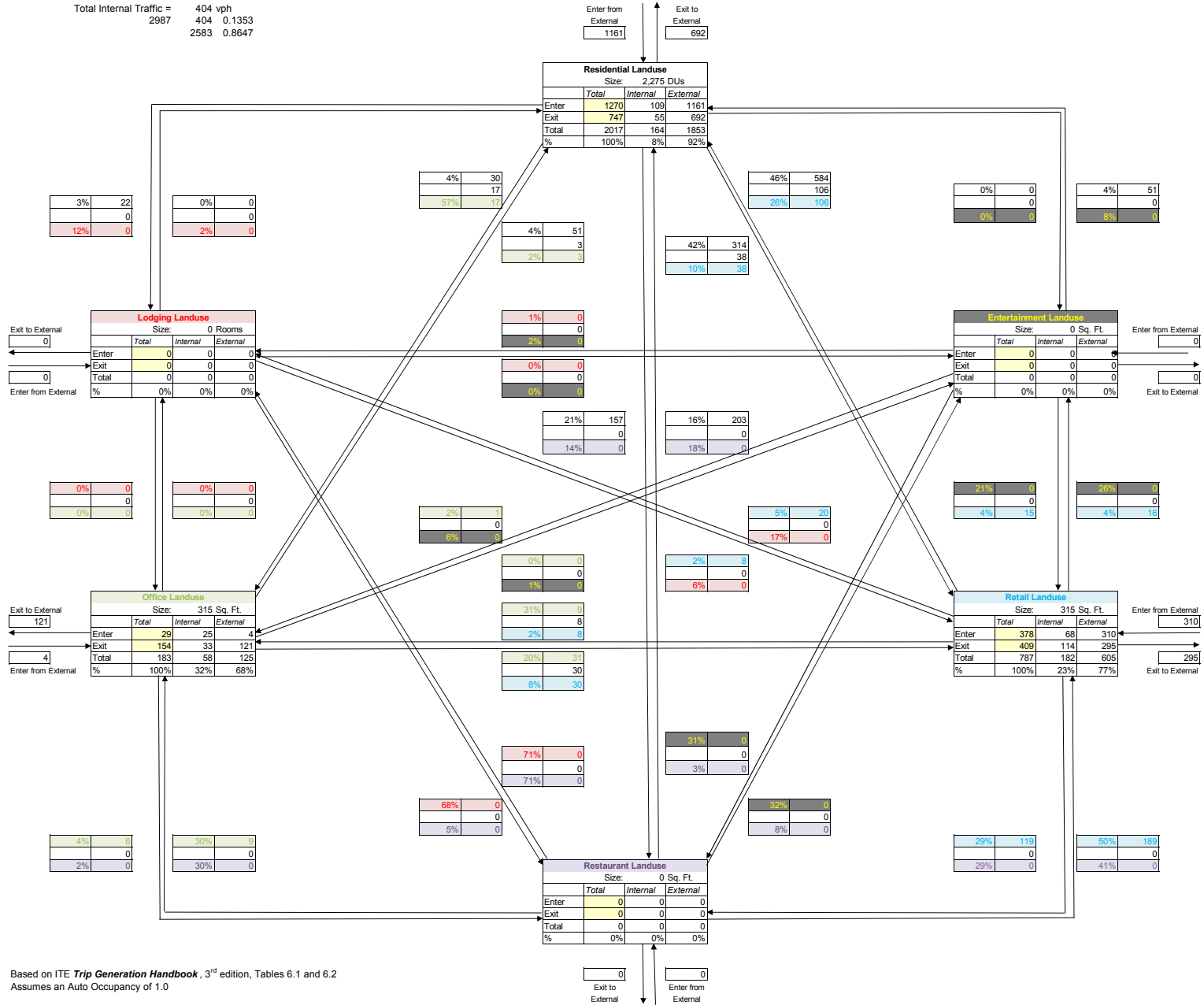
**PM Peak Hour  
Internal Capture Matrix - Roberts Village**

Total Internal Traffic = 208 vph  
1044 208 0.1992  
836 0.8008



**PM Peak Hour**  
**Internal Capture Matrix - Greenbriar, Preserve & Timberland Villages**

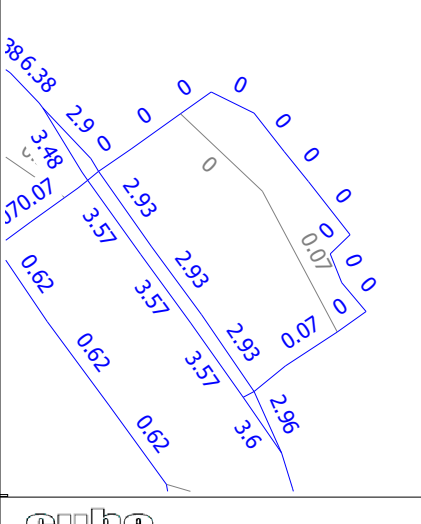
Total Internal Traffic = 404 vph  
 2987 404 0.1353  
 2583 2583 0.8647



Based on ITE *Trip Generation Handbook*, 3<sup>rd</sup> edition, Tables 6.1 and 6.2  
 Assumes an Auto Occupancy of 1.0

## Appendix D

2040 Model Plots showing the distribution of project traffic











**ATTACHMENT 4**  
**WATER AND SEWER AVAILABILITY**  
**LETTER**



## Availability Letter

Peter Ma

11/10/2020

England, Thims and Miller, Inc.  
14775 Old St. Augustine Road  
Jacksonville, Florida 32258

Project Name: Helow Properties

Availability #: 2020-3824

Attn: Peter Ma

Thank you for your inquiry regarding the availability of Reclaim, Sewer, Water. The above referenced number in this letter will be the number JEA uses to track your project. Please reference this number when making inquiries and submitting related documents. This availability letter will expire two years from the date above.

### **Point of Connection:**

A summary of connection points for requested services are identified on the following page. JEA recognizes Connection Point #1 as the primary point of connection (POC); however, a secondary, conditional POC will be listed if available. JEA assumes no responsibility for the inaccuracy of any service connection portrayed on a JEA utility system record drawing. JEA requires field verification in the form of a Level A SUE of all POCs prior to any plan approval to ensure connection availability. Please note the Special Conditions stated in each section contain pertinent information and additional requirements as well as further instructions. In the event the point of connection is located within a JEA easement located on private property not owned by applicant, applicant shall be responsible to obtain a temporary construction easement (TCE) from the third party owner providing applicant with the right to construct the utilities. **The TCE will need to be provided by JEA prior to setting up a pre-construction meeting.**

### **Main Extensions and/or Offsite Improvements:**

For all utilities located in the public Right of Way or JEA easement, the new WS&R utilities shall be dedicated to JEA upon completion and final inspection, unless otherwise noted. **It shall be the applicant's responsibility to engage the services of a professional engineer, licensed in the State of Florida.** All WS&R construction shall conform to current JEA Water, Sewer & Reuse Design Guidelines which may be found at:

[https://www.jea.com/engineering\\_and\\_construction/water\\_and\\_wastewater\\_development/reference\\_materials/](https://www.jea.com/engineering_and_construction/water_and_wastewater_development/reference_materials/)

### **Reservation of Capacity:**

This availability response does not represent JEA's commitment for or reservation of WS&R capacity. In accordance with JEA's policies and procedures, commitment to serve is made only upon JEA's approval of your application for service and receipt of your payment of all applicable fees.

A detailed overview of the process can be found at JEA.com. This document along with other important forms and submittal processes can be found at

[https://www.jea.com/water\\_and\\_wastewater\\_development](https://www.jea.com/water_and_wastewater_development)

Sincerely,

JEA Water, Sewer Reclaim  
Availability Request Team

Availability Number: 2020-3824

Request Received On: 11/9/2020

Availability Response: 11/10/2020

Prepared by: Susan West

Expiration Date: 11/10/2022

### **Project Information**

Name: Helow Properties

Address:

County: St. Johns County

Type: Reclaim,Sewer,Water

Requested Flow: 1600000

Parcel Number: 0098800000, 0098900000, 0098600010, 0099200010

Location: North of Greenbriar and East of Longleaf

Description: 2200 acre master planned community with 3500 unit single family residential homes and 2.5 million sf of non-residential

### **Potable Water Connection**

Water Treatment Grid: South Grid

Connection Point #1: Existing 16 inch (north of Greenbriar) and 20 inch (south of Greenbriar) water main(s) along Long Leaf Pine Pkwy; Existing 16 inch water main along Greenbriar Rd;

Connection Point #2: Existing 16 inch water main along Roberts Rd; Proposed 16 inch water main along Veterans Pkwy just south of Landmark Blvd (LOA 2019-2429)

Connection point not reviewed for site fire protection requirements. Private fire protection analysis

Water Special Conditions: is required. Master water plan and analysis required. Water main looping required for service reliability.

### **Sewer Connection**

Sewer Grid: Blacks Ford

Connection Point #1: Existing 16 inch and 36 inch force main along the northern boundary line; Existing 16 inch (south of Greenbriar) and 20 inch (north of Greenbriar) force main(s) along Long Leaf Pine Pkwy;

Connection Point #2: Existing 12 inch force main along Greenbriar Rd west of Long Leaf Pine Pkwy; Existing 12 inch force main along Roberts Rd

Master sewer plan and analysis required. System to be designed to include master pump/repump stations to limit the number of connections to the existing JEA facilities. Connection to the JEA-

Sewer Special Conditions: owned sewer system for your project will require the design and construction of an onsite, JEA owned and maintained pump station, and a JEA dedicated force main (min. 4" dia.). Request a force main connection pressure letter through Step 2 of the SagesGov portal.

### **Reclaimed Water Connection**

Reclaim Grid: South Grid

Connection Point #1: Existing 20 inch reclaimed water main along Long Leaf Pine Pkwy; Existing 12 inch reclaimed water main along Greenbriar Rd west of Long Leaf Pine Pkwy;

Connection Point #2: Proposed 20 inch reclaimed water main along Veterans Pkwy just south of Landmark Blvd (LOA 2019-2429)

Reclaim Special Conditions: Master reclaimed water plan and analysis required. Reclaimed water main looping required for service reliability. Reclaimed water shall be used for irrigation.

Electric Availability:

Electric Special Conditions: The subject property lies within the geographic area legally served by JEA. JEA will provide electric service as per JEA's most current Rules and Regulations.

General Conditions: Developer agreement will likely be required to address project phasing and development improvement requirements as well as possible JEA funded grid improvements. This letter represents the water and sewer availability for the overall development area of the project and should not be used for construction plan submittal tracking. Additional availability requests will be required for tracking purposes as the project is submitted for permitting. Point of connection location(s) to be field verified by developer during project design. If needed, a development meeting may be scheduled prior to submitting a plan set through the SagesGov portal. Copies of reference drawings may also be requested using the SagesGov portal.

**ATTACHMENT 5**  
**CORRESPONDENCE**

**From:** [Joseph McAnarney](#)  
**To:** [Kevin Kramer](#)  
**Cc:** [Cynthia May](#); [Forrest Cotten](#)  
**Subject:** Re: Greenbriar Helow COMPAMD 2021-02  
**Date:** Monday, April 12, 2021 9:56:31 AM  
**Attachments:** [image015.png](#)  
[image014.png](#)  
[image001.png](#)  
[image018.png](#)  
[image017.png](#)  
[image016.png](#)

---

Hello Mr. Kramer - Thank you for your email and for reaching out to discuss the Greenbriar Helow COMPAMD application. I would very much like to meet with you and Mr. Helow. In general, I am open all day April 21, 22, and 23 during that week, and 27, 28, 29, and 30 the following. If OK, I would like to invite one or two others from our Northwest citizens group. I would look forward to a very friendly and informative meeting.

Let me also say that I am excited about the potential of this project. As a retired architect, I look back on college days sitting in regional planning classes, with examples such as Columbia, Maryland and others. And while my career focused on health care and university campuses, I have always retained a sense of community planning and the values of family-friendly towns and villages.. The title of your project - The Villages at Town Center - if it is still called that, did engender good thoughts and possibilities in my mind.

Having said that, I also want residents in our entire Northwest Sector of St. Johns County to have some participation and dialogue with your group. We have an excellent Planning Staff and Department professionals in the County and they are reviewing the project with respect to codes and standards. But they do value citizen input and participation. Already some news of your project is making its way through neighborhoods and Homeowner Associations, and I know there will be many (perhaps several hundreds) of residents who want to learn more, see more, and speak up about the project. And there may be more community meetings than the one on May 17th. I hope so, and maybe we can talk about that too.

And finally, all voices and ideas taken together can create an excellent project for St. Johns County, residents, and schools.

I look forward to meeting, talking, and working with you and all on the project.

Yours truly,  
Joe McAnarney, Member  
Northwest United for Progress

On Sunday, April 11, 2021, 05:11:31 PM EDT, Kevin Kramer wrote:

Mr. McAnarney,

Your below email inquiry was forward to us by SJC Planning Department. BTI Partners and Joe Helow are joint applicants for the Greenbriar Helow COMPAMD application. Joe and I would like to meet with you in person to discuss the application and your opinions/ideas ahead of the NW Sector Community meeting scheduled for May 17<sup>th</sup>. If you are agreeable to meeting please provide a few dates and times the weeks of April 19<sup>th</sup> and 26<sup>th</sup> that you are available and I will coordinate with Joe.

We look forward to meeting with you.



**Kevin Kramer, P.E.**

Director of Land Development  
**T:** 321-422-9294

**E:** [kkramer@btipartners.com](mailto:kkramer@btipartners.com)

14501 Grove Resort Avenue #3102, Orlando, FL 34787

[B.BTIPartners.com](http://B.BTIPartners.com)

---

**AWARD WINNING  
DEVELOPER >**



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Begin forwarded message:

**From:** Cynthia May <[cmay@sjcfl.us](mailto:cmay@sjcfl.us)>  
**Date:** April 1, 2021 at 3:03:11 PM EDT  
**To:** Lindsay Haga <[HagaL@etminc.com](mailto:HagaL@etminc.com)>  
**Subject:** FW: Greenbriar Helow COMPAMD 2021-02

Lindsay,

Staff received this email from Mr. McAnarney, who is very interested in public workshops regarding the planning of this project. You may want to reach out to him.

Thank you,

Cynthia

Cynthia A. May, ASLA  
Senior Planner  
St. Johns County Growth Management Department  
4040 Lewis Speedway, St. Augustine, FL 32084  
904.209.0591 | [cmay@sjcfl.us](mailto:cmay@sjcfl.us)

-----Original Message-----

From: Joseph McAnarney <[joemcanarney@yahoo.com](mailto:joemcanarney@yahoo.com)>  
Sent: Friday, March 26, 2021 12:23 AM  
To: Cynthia May <[cmay@sjcfl.us](mailto:cmay@sjcfl.us)>  
Cc: Dan Hampton <[danhampton79@gmail.com](mailto:danhampton79@gmail.com)>; Dem - Russ Scott <[russell.g.scott@gmail.com](mailto:russell.g.scott@gmail.com)>; Dianne Battle <[battled@gmail.com](mailto:battled@gmail.com)>; Commissioner Christian Whitehurst <[bcc1cwhitehurst@sjcfl.us](mailto:bcc1cwhitehurst@sjcfl.us)>; Commissioner Jeb Smith <[bcc2jsmith@sjcfl.us](mailto:bcc2jsmith@sjcfl.us)>; Commissioner Paul Waldron <[bcc3pwaldron@sjcfl.us](mailto:bcc3pwaldron@sjcfl.us)>; Commissioner Jeremiah Blocker <[bcc4jblocker@sjcfl.us](mailto:bcc4jblocker@sjcfl.us)>; Commissioner Henry Dean <[bcc5hdean@sjcfl.us](mailto:bcc5hdean@sjcfl.us)>  
Subject: Greenbriar Helow COMPAMD 2021-02

Dear Ms. May - On behalf of many here in the Northwest Sector of the County, we are very, very interested in tracking the Greenbriar Helow COMPAMD application. While we will do that by monitoring the County's online Application Submittal Management tool, I would like to ask if we may view any plans or land use bubble diagrams submitted by the applicant as they are submitted?

At 2,177 acres, this project presents significant opportunities - and challenges - for the County and for existing residential developments and infrastructure. In fact, while a required Community Meeting will happen further into the plan development, I would suggest several Northwest Community-wide workshops to receive a maximum amount of citizen input and feedback.

Our organizations, the Northwest United for Progress and the "County Vision", will certainly do all it can to get the word out and to advocate for maximum early public workshops. We want to be helpful, but we want to be involved - and want as many citizens as possible involved as well.

As a retired architect, I greatly appreciate the work you do and the work in front of you with this application. You have my support, and I will continue to be your advocate.

This project is immense!! With an equally immense positive potential for the County. Please advocate for immense public participation along the way.

Yours very truly,  
Joe McAnarney

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malicious,  
please  
contact MIS  
for further  
assistance.



**From:** [Phong Nguyen](#)  
**To:** ["Joseph McAnarney"](#)  
**Cc:** [Forrest Cotten](#); [Cynthia May](#)  
**Subject:** RE: Funding for Future Veterans Parkway Extension??  
**Date:** Friday, April 30, 2021 1:36:19 PM

---

Good afternoon Mr. McAnarney,

That's correct that Rivertown has a commitment with the County as part of their approval process to construction Veterans Pkwy extension from Longleaf Pine to CR 210. They are in the process to commence construction.

Phong Nguyen  
Transportation Development Manager  
St Johns County Growth Management Department  
4040 Lewis Speedway  
St Augustine FL 32084  
[www.sjcfl.us](http://www.sjcfl.us) (904) 209-0613 office

---

**From:** Joseph McAnarney <[joemcanarney@yahoo.com](mailto:joemcanarney@yahoo.com)>  
**Sent:** Friday, April 30, 2021 12:22 PM  
**To:** Phong Nguyen <[pnguyen@sjcfl.us](mailto:pnguyen@sjcfl.us)>  
**Cc:** Forrest Cotten <[fcotten@sjcfl.us](mailto:fcotten@sjcfl.us)>; Cynthia May <[cmay@sjcfl.us](mailto:cmay@sjcfl.us)>  
**Subject:** Re: Funding for Future Veterans Parkway Extension??

Hello Mr. Nguyen - It was suggested by Cynthia May that I contact you for a possible answer to a question about road funding. I had a very good meeting recently with Mr. Joe Helow, applicant for the Greenbriar Helow project in the Northwest Sector, and during that meeting it was said that the developer of Rivertown has a requirement to construct any extension of Veterans Parkway from near Creekside High School south to CR 210.

I had asked Ms. May if that was still the case, and she suggested asking you. Although such plans do not appear imminent, I did just want to know what obligations still exist.

Thank you for any clarifications.

Yours truly,  
Joe McAnarney, Northwest United for Progress

On Wednesday, April 28, 2021, 08:06:47 AM EDT, Cynthia May <[cmay@sjcfl.us](mailto:cmay@sjcfl.us)> wrote:

Good Morning Mr. McAnarney,

It's great to hear that you were able to meet with Mr. Helow and Mr. Kramer. They are also scheduling a Northwest Sector Community Meeting on May 17<sup>th</sup> for another opportunity to discuss the project with the developers.

Questions regarding Traffic, Transportation and Concurrency should be directed to Jan

Trantham and Phong Nguyen, who are most knowledgeable regarding these topics, and will hopefully be able to provide you with answers if the information is available.

Best regards,

Cynthia

Cynthia A. May, ASLA

*Senior Planner*

St. Johns County Growth Management Department

4040 Lewis Speedway, St. Augustine, FL 32084

904.209.0591 | [cmay@sjcfl.us](mailto:cmay@sjcfl.us)

---

**From:** Joseph McAnarney <[joemcanarney@yahoo.com](mailto:joemcanarney@yahoo.com)>  
**Sent:** Tuesday, April 27, 2021 8:21 PM  
**To:** Cynthia May <[cmay@sjcfl.us](mailto:cmay@sjcfl.us)>  
**Cc:** Forrest Cotten <[fcotten@sjcfl.us](mailto:fcotten@sjcfl.us)>  
**Subject:** Excellent Meeting with Joe Helow and Question

Dear Ms. May - I had an excellent meeting today with Joe Helow and Kevin Kramer of BTI, and we talked about the Greenbriar Helow Project - visions and goals. Thank you for helping to make this meeting possible.

I did have one question for County staff, though. During the meeting, possible new roads were discussed and it was mentioned that the Rivertown developer has a previous obligation to construct any extension of Veterans Parkway from near Creekside High School south to CR 210. Can you tell me if this obligation is still in place? Who would pay to extend that road?

Thank you for any updates and information on that.

Regards,

Joe McAnarney

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**From:** [Cynthia May](#)  
**To:** [Joseph McAnarney](#)  
**Subject:** RE: Greenbriar Helow COMPAMD 2021-02  
**Date:** Tuesday, April 6, 2021 9:17:00 AM

---

Good Morning Mr. McAnarney,

I've found that I am not able to send you project information because the file sizes exceed the limits allowed by the County policy. Staff has also been directed to work through Records Management to send information to the public. Going forward you are very welcome to check with me regarding updates and application status, as well as with any questions you may have.

Whenever there is a new submittal, the best way to get project information is through a direct public records request to Loni Sylvestris. You should give her the specific information you are looking for, and in this case it will be for COMPAMD 2021-02 GreenBriar Helow. For example, let Loni know you would like the concept plans, application, and narrative most recently submitted. Her contact information is:

Loni M. Silvestris, RMLO, FCRM  
Records Management, St. Johns County Growth Management  
4040 Lewis Speedway St. Augustine, FL 32084-8637  
Phone: 904.209.0706 FAX: 904.209.0707  
Monday – Friday 7:30 to 4:30  
Web: [www.sjcfl.us](http://www.sjcfl.us)  
Popular/Permit Status & Online Services/Building Permit Status (or) Access Online Submittal Mgmt Applications  
Public Records: <http://www.sjcfl.us/GrowthManagement/publicrecordsrequest.aspx>

Best regards,

Cynthia

Cynthia A. May, ASLA  
Senior Planner  
St. Johns County Growth Management Department  
4040 Lewis Speedway, St. Augustine, FL 32084  
904.209.0591 | [cmay@sjcfl.us](mailto:cmay@sjcfl.us)

-----Original Message-----

From: Joseph McAnarney <[joemcanarney@yahoo.com](mailto:joemcanarney@yahoo.com)>  
Sent: Friday, March 26, 2021 12:23 AM  
To: Cynthia May <[cmay@sjcfl.us](mailto:cmay@sjcfl.us)>  
Cc: Dan Hampton <[danhampton79@gmail.com](mailto:danhampton79@gmail.com)>; Dem - Russ Scott <[russell.g.scott@gmail.com](mailto:russell.g.scott@gmail.com)>; Dianne Battle <[battled@gmail.com](mailto:battled@gmail.com)>; Commissioner Christian Whitehurst <[bcc1cwhitehurst@sjcfl.us](mailto:bcc1cwhitehurst@sjcfl.us)>; Commissioner Jeb Smith <[bcc2jsmith@sjcfl.us](mailto:bcc2jsmith@sjcfl.us)>; Commissioner Paul Waldron <[bcc3pwaldron@sjcfl.us](mailto:bcc3pwaldron@sjcfl.us)>; Commissioner Jeremiah Blocker <[bcc4jblocker@sjcfl.us](mailto:bcc4jblocker@sjcfl.us)>; Commissioner Henry Dean <[bcc5hdean@sjcfl.us](mailto:bcc5hdean@sjcfl.us)>  
Subject: Greenbriar Helow COMPAMD 2021-02

Dear Ms. May - On behalf of many here in the Northwest Sector of the County, we are very, very interested in tracking the Greenbriar Helow COMPAMD application. While we will do that by monitoring the County's online Application Submittal Management tool, I would like to ask if we may view any plans or land use bubble diagrams submitted by the applicant as they are submitted?

At 2,177 acres, this project presents significant opportunities - and challenges - for the County and for existing residential developments and infrastructure. In fact, while a required Community Meeting will happen further into the plan development, I would suggest several Northwest Community-wide workshops to receive a maximum

amount of citizen input and feedback.

Our organizations, the Northwest United for Progress and the "County Vision", will certainly do all it can to get the word out and to advocate for maximum early public workshops. We want to be helpful, but we want to be involved - and want as many citizens as possible involved as well.

As a retired architect, I greatly appreciate the work you do and the work in front of you with this application. You have my support, and I will continue to be your advocate.

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Yours very truly,  
Joe McAnarney

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**From:** [Joseph McAnarney](#)  
**To:** [Cynthia May](#)  
**Cc:** [Dan Hampton](#); [Dem - Russ Scott](#); [Dianne Battle](#); [Commissioner Christian Whitehurst](#); [Commissioner Jeb Smith](#); [Commissioner Paul Waldron](#); [Commissioner Jeremiah Blocker](#); [Commissioner Henry Dean](#)  
**Subject:** Greenbriar Helow COMPAMD 2021-02  
**Date:** Friday, March 26, 2021 12:22:52 AM

---

Dear Ms. May - On behalf of many here in the Northwest Sector of the County, we are very, very interested in tracking the Greenbriar Helow COMPAMD application. While we will do that by monitoring the County's online Application Submittal Management tool, I would like to ask if we may view any plans or land use bubble diagrams submitted by the applicant as they are submitted?

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Joe McAnarney

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**From:** [Cynthia May](#)  
**To:** ["Joseph McAnarney"](#)  
**Cc:** [Forrest Cotten](#)  
**Subject:** RE: Excellent Meeting with Joe Helow and Question  
**Date:** Wednesday, April 28, 2021 8:06:00 AM

---

Good Morning Mr. McAnarney,

It's great to hear that you were able to meet with Mr. Helow and Mr. Kramer. They are also scheduling a Northwest Sector Community Meeting on May 17<sup>th</sup> for another opportunity to discuss the project with the developers.

Questions regarding Traffic, Transportation and Concurrency should be directed to Jan Trantham and Phong Nguyen, who are most knowledgeable regarding these topics, and will hopefully be able to provide you with answers if the information is available.

Best regards,

Cynthia

Cynthia A. May, ASLA  
*Senior Planner*  
St. Johns County Growth Management Department  
4040 Lewis Speedway, St. Augustine, FL 32084  
904.209.0591 | [cmay@sjcfl.us](mailto:cmay@sjcfl.us)

---

**From:** Joseph McAnarney <[joemcanarney@yahoo.com](mailto:joemcanarney@yahoo.com)>  
**Sent:** Tuesday, April 27, 2021 8:21 PM  
**To:** Cynthia May <[cmay@sjcfl.us](mailto:cmay@sjcfl.us)>  
**Cc:** Forrest Cotten <[fcotten@sjcfl.us](mailto:fcotten@sjcfl.us)>  
**Subject:** Excellent Meeting with Joe Helow and Question

Dear Ms. May - I had an excellent meeting today with Joe Helow and Kevin Kramer of BTI, and we talked about the Greenbriar Helow Project - visions and goals. Thank you for helping to make this meeting possible.

I did have one question for County staff, though. During the meeting, possible new roads were discussed and it was mentioned that the Rivertown developer has a previous obligation to construct any extension of Veterans Parkway from near Creekside High School south to CR 210. Can you tell me if this obligation is still in place? Who would pay to extend that road?

Thank you for any updates and information on that.

Regards,  
Joe McAnarney

**CAUTION:** This email originated from outside of the County. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you believe this message is fraudulent or malicious, please contact MIS for further assistance.

RE: Greenbriar Helow Project



From: Cynthia May

Sent: 4/5/2021 11:19

To: Joseph McAnarney

Cc: Teresa Bishop; Forrest Cotten

Good Morning Mr. McAnarney,

Below are responses to your questions from last week regarding Comprehensive Plan Amendment (COMPAMD 2021-02 Greenbriar Helow):

1. Pre-Applications are a complimentary service intended to provide information to a prospective Applicant, and in particular to describe the process, criteria and application submittal requirements of a potential land use application, as well as to identify possible issues the Applicant may need to address. This is not intended to be a comprehensive review, especially given that the pre-application materials typically have limited information. Answers to questions/comments are not part of the preliminary review process through a resubmittal by the Applicant; however, all pre-applications are discussed with the Applicant at a DRC meeting, so questions may be answered at that time.
2. For a regular Comprehensive Plan Amendment application, relevant information provided in the Pre-App would be carried forward to the first round of comments, unless the full scale application appears to have covered the comment(s).
3. The Applicant has been informed of the requirement for a state coordinated review. If the Board of County Commissioners votes to transmit the Application to state and regional agencies after public hearings with the PZA and BCC, the transmittal letter from staff to DEO will include notification of the additional state coordinated review.
4. Unless technical in nature, such as review of traffic data, staff evaluations of comprehensive plan amendments are limited to confirmation that the applications are complete in terms of all required documents have been submitted, and the criteria was addressed by the Applicant. It is up to the Planning and Zoning Agency to make recommendations to the Board of County Commissioners as to whether or not the information provided meets the criteria as established by the specific policies of the Comprehensive Plan. If comments made in the Pre-Application Review were determined to have been addressed by the formal application, the comment or point of information was not repeated.

I hope that this helps clarify the Pre-application process. Section 12 of the Development Review Manual may give you more information at the following link: <http://www.sjcfll.us/DevelopmentReview/media/DRM/Section%2012.0%20Courtesy%20Review%20Pre-Application%20121911.pdf>

Best regards,

Cynthia

Cynthia A. May, AIA

**ATTACHMENT 6**  
**NW Sector**  
**Community Meeting**



Ms. Teresa Bishop, AICP  
Planning Manager  
St. Johns County Growth Management  
4040 Lewis Speedway | St. Augustine, FL 32084

May 18, 2021

**Re: COMPAMD 2021-02 Greenbriar Helow NW Sector Community Meeting  
ETM Project No. 20-250**

On Tuesday, May 18 at 6:00 PM, we hosted a Northwest Sector Community Public Participation Meeting in accordance with Comprehensive Plan Policy A.2.1.7., Development Review Manual Section 33, Executive Order 20-69 and St. Johns County Proclamation 2020-03. The meeting was held live at the Switzerland Community Church and was also conducted remotely using communications media technology (CMT).

In addition to the applicant team, the public in person attendance included over 51 attendees and 43 participants by virtual and/or call-in attendance, including the assigned County Planner, Joe Cearley along with other members of the project team. A copy of the Sign in sheet is attached. A video recording of the meeting is available through this link: <https://etminc.exavault.com/share/view/2hvww-20fkurnu>

The meeting began with introduction of the applicant team and assigned St. Johns County Planner (virtual attendance). The presentation agenda included the project introduction, conceptual plan and proposed uses, proposed large scale land use amendment, public facilities analysis and provided for a question/answer period. The presentation described the locational context within the northwest portion of St. Johns County and the greater region with proximity to regional roadways and employment centers. With the existing and planned communities surrounding the project, this amendment provides an opportunity to integrate into the pattern of development. The Conceptual Plan was defined by total project acreage of 2,211 acres pinned with activity centers over six (6) villages, the Regional Preserve Network of a minimum of 500 acres and the pattern of development adjacent to the existing communities. The existing and proposed Future Land Use Maps were presented and compared, highlighting the infill nature of the project site and adjacency to the Development Area Boundary. The amendment was described in the two parts: map and text amendment, defining maximum development, setting the Regional Preserve Network, outlining uses and defining Scenic Edges. The key findings of the market analysis were summarized to share the expected population growth through 2050, the demand created by this growth for both homes and commercial space and within that growth the northwest sector of the County attracting a large portion of the growth. The market study summarized the current capacity as insufficient to meet this demand. The public infrastructure analysis walked through the evaluation capacity for water, sewer, reuse, solid waste, civic uses like fire/sheriff, public schools, recreation and roadways. The slide presentation highlighted the reserved civic, school and park activity sites. The presentation covered the pending transportation improvements in the 4 mile study areas by mapping the segments and listing the funding source and expected completion dates. The Traffic Impact Assessment outlined how mitigation for impacts to the roadway network is determined. The presentation concluded with an explanation of the proportionate fair share process to spotlight when in the planning process each permit such as concurrency for roads and schools can be applied. A copy of the presentation is attached.

Ms. Teresa Bishop, AICP  
Greenbriar Helow NWS Community meeting  
May 18, 2021

Following the presentation, the floor was open for comments. Those attending the public participation meeting, both in person and virtual, asked questions regarding:

Topic: Development Program/Phasing

- 2.5MSF nonresidential impact on Greenbriar Road
- Allowable uses and buffering from existing neighborhoods
- Timing of first roadway connection
- Distribution of nonresidential within the proposed villages (see table on concept plan)
- What is proposed in the adjacent Town Center PUD?
- Provide examples of residential and nonresidential development

Topic: Transportation including roadway construction timing and project trips

- Traffic study and impact on Roberts Road. Look at reducing impacts on Roberts Road
- Shearwater Collector will it ever be a 4 lane road?
- Trash pick up on Roberts Road interrupts traffic flow now
- Clarify the mobility connections through the concept plan
- What is the impact to the SR13 William Bartram Scenic Highway

Topic: School Capacity

- Schools start over capacity now. Can the developer propose an additional school site or make the proposed site larger?
- How does the proportionate fair share process pay for school construction?
- How does the proportionate fair share process and impact fees compare to the half cent sales tax?
- Once complete will taxes cover the operation and maintenance of schools?
- Can a signal be installed at the proposed school site?

Topic: Regional Preserve Network

- Clarify environmental connections of the Regional Preserve Network

Topic: Proposed land uses of Mixed Use and Residential C

- Type of mixed use homes and future upkeep of infrastructure. Would like to see developer contribute to a perpetual maintenance fund
- Concern with expansion of existing Mixed Use along Longleaf Pine Parkway and Roberts Road
- Define transition between existing neighborhoods in terms of height treatment, mix of uses, buffer size and lot sizes
- Land use category patterns of Residential B and the proposed Residential D and C, how is density described?

Topic: Community meetings

- Interested in participating in more community meetings for the Planned Unit Development.

Responses were provided between the Helow Properties, Joe Helow, BTI Partners, Kevin Kramer, Jeff Crammond, ETM, Ellen Avery Smith, Rogers Towers and Lindsay Haga, ETM. In addition to the questions listed above, some questions were received/sent by email. A copy of attendee questions is attached.

Following the question and answer period, the presenter reminded attendees of the transmittal hearing dates: Planning and Zoning Agency on June 3, 2021 and the Board of County Commissioners on July 20, 2021. Upon conclusion of the meeting additional questions were welcomed in the form of email or phone calls to the direction of Lindsay Haga.

Ms. Teresa Bishop, AICP  
Greenbriar Helow NWS Community meeting  
May 18, 2021

Please note that this letter is a summary of the meeting held on May 18, 2021. Should County require additional information or have any questions regarding the contents of this letter please do not hesitate to contact this office utilizing the contact information below.

Thank you,



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Lindsay Haga, AICP  
Planning Manager/Shareholder  
(904) 575-1226

Attached:

1. In person Sign in sheet
2. Online attendee list (by phone number or name, if provided by attendee)
3. Presentation slide deck
4. NWS Community meeting affidavit, notarized
5. Community questions by email



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](mailto:plandept@sjcfl.us)

**COMMUNITY MEETING NOTICING AFFIDAVIT**

Date: 5/17/2021

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 2021-02 for a Community Meeting held on May 17, 2021. 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
<input checked="" type="checkbox"/> Adjacent Property Owner Notice sent 15 days prior to scheduled meeting	4/28/2021
<input checked="" type="checkbox"/> Sign(s) Posted 15 days prior to scheduled meeting	4/30/2021
<input checked="" type="checkbox"/> Published Notice with copy to Planning and Zoning 15 days prior to scheduled meeting	4/30/2021
<input checked="" type="checkbox"/> Signs posted at location meeting	5/17/2021
<input type="checkbox"/> Flyers posted within Northwest sector (optional)	

Lindsay Haeg  
 Applicant Signature

5/17/2021  
 Date

State of Florida  
 County of St. Johns

The foregoing instrument was acknowledged before me this 20th day of May 2021

By Lindsay Haeg (name of person acknowledging).

**ALEX JACOBS**  
 Notary Public, State of Florida  
 My Comm. Expires **02/19/2025**  
 Commission No. **HH79522**

Alex Jacobs  
 Notary Signature

Alex Jacobs  
 Name of Notary - Typed, printed or stamped

Personally known  OR Produced Identification \_\_\_\_\_

Type of Identification Produced: \_\_\_\_\_

## **General Summary of Comments from Community Gathering**

May 11, 2021

An initial gathering of residents from the County's Northwest Sector was held at the Aberdeen Social Hall, Tuesday evening, May 11<sup>th</sup>. While not officially representing HOAs or Neighborhood Associations, residents were from Aberdeen, Roberts Road area, Durbin Crossing, and Julington Creek and are representative of area thought. The upcoming Greenbriar Helow project was discussed, public document plans were viewed, and questions raised. The following reflect the general nature of those questions and discussions:

### 1. Schedule of Developments

- a. While 3500 homes will not suddenly appear tomorrow, neither will the First Coast Expressway. Until then, traffic will largely be on CR 210, Longleaf Pine, Veterans, and Roberts Road.
  - i. Can the developer outline a hoped-for schedule of development – what's first? When? And so forth.
- b. Same for the surrounding roads.
  - i. What are plans and schedules for widening CR 210, Longleaf Pine, Veterans, and Roberts (and by the way, who pays for these?).

### 2. Proposed Residential – Types and Compatibilities with those in the NW Sector.

- a. A statistical analysis of existing Residential Zoning had been prepared and was discussed (see attached).
  - i. Over 70% of developed residential in the immediate areas is zoned Res-B (2 homes / acre).
    1. Why shouldn't 70% of the proposed "Villages" also be zoned Res-B?
- b. Apartments are expected and many of these are already developed along Longleaf Pine.
  - i. They look good and they are set back from the road and well-landscaped.
  - ii. But there are also a very few of these apartment groupings when compared to the majority of surrounding single-family developments.
  - iii. The extent of apartments in Mixed-Use areas (with 13 units per acre) seems very excessive and incompatible with surrounding existing areas (of 2 and 3 houses per acre).
    1. Especially along the new Veterans Parkway.

### 3. Schools

- a. One K-8 site is identified, and this seems inadequate to solve both the existing overcrowding in the area and anticipated new growth from this development.
  - i. What have been the discussions between this developer and the School District?
  - ii. Are more schools needed here, and where would they go?

### 4. JEA and utilities

- a. Has the developer talked with JEA about utilities needed to support this development?
- b. Will the sub-station along Reclamation Road be expanded?
- c. Will power lines and other utilities be placed in the wetland area (identified by the developer's Environmental report as "headwaters of Trout Creek")?

5. Drainage concerns
  - a. Has stormwater management been properly anticipated and described?
  - b. It does seem as though some residential areas flood more easily and stay wet after rains.
6. The Environment
  - a. Although the developer says he will retain 500 acres of wetlands, how many acres actually exist now in the development area?
  - b. In keeping with the County's Greenways, Blueways, Trails (GBT) document, it would be good if the "Villages" residential areas could incorporate "connected wildlife corridors" and "connected" not "fragmented" wetlands.
    - i. What has the developer stated about these as goals?
7. Parks and Recreation
  - a. The Northwest Area seems to be very deficient in recreation facilities. It's tough to schedule ball fields for practice, games are played late, etc.
  - b. It would be great if a "large Sports Complex" could be set-aside and developed for the NW area.
  - c. In part, with the Environment and GBT discussion above, it would be great also to have a nice "trail" system for hikers, bikers, and families.
    - i. A trail-system opportunity is shown on the developer's plans, but these appear to be following alongside major roads.
      1. While wider sidewalks alongside roads (and spaced apart from these roads is good – maybe similar to those in Julington Creek along Race Track?), it would also be good to have more natural trails away from the roads.
        - a. Natural trails that wind through open areas – away from traffic - with a variety of small parks and settings for families.
        - b. Can the developer put this as a goal or condition for development in its application?
8. Pictures and photographs
  - a. It's hard to "visualize" what some of these areas would look like.
    - i. Can the developer show pictures or photographs as examples of certain types of areas? Apartments (Res-D)? Mixed Use? "Town Center"??
  - b. Town Center – speaking of which, this sounds very "special", but there is really no "special" zone or unique "town center" area shown on the plans.
    - i. Is this just a name, or does the developer intend to do something unique and special?
9. New Veterans Parkway and Mixed-Use Zoning
  - a. When would this be built? How many lanes initially? How many lanes ultimately? (and who pays for this?)
  - b. The Mixed-Use proposal differs greatly from the existing Veterans Parkway and seems inappropriate.
    - i. Existing Veterans from Race Track to Longleaf is tree-lined with carefully-spaced entries into residential developments, and it will be widened to 4-lanes as growth occurs.

- ii. Some of that growth will be the ICI Middlebourne commercial at the intersection of Longleaf and Veterans.
  - 1. But except for that commercial intersection, Veterans will remain tree-lined with carefully-spaced entries into residential areas.
- c. Greenbriar Helow's proposal for "mixed" uses along Veterans Parkway south of Longleaf differs greatly from the Veterans Parkway north of Longleaf and from what is being developed to the east (Stillwater).
  - i. The Greenbriar Helow proposal along the west edge of new Veterans does not seem appropriate or in keeping with existing – to the north or east.
- d. The new Stillwater development between CR 210 and Longleaf will share this new Veterans Roadway. It will have a tree-lined edge (75' or more?) with just a few entries into the development.
  - i. For Greenbriar Helow residential, cannot apartment groupings be well-spaced, set-back, and landscaped, perhaps even with a 75' natural buffer edge?
- e. And proposed Commercial / Retail / Office Uses seem very, very inappropriate for the new Veterans Parkway.
  - i. Where those uses might be better sited south toward CR 210, the proposal allows these anywhere between the ICI properties and CR 210 – almost 2 miles in length!!
  - ii. And mixed use allows virtually all types of uses – gas stations, storage buildings
  - iii. Residents do not want a tree-lined Veterans Parkway to become a Blanding Boulevard, clear cut, and concreted edge to edge.
- f. The Mixed Use request for Veterans Parkway should be retracted by the developer!!**
  - i. Instead, specific zones – Res-D, Community Commercial, and Office – should be shown on the plans. Ponte Vedra has done this successfully and so should Greenbriar Helow.
- g. 1.4M square feet of Non-Residential (Commercial, Retail/Office) along Veterans is excessive and should be greatly reduced.**
  - i. That number does not appear to be supported by the developer's own Market Study which states:
    - 1. "... most employment growth and therefore demand for commercial space in the County would be driven by supporting population needs in services and community and neighborhood retail."
  - ii. 1.4M square feet of non-residential is not visually in keeping with developed patterns along Veterans Parkway.
- h. 1.4M square feet of Non-residential seems to be a better fit with the future First Coast Expressway interchange south of here, not up here in the middle of our residential areas.**

**Surrounding Residential Units and Zoning**

Name of PUD / Primary Location	Approved Units / Zoning			
	Res B	Res C	MD	Total
<b>County Road 210</b>				
South Hampton	779			779
Shearwater		2703		2703
Cimarrone	768			768
Greenbriar Downs	818			818
Stonecreek	44			44
Millcreek Forest	305			305
Lakes at Millcreek Plantation			66	66
Millcreek Plantation			39	39
Worthington	289			289
Worthington Estates	179			179
Greenbriar Preserve	34			34
<b>Rivertown</b>	4500			4500
<b>Roberts Road</b>				
Greenfield	59			59
Cunningham Creek	660			660
Oak Harbour	98			98
Mallard Landing	163			163
<b>Longleaf Pine</b>				
Oxford Estates	290			290
Aberdeen		2023		2023



Julington Lakes	512			512
Durbin Crossing	2332			2332
<b>Veterans Parkway</b>				
ICI Middlebourne	426			
Oakridge Landing		196		
Greenbriar Downs	818			
<b>Totals</b>				
	13074	4922	105	18101
Percent of Totals	<b>72%</b>	<b>27%</b>	<b>1%</b>	<b>100%</b>
Percent w/o Rivertown	63%	36%	1%	13557

**From:** [Caleb Vorwaller](#)  
**To:** [Lindsay Haga](#)  
**Subject:** RE: Follow-up questions  
**Date:** Tuesday, May 18, 2021 8:08:53 AM

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Lindsay,

Thank you. One more question for your summary to the County and your team:

The Saint Johns County Traffic Department told me that a recent project to make Roberts Road a 3 lane road was scrapped because of right-of-way issues – this type of project will *not* be possible. However, in your presentation you stated that this is a future County project. I find that information to be inaccurate. This strengthens a case for a traffic study on Roberts Road provided by the Helow family and the developers: what will be the impact of such a large increase in residential and commercial traffic?

Caleb

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**From:** Lindsay Haga [mailto:[Hagal@etminc.com](mailto:Hagal@etminc.com)]  
**Sent:** Tuesday, May 18, 2021 7:26 AM  
**To:** Caleb Vorwaller  
**Subject:** RE: Follow-up questions

Good morning, Caleb.

Great list of questions! I will include this message in the summary to the County. Next, I will share the list with project team to provide answers.

More to follow,  
Lindsay

**Lindsay Haga, AICP**

Land Development - Planning Manager/Shareholder

England-Thims & Miller, Inc.

d: 904.376.6296

m: 904.575.1226

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**From:** Caleb Vorwaller <[cvorwaller@signalsouth.com](mailto:cvorwaller@signalsouth.com)>  
**Sent:** Monday, May 17, 2021 7:59 PM  
**To:** Lindsay Haga <[Hagal@etminc.com](mailto:Hagal@etminc.com)>  
**Subject:** Follow-up questions

Lindsay,

Thank you for answering my questions at the meeting this evening. I have a few follow up questions:

1. Will any of the commercial establishments in Roberts Village have driveways leading onto Roberts Road?
2. Will any of the commercial establishments in Roberts Village have driveways leading onto Longleaf Pine Parkway?
3. Will any of the Residential areas in Roberts Village have driveways leading onto Longleaf Pine Parkway?
4. Will any of the Residences in Roberts Village be Residential C? If so, how many units?
5. The gentleman sitting to the right of me (I was at the front left wearing a bright orange hat) said that a two lane road can handle 16,000 cars a day. Roberts Road already handles 13,122 cars a day. Roberts Road is zoned residential. Are the developers and the Helow Family willing to provide a separate traffic study for the impacts on Roberts Road? If not, why not? My HOA was able to perform one on a very limited budget.
6. What do you anticipate marketing the price range to be for your Residential C units (town homes and duplexes each)?
7. What about the price range for Residential B (single family units)?
8. What builders are you going to be using?
9. Will you be addressing drainage issues onto Roberts Road? We already have flooding problems.

My major concerns are the traffic on Roberts Road and the demographic that the Helow family will be bringing into our area. I understand that the volume will be as if the area was Residential B, however Residential C attracts a different demographic that is not here today. The Helow family name will be synonymous with this development and we are looking for a marriage to our existing community, rather than a mere prostitution.

Caleb Vorwaller



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**From:** [Lindsay Haga](#)  
**To:** [Joseph McAnarney](#)  
**Subject:** RE: A Gem of a Development  
**Date:** Tuesday, May 18, 2021 5:09:00 PM  
**Attachments:** [image001.emz](#)  
[image002.png](#)

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Great, thank you for sharing Joe. I'm familiar with this case study and it is routinely examined during growth cycles moving back to cities and currently (due to the pandemic) back to suburban areas. I see echoes of the plan within the Greenbriar Helow concept and believe I can tease out some of those components to share with the community!

What was cutting edge Master Planned Community concepts decades ago are often taken for granted in our day to day efforts because they have become part of the fabric of our lives.

Thank you again for the thoughtful list of questions and participation during the community meeting. We'll stay connected as we all work together on this plan!

Best,  
Lindsay

**Lindsay Haga, AICP**

Land Development - Planning Manager/Shareholder

England-Thims & Miller, Inc.

d: 904.376.6296

m: 904.575.1226

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**From:** Joseph McAnarney <[joemcanarney@yahoo.com](mailto:joemcanarney@yahoo.com)>  
**Sent:** Tuesday, May 18, 2021 3:37 PM  
**To:** Lindsay Haga <[HagaL@etminc.com](mailto:HagaL@etminc.com)>  
**Subject:** Fw: A Gem of a Development

Dear Lindsay - I had sent Joe Helow compliments last night, and also some interesting references to community planning projects I had seen and liked. Perhaps Joe will forward that email to you, but I just wanted to take this opportunity to share that with you as well. One of those projects is Columbia, Maryland which I learned about way, way back in my college days (1968), but amazing that it "lives" today as the result of being of, by, and for the community. I know Joe wants a legacy project, and I thought you might be able to share your thoughts and ideas with him. Much has happened since Columbia and it would be good for you to share what you believe to be "the best of the best."

While there are some things I wish could have been done differently in the current Greenbriar Helow project, the COMPAMD is probably good to go. Joe talked about community involvement during the PUD process, and I think many here in the surrounding communities would like that. Think of smiling faces, around a big table with drawings and plans on a Saturday morning with coffee and donuts. You get the idea. And if you start something like Columbia here in 2021, we both know there will be smiling faces around the planning table in 2071 as well.

Best to you,  
Joe McAnarney

----- Forwarded Message -----

**From:** Joseph McAnarney <[joemcanarney@yahoo.com](mailto:joemcanarney@yahoo.com)>  
**To:** Joe Helow <[jhelow@bellsouth.net](mailto:jhelow@bellsouth.net)>  
**Sent:** Monday, May 17, 2021, 11:47:27 PM EDT  
**Subject:** A Gem of a Development

Joe - I continue to admire and respect your vision and approach to this project. Tonight's meeting was OK.

That this project can be even greater, though, is still a possibility, and I wanted to share one of the great examples of American community planning with you - Columbia, Maryland. Started in 1968, Columbia has maintained its belief in community involvement as the catalyst for achieving exciting and great things

Check out what they are still doing today.

<https://www.columbiaassociation.org/explore-columbia/development/>

Talk to Lindsay Haga. She would have studied this in college, along with many other examples.

You are keeping the fires burning and the dream alive. Let's all make your project one of the best in Florida..

Joe McAnarney

By the way, I am from Columbus, Ohio and there are some fun new planned areas taking shape there that might also hold possibilities here. Attached is a link for the Dublin Bridge Park development. Buy plane tickets for your planning team and go there to check it out. Honest to goodness it was a golf driving range surrounded by open fields when I left in 2003, but today it is a totally planned area of upscale restaurants and apartments.. If there is a local market for thirty-somethings making \$80,000 / year, this is it!! A fun lifestyle in Florida Village with cocktails on balconies watching a sunset over a wetlands preserve!! And friends to see down the street.

Go ahead and get that plane ticket!! Really.

[Bridge Park](#)



### **Bridge Park**

Bridge Park is Dublin's newest development that combines upscale residential living with unique dining, shopping...

## Lindsay Haga

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**From:** Joseph McAnarney <joemcanarney@yahoo.com>  
**Sent:** Wednesday, May 19, 2021 9:19 PM  
**To:** Lindsay Haga  
**Cc:** Kevin Kramer  
**Subject:** Fw: Greenbriar Helow - Two Questions

Dear Lindsay - I know you and Kevin are extremely busy, but I had sent Kevin some additional questions asked by an Aberdeen resident yesterday. See the email string below. Kevin will probably respond, but I know the Aberdeen resident is eager for some answers, too, so I wanted to forward the questions to you just in case you might be able to help..

Thanks for any help on this,  
Joe McAnarney

p.s Thanks Kevin, just trying to expedite

----- Forwarded Message -----

**From:** Joseph McAnarney <joemcanarney@yahoo.com>  
**To:** Kevin Kramer <kkramer@btipartners.com>  
**Sent:** Tuesday, May 18, 2021, 03:57:35 PM EDT  
**Subject:** Greenbriar Helow - Two Questions

Kevin - Thank you for the Community Meeting last night. I thought the turnout was very good, as were the questions and answers.

One resident from Aberdeen emailed me afterwards to say she was sorry to have missed the meeting, but that she had two questions of interest.

She lives next to the JEA treatment plant and does wonder whether these projects will necessitate expansion of that? Have you heard anything during the planning process? Or is there anyone at JEA you think I should contact?

Her second question was about Workforce Housing. I'm not sure where she is at with this, but that was the question. Personally, I would like to see some (and some with every project), but I didn't hear anything or read anything, so I am in the dark on that. Anything you can share would be appreciated.

Thanks for any reply and information. See you on June 3rd.

Joe McAnarney

GREENBRIAR HELOW COMPAMID 2021-02  
 May 17, 2021 @ 6PM

NAME	ADDRESS	PHONE	E-MAIL (optional)
WINDY HAGA	14775 Old Service Rd Jappa	904 575 1226	HAGALD@TMIINC.COM
Jeff Greenwood	14775 Old St Augustine Rd	904-265-3121	Greenwoodj@etminc.com
Ella Kay-Smith	100 Whetstone Place, St. Augustine	904-825-1615	averysmith@rtland.com
Sharon Jacob	878 Salsuma Cir St Johns	289-7716	SharonRt49@aol.com
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Joe Helow	7545 Conkwin Parkway #102	904-642-7030	
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GREENBRIAR HELOW COMPAMD 2021-02

May 17, 2021@ 6PM

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GREENBRIAR HELOW COMPAMD 2021-02

May 17, 2021 @ 6PM

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GREENBRIAR HELOW COMPAMID 2021-02

May 17, 2021@ 6PM

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Meeting Summary

Total Number of Participants

43

Meeting Title **Confirmed Greenbriar Helow NW Sector Meeting @ 6pm**  
 Meeting Start Time 5/17/2021, 5:17:49 PM  
 Meeting End Time 5/17/2021, 8:19:35 PM

Full Name	Join Time	Leave Time	Duration	Email	Role
Nancy Sallman (Guest)	5/17/2021, 5:17:49 PM	5/17/2021, 6:10:46 PM	52m 57s		Attendee
Chris (Guest)	5/17/2021, 5:44:42 PM	5/17/2021, 5:45:07 PM	24s		Attendee
Lindsay Haga	5/17/2021, 5:50:54 PM	5/17/2021, 7:52:49 PM	2h 1m	HagaL@etminc.com	Organizer
Kim Brown	5/17/2021, 5:50:54 PM	5/17/2021, 7:52:55 PM	2h 2m	BrownK@etminc.com	Presenter
Dj	5/17/2021, 5:51:05 PM	5/17/2021, 7:53:00 PM	2h 1m		Attendee
Stephanie Sawyer (Guest)	5/17/2021, 5:51:31 PM	5/17/2021, 7:34:53 PM	1h 43m		Attendee
	19045751226 5/17/2021, 5:52:12 PM	5/17/2021, 7:53:26 PM	2h 1m		Attendee
	12083044129 5/17/2021, 5:52:25 PM	5/17/2021, 7:53:04 PM	2h		Attendee
	12137929359 5/17/2021, 5:59:45 PM	5/17/2021, 7:25:29 PM	1h 25m		Attendee
Kyle	5/17/2021, 5:59:49 PM	5/17/2021, 6:03:44 PM	3m 54s		Attendee
Casey Dendor	5/17/2021, 6:00:16 PM	5/17/2021, 6:20:22 PM	20m 5s	DendorC@etminc.com	Attendee
Dan Hampton (Guest)	5/17/2021, 6:00:23 PM	5/17/2021, 7:55:23 PM	1h 54m		Attendee
	19122225646 5/17/2021, 6:00:29 PM	5/17/2021, 7:45:15 PM	1h 44m		Attendee
	19045740009 5/17/2021, 6:01:04 PM	5/17/2021, 6:38:06 PM	37m 1s		Attendee
Gina Kidd	5/17/2021, 6:01:47 PM	5/17/2021, 6:48:17 PM	46m 30s		Attendee
Herzog, Catherine	5/17/2021, 6:02:22 PM	5/17/2021, 6:12:30 PM	10m 8s	catherine.herzog@fscj.edu	Attendee
Natalie Frazier	5/17/2021, 6:02:34 PM	5/17/2021, 7:37:06 PM	1h 34m	N.Frazier@gaiconsultants.com	Attendee
	17812232479 5/17/2021, 6:02:37 PM	5/17/2021, 7:26:36 PM	1h 23m		Attendee
Chris Jordan (Guest)	5/17/2021, 6:03:46 PM	5/17/2021, 7:11:58 PM	1h 8m		Attendee
Tapp, Jennifer	5/17/2021, 6:04:33 PM	5/17/2021, 7:03:32 PM	58m 59s	jceren@ADT.COM	Attendee
	19045362045 5/17/2021, 6:06:01 PM	5/17/2021, 6:29:42 PM	23m 41s		Attendee
	19045362045 5/17/2021, 6:44:10 PM	5/17/2021, 7:35:13 PM	51m 2s		Attendee
	19176554378 5/17/2021, 6:06:14 PM	5/17/2021, 7:03:42 PM	57m 28s		Attendee
Kyle	5/17/2021, 6:06:37 PM	5/17/2021, 6:07:05 PM	27s		Attendee
Kyle	5/17/2021, 6:20:32 PM	5/17/2021, 6:51:51 PM	31m 19s		Attendee
	19048916048 5/17/2021, 6:08:06 PM	5/17/2021, 6:19:47 PM	11m 41s		Attendee
	15139074775 5/17/2021, 6:08:44 PM	5/17/2021, 7:18:31 PM	1h 9m		Attendee
	19046084975 5/17/2021, 6:08:47 PM	5/17/2021, 6:45:14 PM	36m 26s		Attendee
Patrick	5/17/2021, 6:13:33 PM	5/17/2021, 7:03:16 PM	49m 42s		Attendee
	19048949429 5/17/2021, 6:13:50 PM	5/17/2021, 7:24:37 PM	1h 10m		Attendee
	19548218811 5/17/2021, 6:15:00 PM	5/17/2021, 6:49:22 PM	34m 22s		Attendee
Richard, Ray	5/17/2021, 6:15:17 PM	5/17/2021, 7:45:49 PM	1h 30m	rprichard@kbhome.com	Attendee
dena (Guest)	5/17/2021, 6:16:28 PM	5/17/2021, 7:53:05 PM	1h 36m		Attendee
	18632210295 5/17/2021, 6:17:11 PM	5/17/2021, 7:04:12 PM	47m		Attendee
Courtney	5/17/2021, 6:17:58 PM	5/17/2021, 7:04:58 PM	47m		Attendee
john ellison	5/17/2021, 6:21:12 PM	5/17/2021, 7:02:57 PM	41m 44s		Attendee
	19046559099 5/17/2021, 6:21:39 PM	5/17/2021, 7:02:49 PM	41m 10s		Attendee
DR	5/17/2021, 6:21:58 PM	5/17/2021, 7:25:22 PM	1h 3m		Attendee
GREENBRIAR	5/17/2021, 6:24:15 PM	5/17/2021, 6:43:35 PM	19m 20s		Attendee
Debbie	5/17/2021, 6:27:05 PM	5/17/2021, 7:52:51 PM	1h 25m		Attendee
	19048680974 5/17/2021, 6:30:36 PM	5/17/2021, 7:04:11 PM	33m 35s		Attendee
	12029093388 5/17/2021, 6:37:48 PM	5/17/2021, 7:26:42 PM	48m 54s		Attendee
	12029093388 5/17/2021, 7:28:31 PM	5/17/2021, 7:42:04 PM	13m 32s		Attendee
Bunny Tuttle (Guest)	5/17/2021, 6:40:17 PM	5/17/2021, 7:15:31 PM	35m 13s		Attendee
pwc032	5/17/2021, 6:46:58 PM	5/17/2021, 8:19:35 PM	1h 32m	pwc032@365office.co	Attendee
	12144485420 5/17/2021, 7:38:44 PM	5/17/2021, 7:41:46 PM	3m 1s		Attendee

## **General Summary of Comments from Community Gathering**

May 11, 2021

An initial gathering of residents from the County's Northwest Sector was held at the Aberdeen Social Hall, Tuesday evening, May 11<sup>th</sup>. While not officially representing HOAs or Neighborhood Associations, residents were from Aberdeen, Roberts Road area, Durbin Crossing, and Julington Creek and are representative of area thought. The upcoming Greenbriar Helow project was discussed, public document plans were viewed, and questions raised. The following reflect the general nature of those questions and discussions:

### 1. Schedule of Developments

- a. While 3500 homes will not suddenly appear tomorrow, neither will the First Coast Expressway. Until then, traffic will largely be on CR 210, Longleaf Pine, Veterans, and Roberts Road.
  - i. Can the developer outline a hoped-for schedule of development – what's first? When? And so forth.
- b. Same for the surrounding roads.
  - i. What are plans and schedules for widening CR 210, Longleaf Pine, Veterans, and Roberts (and by the way, who pays for these?).

### 2. Proposed Residential – Types and Compatibilities with those in the NW Sector.

- a. A statistical analysis of existing Residential Zoning had been prepared and was discussed (see attached).
  - i. Over 70% of developed residential in the immediate areas is zoned Res-B (2 homes / acre).
    1. Why shouldn't 70% of the proposed "Villages" also be zoned Res-B?
- b. Apartments are expected and many of these are already developed along Longleaf Pine.
  - i. They look good and they are set back from the road and well-landscaped.
  - ii. But there are also a very few of these apartment groupings when compared to the majority of surrounding single-family developments.
  - iii. The extent of apartments in Mixed-Use areas (with 13 units per acre) seems very excessive and incompatible with surrounding existing areas (of 2 and 3 houses per acre).
    1. Especially along the new Veterans Parkway.

### 3. Schools

- a. One K-8 site is identified, and this seems inadequate to solve both the existing overcrowding in the area and anticipated new growth from this development.
  - i. What have been the discussions between this developer and the School District?
  - ii. Are more schools needed here, and where would they go?

### 4. JEA and utilities

- a. Has the developer talked with JEA about utilities needed to support this development?
- b. Will the sub-station along Reclamation Road be expanded?
- c. Will power lines and other utilities be placed in the wetland area (identified by the developer's Environmental report as "headwaters of Trout Creek")?

5. Drainage concerns

- a. Has stormwater management been properly anticipated and described?
- b. It does seem as though some residential areas flood more easily and stay wet after rains.

6. The Environment

- a. Although the developer says he will retain 500 acres of wetlands, how many acres actually exist now in the development area?
- b. In keeping with the County's Greenways, Blueways, Trails (GBT) document, it would be good if the "Villages" residential areas could incorporate "connected wildlife corridors" and "connected" not "fragmented" wetlands.
  - i. What has the developer stated about these as goals?

7. Parks and Recreation

- a. The Northwest Area seems to be very deficient in recreation facilities. It's tough to schedule ball fields for practice, games are played late, etc.
- b. It would be great if a "large Sports Complex" could be set-aside and developed for the NW area.
- c. In part, with the Environment and GBT discussion above, it would be great also to have a nice "trail" system for hikers, bikers, and families.
  - i. A trail-system opportunity is shown on the developer's plans, but these appear to be following alongside major roads.
    - 1. While wider sidewalks alongside roads (and spaced apart from these roads is good – maybe similar to those in Julington Creek along Race Track?), it would also be good to have more natural trails away from the roads.
      - a. Natural trails that wind through open areas – away from traffic - with a variety of small parks and settings for families.
      - b. Can the developer put this as a goal or condition for development in its application?

8. Pictures and photographs

- a. It's hard to "visualize" what some of these areas would look like.
  - i. Can the developer show pictures or photographs as examples of certain types of areas? Apartments (Res-D)? Mixed Use? "Town Center"??
- b. Town Center – speaking of which, this sounds very "special", but there is really no "special" zone or unique "town center" area shown on the plans.
  - i. Is this just a name, or does the developer intend to do something unique and special?

9. New Veterans Parkway and Mixed-Use Zoning

- a. When would this be built? How many lanes initially? How many lanes ultimately? (and who pays for this?)
- b. The Mixed-Use proposal differs greatly from the existing Veterans Parkway and seems inappropriate.
  - i. Existing Veterans from Race Track to Longleaf is tree-lined with carefully-spaced entries into residential developments, and it will be widened to 4-lanes as growth occurs.

- ii. Some of that growth will be the ICI Middlebourne commercial at the intersection of Longleaf and Veterans.
    - 1. But except for that commercial intersection, Veterans will remain tree-lined with carefully-spaced entries into residential areas.
- c. Greenbriar Helow's proposal for "mixed" uses along Veterans Parkway south of Longleaf differs greatly from the Veterans Parkway north of Longleaf and from what is being developed to the east (Stillwater).
  - i. The Greenbriar Helow proposal along the west edge of new Veterans does not seem appropriate or in keeping with existing – to the north or east.
- d. The new Stillwater development between CR 210 and Longleaf will share this new Veterans Roadway. It will have a tree-lined edge (75' or more?) with just a few entries into the development.
  - i. For Greenbriar Helow residential, cannot apartment groupings be well-spaced, set-back, and landscaped, perhaps even with a 75' natural buffer edge?
- e. And proposed Commercial / Retail / Office Uses seem very, very inappropriate for the new Veterans Parkway.
  - i. Where those uses might be better sited south toward CR 210, the proposal allows these anywhere between the ICI properties and CR 210 – almost 2 miles in length!!
  - ii. And mixed use allows virtually all types of uses – gas stations, storage buildings
  - iii. Residents do not want a tree-lined Veterans Parkway to become a Blanding Boulevard, clear cut, and concreted edge to edge.
- f. The Mixed Use request for Veterans Parkway should be retracted by the developer!!**
  - i. Instead, specific zones – Res-D, Community Commercial, and Office – should be shown on the plans. Ponte Vedra has done this successfully and so should Greenbriar Helow.
- g. 1.4M square feet of Non-Residential (Commercial, Retail/Office) along Veterans is excessive and should be greatly reduced.**
  - i. That number does not appear to be supported by the developer's own Market Study which states:
    - 1. "... most employment growth and therefore demand for commercial space in the County would be driven by supporting population needs in services and community and neighborhood retail."
  - ii. 1.4M square feet of non-residential is not visually in keeping with developed patterns along Veterans Parkway.
- h. 1.4M square feet of Non-residential seems to be a better fit with the future First Coast Expressway interchange south of here, not up here in the middle of our residential areas.**

**Surrounding Residential Units and Zoning**

Name of PUD / Primary Location	Approved Units / Zoning			
	Res B	Res C	MD	Total
<b>County Road 210</b>				
South Hampton	779			779
Shearwater		2703		2703
Cimarrone	768			768
Greenbriar Downs	818			818
Stonecreek	44			44
Millcreek Forest	305			305
Lakes at Millcreek Plantation			66	66
Millcreek Plantation			39	39
Worthington	289			289
Worthington Estates	179			179
Greenbriar Preserve	34			34
<b>Rivertown</b>	4500			4500
<b>Roberts Road</b>				
Greenfield	59			59
Cunningham Creek	660			660
Oak Harbour	98			98
Mallard Landing	163			163
<b>Longleaf Pine</b>				
Oxford Estates	290			290
Aberdeen		2023		2023

Julington Lakes	512			512
Durbin Crossing	2332			2332
<b>Veterans Parkway</b>				
ICI Middlebourne	426			
Oakridge Landing		196		
Greenbriar Downs	818			
<b>Totals</b>				
	13074	4922	105	18101
Percent of Totals	<b>72%</b>	<b>27%</b>	<b>1%</b>	<b>100%</b>
Percent w/o Rivertown	63%	36%	1%	13557



**From:** [Joseph McAnarney](#)  
**To:** [Joe Helow](#); [Kevin Kramer](#); [Cynthia May](#)  
**Subject:** Notes and Questions from May 11th Community Gathering at Aberdeen  
**Date:** Wednesday, May 12, 2021 12:50:07 PM  
**Attachments:** [Aberdeen\\_11May2021.pdf](#)

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Dear Joe, Kevin, and Cynthia - A gathering of Northwest area residents was held last night at the Aberdeen Social Hall to look at and discuss the Greenbriar Helow plans. I am attaching here certain notes and questions from that gathering, and I think these are self-explanatory. Residents here will attend next Monday's Community Meeting as well, and we can all get into some good discussions.


Overall, there is a sense that development will happen and should happen. But quite normally, there are also concerns about what this change will look like and feel like. I think the questions are appropriately directed at quality of life issues.

There will probably be more "community gatherings" even after Monday's Community Meeting, and certainly these can be quite beneficial for all as I know you will begin your PUD development process right after the Community Meeting.

Joe, I did convey to all that they would enjoy talking with you and that you had said that you would meet "Anyone, anytime, anywhere."

Looking forward to next Monday's meeting.

Joe McAnarney

 **CAUTION:**  
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message is  
fraudulent  
or  
malicious,  
please  
contact MIS  
for further  
assistance.

**From:** [Lindsay Haga](#)  
**To:** [Caleb Vorwaller](#)  
**Cc:** [Cynthia May](#)  
**Subject:** RE: Follow-up questions  
**Date:** Wednesday, May 26, 2021 11:29:22 AM

---

Good morning Caleb, I included this list with the summary to the County last week. In my review, each of these questions were asked/answered in the community meeting, with exception of concerns over demographic differences. Also, I'm including Cynthia May, County Planner so that she may include this email response with the information going to the PZA next week, June 3, 2021.

Here's a recap for convenient reference:

1. Will any of the commercial establishments in Roberts Village have driveways leading onto Roberts Road? **Yes. The St. Johns County LDC regulates driveway connections, both commercial and residential types, to public and private roadways. During the PUD process, we will examine in more detail what is called "Access Management" to the roadways.**
2. Will any of the commercial establishments in Roberts Village have driveways leading onto Longleaf Pine Parkway? **Yes. Same as above.**
3. Will any of the Residential areas in Roberts Village have driveways leading onto Longleaf Pine Parkway? **Not at this time as residential is proposed interior to Roberts Village, on the eastern area, interconnected with a trail system to the east.**
4. Will any of the Residences in Roberts Village be Residential C? If so, how many units? **A majority of "Roberts Road Village" is designed Mixed Use on the current St. Johns County Future Land Use Map. The area proposed for the Civic site is proposed to be Mixed Use, the area east of Long Leaf Pine is proposed as Mixed Use and Residential B (2du/net acre). The Conceptual Site Plan provides 150 dwelling units for the Roberts Road Village. Final density will be determined during the incremental MDP/PUD process.**
5. The gentleman sitting to the right of me (I was at the front left wearing a bright orange hat) said that a two lane road can handle 16,000 cars a day. Roberts Road already handles 13,122 cars a day. Roberts Road is zoned residential. Are the developers and the Helow Family willing to provide a separate traffic study for the impacts on Roberts Road? If not, why not? My HOA was able to perform one on a very limited budget. **The LDTA supplied with the proposed amendment includes both long range modeling and 'concurrency style' analysis. This transportation impact assessment provides information now as to the number of existing, committed and estimated project trips using the County Roadways within 4 miles of the Project boundary. Separate from the specific analysis, the County completed corridor studies of Roberts Road and provided short and long term recommendations for Roberts Road. Through the next step in the permitting process whereby the Project's Proportionate Share is determined, the County may allocate those dollars to any of roadway improvements, including those recommended in the Roberts Road study. Following that, during the PUD and Construction or Site Engineering Plan review, operational/site access will be evaluated for each connection to the County Roadways.**

6. What do you anticipate marketing the price range to be for your Residential C units (town homes and duplexes each)? **To be determined.**

7. What about the price range for Residential B (single family units)? **To be determined.**

8. What builders are you going to be using? **To be determined; likely local and national builders creating master planned communities in St. Johns County.**

9. Will you be addressing drainage issues onto Roberts Road? We already have flooding problems. **The St. Johns County LDC requires new development maintain 'pre and post' conditions regarding drainage such that new development does not increase drainage beyond what is occurring now.**

My major concerns are the traffic on Roberts Road and the demographic that the Helow family will be bringing into our area. I understand that the volume will be as if the area was Residential B, however Residential C attracts a different demographic that is not here today. The Helow family name will be synonymous with this development and we are looking for a marriage to our existing community, rather than a mere prostitution. **Please elaborate as to your concerns with a "different demographic"?**

Thank you for outlining these questions.

Best,  
Lindsay

**Lindsay Haga, AICP**

Land Development - Planning Manager/Shareholder

England-Thims & Miller, Inc.

d: 904.376.6296

m: 904.575.1226

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**From:** Caleb Vorwaller <cvorwaller@signalsouth.com>

**Sent:** Wednesday, May 26, 2021 7:55 AM

**To:** Lindsay Haga <HagaL@etminc.com>

**Subject:** RE: Follow-up questions

Lindsay,

Thanks for the response.

Do you have a response from your team on the other 9 questions below the one you answered?

Caleb

---

**From:** Lindsay Haga [mailto:[Hagal@etminc.com](mailto:Hagal@etminc.com)]  
**Sent:** Tuesday, May 25, 2021 3:33 PM  
**To:** Caleb Vorwaller  
**Subject:** RE: Follow-up questions

Hello Caleb,

Roberts Road is an identified as a County Transportation Project and is listed on the County's Roadway Network. It has been studied at various times to arrive at the 3-lane capacity design. It is not listed within the current FY21-22 Five (5) year Capital Improvement Plan, which indicates it is not a 1 year through 5 year priority for the County.

Nonetheless, the County's growth management regulations require we examine committed and projected traffic on County Network Roadways within a 4 mile radius of the project site to determine the project's "Proportionate Share" of improving the impacted roadways to their identified capacity improvement (i.e. 3 lane capacity in the case of Robert's Road).

Through the comprehensive planning process and the next steps for Concurrency Review, the County may decide to allocate the Greenbriar Helow Proportionate Share dollars to any of the impacted roadways, including Robert's Road. If the County selects Robert's Road, it would then be added in the Capital Improvement Plan to move into construction.

Best,  
Lindsay

**Lindsay Haga, AICP**

Land Development - Planning Manager/Shareholder

England-Thims & Miller, Inc.

d: 904.376.6296

m: 904.575.1226

---

**From:** Caleb Vorwaller <[cvorwaller@signalsouth.com](mailto:cvorwaller@signalsouth.com)>  
**Sent:** Tuesday, May 25, 2021 8:02 AM  
**To:** Lindsay Haga <[Hagal@etminc.com](mailto:Hagal@etminc.com)>  
**Subject:** RE: Follow-up questions

Lindsay,

I am following up on the questions below.

Thanks,  
Caleb

---

**From:** Caleb Vorwaller [mailto:[cvorwaller@signalsouth.com](mailto:cvorwaller@signalsouth.com)]  
**Sent:** Tuesday, May 18, 2021 8:09 AM  
**To:** 'Lindsay Haga'  
**Subject:** RE: Follow-up questions

Lindsay,

Thank you. One more question for your summary to the County and your team:

The Saint Johns County Traffic Department told me that a recent project to make Roberts Road a 3 lane road was scrapped because of right-of-way issues – this type of project will *not* be possible. However, in your presentation you stated that this is a future County project. I find that information to be inaccurate. This strengthens a case for a traffic study on Roberts Road provided by the Helow family and the developers: what will be the impact of such a large increase in residential and commercial traffic?

Caleb

---

**From:** Lindsay Haga [mailto:[Hagal@etminc.com](mailto:Hagal@etminc.com)]  
**Sent:** Tuesday, May 18, 2021 7:26 AM  
**To:** Caleb Vorwaller  
**Subject:** RE: Follow-up questions

Good morning, Caleb.

Great list of questions! I will include this message in the summary to the County. Next, I will share the list with project team to provide answers.

More to follow,  
Lindsay

**Lindsay Haga, AICP**

Land Development - Planning Manager/Shareholder

England-Thims & Miller, Inc.

d: 904.376.6296

m: 904.575.1226

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**From:** Caleb Vorwaller <[cvorwaller@signalsouth.com](mailto:cvorwaller@signalsouth.com)>  
**Sent:** Monday, May 17, 2021 7:59 PM  
**To:** Lindsay Haga <[Hagal@etminc.com](mailto:Hagal@etminc.com)>  
**Subject:** Follow-up questions

Lindsay,

Thank you for answering my questions at the meeting this evening. I have a few follow up questions:


1. Will any of the commercial establishments in Roberts Village have driveways leading onto Roberts Road?
2. Will any of the commercial establishments in Roberts Village have driveways leading onto Longleaf Pine Parkway?
3. Will any of the Residential areas in Roberts Village have driveways leading onto Longleaf Pine Parkway?
4. Will any of the Residences in Roberts Village be Residential C? If so, how many units?
5. The gentleman sitting to the right of me (I was at the front left wearing a bright orange hat) said that a two lane road can handle 16,000 cars a day. Roberts Road already handles 13,122 cars a day. Roberts Road is zoned residential. Are the developers and the Helow Family willing to provide a separate traffic study for the impacts on Roberts Road? If not, why not? My HOA was able to perform one on a very limited budget.
6. What do you anticipate marketing the price range to be for your Residential C units (town homes and duplexes each)?
7. What about the price range for Residential B (single family units)?
8. What builders are you going to be using?
9. Will you be addressing drainage issues onto Roberts Road? We already have flooding problems.

My major concerns are the traffic on Roberts Road and the demographic that the Helow family will be bringing into our area. I understand that the volume will be as if the area was Residential B, however Residential C attracts a different demographic that is not here today. The Helow family name will be synonymous with this development and we are looking for a marriage to our existing community, rather than a mere prostitution.

Caleb Vorwaller

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 **CAUTION:**  
This email

## **Greenbriar Helow Project - Community Meeting**

COMPAMD 2021-02

Monday, May 17, 2021

*The Meeting Notes here represent notes and understandings of citizens who attended the Community Meeting. They are respectfully submitted as supplementary information to the official record.*

### **Meeting Notes:**

1. A Community Meeting for the Greenbriar Helow Project (COMPAMD 2021-02) was held Monday, May 17, 2021, 6 p.m., at the Switzerland Community Church, 743 Worth Road.
2. Attendees included the applicants from BTI Partners and Helow Properties, their professional team, and residents from surrounding communities. Approximately 40 residents were in attendance.
3. Ms. Lindsay Haga, senior planner from ETM Inc., welcomed everyone and gave a power point presentation of the project – goals, plans, regional setting, and benefits to the County and community.
  - a. A Snapshot / Screenshot link is provided below where the presentation panels can be viewed (note that the share link expires May 28, 2021):
    - i. <https://etminc.exavault.com/share/view/2hvovfshkvwyt>
4. Some notable highlights given by Ms. Haga were:
  - a. The total land area is 2,177 acres and a substantial portion of this is classified as wetlands (over 550 acres). These will be retained and placed in a Wetlands Preserve.
  - b. Anticipated development might take 20 years to complete, but these plans provide an overall framework for managed growth.
  - c. The plan proposes 3,500 new residential units (single-family, townhome, and apartments) and 2.5 million square feet of non-residential (retail / office).
  - d. Market studies have been prepared and show that St. Johns County is likely to see an additional 131,000 residential units and 37 million square feet of non-residential growth by year 2050.
  - e. Market studies also show that many County residents are still driving out-of-County for jobs. Analysts indicate that St. Johns County needs more jobs locally now and that there will be a need, or “job gap” of 50,000 to be filled by new growth.
    - i. This project seeks to be a “center” for new jobs and a catalyst to fill that job gap.
  - f. The project also recognizes the need for public infrastructure, amenity, and education needs. It proposes to provide:
    - i. Its “proportionate fair share” of funding for road widening within a 4-mile radius, and including improvements for Roberts, Veterans, Greenbriar / CR 210, and Longleaf Pine.
    - ii. Several dedicated sites for Community Parks, with a trail and bike system also woven throughout the development.
    - iii. Dedicated sites for new police, fire, and library facilities; and,
    - iv. 40 acres for a new K-8 school.

- g. A hoped-for short-term schedule of events includes:
    - i. June 3 - Initial presentation to the County Planning & Zoning Agency (PZA)
    - ii. July 20 – Initial presentation to the Board of County Commissioners (BCC)
    - iii. July – October – Transmittal to the State for reviews. Hoped for approvals and return to the County for final County reviews
    - iv. November / December 2021 – Final County reviews and hoped-for approvals (PZA and BCC).
5. The floor was open for Resident questions, with answers by the applicant and professional team:
- a. Q: Have there been traffic studies for Roberts Road, as it is busy now and certainly will be busier with new growth?
    - i. A: Yes, many. Traffic volume now is around 13,000 vehicles / day and the road is designed for 16,000. But with increased traffic, one plan suggested is a widening to three lanes (a new center turn lane). There may be more studies and community input, but the applicant will contribute its “fair share” toward construction costs.
  - b. Q: Is 2.5 million square feet of retail bigger than the Town Center on JTB?
    - i. A: Yes. However, this project will distribute that over a much wider area, not in a concentrated area like JTB. The overall effect is much less dense than on JTB.
  - c. Q: As a resident in Oxford Estates right next to your property line, what kind of screening will there be between me and new homes?
    - i. A: Each side has a 35’ buffer, so 70’. This may or may not be with trees depending on what it will take to grade lots, but there will be a separation.
  - d. Q: As a Shearwater resident, I am concerned that drawings show a new road on 210 right across from our entry road. Won’t this bring new traffic directly to us and encourage drive-through traffic?
    - i. A: Shearwater Parkway was planned as a through road from 210 to 16A from the beginning. There is a current project called Ashford Mills that will extend Shearwater the rest of the way to 16A.
  - e. Q: I notice a Zoning Designation called “IC” on the map. Is this already approved and does that allow big box stores? If so, that’s a lot of traffic headed our way.
    - i. A: Yes, “IC”, or Intensive Commercial, is approved and yes, that does allow “big box” stores. Those stores wait on enough “rooftops” in the area before they build, though, and right now there are not enough “rooftops.” We will contribute a “fair share” toward road improvements and Greenbriar will be widened.
  - f. Q: 2.5 million square feet seems like an awful lot. Isn’t that overly ambitious?
    - i. A: (Joe Helow) It’s not all retail. A significant amount is anticipated to be new offices. I want to create jobs here so that families do not have to leave and drive somewhere else every day.
  - g. Q: Will new commercial be just for our area, or for others further away as well?
    - i. A: Both. Development here is for Countywide economic benefit. But remember that growth happens in phases, and that includes road widening and improvements to match new construction.



- h. Q: I live along Roberts Road, and this is an area of single-family homes. Are apartments proposed in the area along Roberts and Longleaf Pine?
  - i. A: Yes apartments and townhomes, but in the small area we call Roberts Village near the intersection. And we are not extending Roberts Road any further east into other new development. We want to keep this small and around the intersection.
- i. Comment: I am concerned about the future repairs to the new roads you help construct. You will make your upfront “fair-share” contributions, but future maintenance is on all of us as taxpayers. It does seem that there should be some funding mechanism in which developers continue to contribute their “fair share”, maybe a concept called “perpetual fair share.”
- j. Q: I have seen statistics that show that over 70% of the surrounding HOAs are Res-B, or 2 homes per acre. Why should your request for Res-C, or 3 homes per acre, now be approved?
  - i. A: Several reasons. First, we have a significant amount of wetlands, over 550 acres. And so we have only 1550 acres to build on, not 2100. We are constructing major roads throughout the area, many of which have no residential or retail development to help pay, and so we are trying for the right amount of income to help pay for the overall improvement costs.
  - ii. A: But second, when you look at the total dwelling units (DUs) per acre, the average is 2.2, or virtually that of Res-B. Divide our 3500 DUs by 1556 acres and you get the 2.2 average.
- k. Q: Where will you start your development? This is a large area.
  - i. A: Residential will start first, and we would come in off of Longleaf Pine into Preserve Village a certain distance and come in off Greenbriar into Timberland Village a certain distance. Everything does not happen all at once. Development and road construction will be phased to match sales and demand.
- l. Q: Schools are a very big issue in our area. There are more students than buildings, and “temporary” modular units are everywhere. Your proposal to provide one school site for a K-8 building seems very inadequate. A K-8 and a K-5 seem more appropriate. Will you continue discussions with the School District and help to construct enough school space? And will you help fund this?
  - i. A: Excellent questions, and we want quality neighborhoods and quality schools, too. Just as with roads, we will pay impact fees and a “fair share” amount for the actual number of students that our development sends to the District.
- m. Q: I am a supporter of the Bartram Scenic Highway along State Route 13 (SR 13), and I’m concerned that traffic from this development will also head west to SR13. What do your traffic studies show and is there an impact on SR 13?
  - i. A: Traffic studies actually show limited new traffic heading west on Greenbriar Road. And remember, too, that the new First Coast Expressway is coming, maybe even by year 2025. This will be just south of this project by a few miles, and traffic will naturally find its way south to the Expressway.
- n. Comment: I am actually a supporter of this project, as I would rather that we establish development guidelines for 2000 acres, and not keep coming back to hear about 100

and 200 acre projects that really won't quite fit together in the end. Certainly, though, there are things that concern me, and I have heard residents here voice those concerns.

- i. Will those concerns result in any changes? Take a look at where we are now – a 90-minute community meeting where we hear for the first time about something this big that will change our area forever. And here we are just two weeks before the PZA Meeting. What we have seen today is what will be presented to the PZA.
  - ii. Still, though, I believe this is an honorable developer who was only following guidelines set before him by the County. One Community Meeting required. One Community Meeting accomplished. Yes, there should have been more community meetings and months ago. Our voices should have been heard then, where our concerns might have actually resulted in some “tweaks” and changes. I do think that this developer would have made that happen.
  - iii. But I encourage the County to re-think its attitudes and policies about the importance of real public participation.
  - o. Q: This is a good developer, and he has said, “I will meet anyone, anytime, anywhere.” I believe him. And so I ask this, “Will you hold more community meetings with us – or maybe Saturday morning workshops – where we can talk about details – parks, trails, roads, and so forth?”
    - i. A: Yes, we can work that out. The Planned Unit Development Phase will begin right after the PZA Hearing, and that entire Phase is months long. That gives us some opportunities.
6. Ms. Haga thanked everybody for their attendance and questions, and the Meeting adjourned at 7:30 pm.

The above represents my understanding of the meeting.

Submitted by Joe McAnarney,  
1005 Blackberry Lane  
St. Johns 32259

## **Greenbriar Helow**

COMPAMD 2021-02

### **General Summary of Comments from Community Gathering**

May 11, 2021

An initial gathering of residents from the County's Northwest Sector was held at the Aberdeen Social Hall, Tuesday evening, May 11<sup>th</sup>. While not officially representing HOAs or Neighborhood Associations, residents were from Aberdeen, Roberts Road area, Durbin Crossing, and Julington Creek and are representative of area thought. The upcoming Greenbriar Helow project was discussed, public document plans were viewed, and questions raised. The following reflect the general nature of those questions and discussions:

#### **1. Schedule of Developments**

- a. While 3500 homes will not suddenly appear tomorrow, neither will the First Coast Expressway. Until then, traffic will largely be on CR 210, Longleaf Pine, Veterans, and Roberts Road.
  - i. Can the developer outline a hoped-for schedule of development – what's first? When? And so forth.
- b. Same for the surrounding roads.
  - i. What are plans and schedules for widening CR 210, Longleaf Pine, Veterans, and Roberts (and by the way, who pays for these?).

#### **2. Proposed Residential – Types and Compatibilities with those in the NW Sector.**

- a. A statistical analysis of existing Residential Zoning had been prepared and was discussed (see attached).
  - i. Over 70% of developed residential in the immediate areas is zoned Res-B (2 homes / acre).
    1. Why shouldn't 70% of the proposed "Villages" also be zoned Res-B?
- b. Apartments are expected and many of these are already developed along Longleaf Pine.
  - i. They look good and they are set back from the road and well-landscaped.
  - ii. But there are also a very few of these apartment groupings when compared to the majority of surrounding single-family developments.
  - iii. The extent of apartments in Mixed-Use areas (with 13 units per acre) seems very excessive and incompatible with surrounding existing areas (of 2 and 3 houses per acre).
    1. Especially along the new Veterans Parkway.

#### **3. Schools**

- a. One K-8 site is identified, and this seems inadequate to solve both the existing overcrowding in the area and anticipated new growth from this development.
  - i. What have been the discussions between this developer and the School District?
  - ii. Are more schools needed here, and where would they go?

4. JEA and utilities
  - a. Has the developer talked with JEA about utilities needed to support this development?
  - b. Will the sub-station along Reclamation Road be expanded?
  - c. Will power lines and other utilities be placed in the wetland area (identified by the developer's Environmental report as "headwaters of Trout Creek")?
5. Drainage concerns
  - a. Has stormwater management been properly anticipated and described?
  - b. It does seem as though some residential areas flood more easily and stay wet after rains.
6. The Environment
  - a. Although the developer says he will retain 500 acres of wetlands, how many acres actually exist now in the development area?
  - b. In keeping with the County's Greenways, Blueways, Trails (GBT) document, it would be good if the "Villages" residential areas could incorporate "connected wildlife corridors" and "connected" not "fragmented" wetlands.
    - i. What has the developer stated about these as goals?
7. Parks and Recreation
  - a. The Northwest Area seems to be very deficient in recreation facilities. It's tough to schedule ball fields for practice, games are played late, etc.
  - b. It would be great if a "large Sports Complex" could be set-aside and developed for the NW area.
  - c. In part, with the Environment and GBT discussion above, it would be great also to have a nice "trail" system for hikers, bikers, and families.
    - i. A trail-system opportunity is shown on the developer's plans, but these appear to be following alongside major roads.
      1. While wider sidewalks alongside roads (and spaced apart from these roads is good – maybe similar to those in Julington Creek along Race Track?), it would also be good to have more natural trails away from the roads.
        - a. Natural trails that wind through open areas – away from traffic - with a variety of small parks and settings for families.
        - b. Can the developer put this as a goal or condition for development in its application?
8. Pictures and photographs
  - a. It's hard to "visualize" what some of these areas would look like.
    - i. Can the developer show pictures or photographs as examples of certain types of areas? Apartments (Res-D)? Mixed Use? "Town Center"??
  - b. Town Center – speaking of which, this sounds very "special", but there is really no "special" zone or unique "town center" area shown on the plans.
    - i. Is this just a name, or does the developer intend to do something unique and special?
9. New Veterans Parkway and Mixed-Use Zoning
  - a. When would this be built? How many lanes initially? How many lanes ultimately? (and who pays for this?)

- b. The Mixed-Use proposal differs greatly from the existing Veterans Parkway and seems inappropriate.
  - i. Existing Veterans from Race Track to Longleaf is tree-lined with carefully-spaced entries into residential developments, and it will be widened to 4-lanes as growth occurs.
  - ii. Some of that growth will be the ICI Middlebourne commercial at the intersection of Longleaf and Veterans.
    - 1. But except for that commercial intersection, Veterans will remain tree-lined with carefully-spaced entries into residential areas.
- c. Greenbriar Helow's proposal for "mixed" uses along Veterans Parkway south of Longleaf differs greatly from the Veterans Parkway north of Longleaf and from what is being developed to the east (Stillwater).
  - i. The Greenbriar Helow proposal along the west edge of new Veterans does not seem appropriate or in keeping with existing – to the north or east.
- d. The new Stillwater development between CR 210 and Longleaf will share this new Veterans Roadway. It will have a tree-lined edge (75' or more?) with just a few entries into the development.
  - i. For Greenbriar Helow residential, cannot apartment groupings be well-spaced, set-back, and landscaped, perhaps even with a 75' natural buffer edge?
- e. And proposed Commercial / Retail / Office Uses seem very, very inappropriate for the new Veterans Parkway.
  - i. Where those uses might be better sited south toward CR 210, the proposal allows these anywhere between the ICI properties and CR 210 – almost 2 miles in length!!
  - ii. And mixed use allows virtually all types of uses – gas stations, storage buildings
  - iii. Residents do not want a tree-lined Veterans Parkway to become a Blanding Boulevard, clear cut, and concreted edge to edge.
- f. The Mixed Use request for Veterans Parkway should be retracted by the developer!!**
  - i. Instead, specific zones – Res-D, Community Commercial, and Office – should be shown on the plans. Ponte Vedra has done this successfully and so should Greenbriar Helow.
- g. 1.4M square feet of Non-Residential (Commercial, Retail/Office) along Veterans is excessive and should be greatly reduced.**
  - i. That number does not appear to be supported by the developer's own Market Study which states:
    - 1. "... most employment growth and therefore demand for commercial space in the County would be driven by supporting population needs in services and community and neighborhood retail."
  - ii. 1.4M square feet of non-residential is not visually in keeping with developed patterns along Veterans Parkway.
- h. 1.4M square feet of Non-residential seems to be a better fit with the future First Coast Expressway interchange south of here, not up here in the middle of our residential areas.**

**Surrounding Residential Units and Zoning**

Name of PUD / Primary Location	Approved Units / Zoning			
	Res B	Res C	MD	Total
<b>County Road 210</b>				
South Hampton	779			779
Shearwater		2703		2703
Cimarrone	768			768
Greenbriar Downs	818			818
Stonecreek	44			44
Millcreek Forest	305			305
Lakes at Millcreek Plantation			66	66
Millcreek Plantation			39	39
Worthington	289			289
Worthington Estates	179			179
Greenbriar Preserve	34			34
<b>Rivertown</b>	4500			4500
<b>Roberts Road</b>				
Greenfield	59			59
Cunningham Creek	660			660
Oak Harbour	98			98
Mallard Landing	163			163
<b>Longleaf Pine</b>				
Oxford Estates	290			290
Aberdeen		2023		2023

Julington Lakes	512			512
Durbin Crossing	2332			2332
<b>Veterans Parkway</b>				
ICI Middlebourne	426			
Oakridge Landing		196		
Greenbriar Downs	818			
<b>Totals</b>	13074	4922	105	18101
Percent of Totals	<b>72%</b>	<b>27%</b>	<b>1%</b>	<b>100%</b>
Percent w/o Rivertown	63%	36%	1%	13557

Respectfully submitted,  
Joe McAnarney  
1005 Blackberry Lane  
St. Johns, FL 32259

THE ST. AUGUSTINE RECORD  
Affidavit of Publication

ENGLAND THIMS & MILLER INC  
14775 OLD SAINT AUGUSTINE RD

JACKSONVILLE, FL 32258

ACCT: 15671  
AD# 0003354440-01

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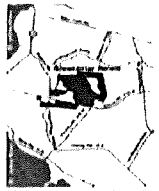
PUBLISHED EVERY MORNING SUNDAY THROUGH SATURDAY  
ST. AUGUSTINE AND ST. JOHNS COUNTY, FLORIDA

STATE OF FLORIDA  
COUNTY OF ST. JOHNS

Before the undersigned authority personally appeared MELISSA RHINEHART who on oath says he/she is an Employee of the St. Augustine Record, a daily newspaper published at St. Augustine in St. Johns County, Florida; that the attached copy of advertisement being a SA Legal Classified in the matter of COMPAMD-2021000002 was published in said newspaper on 05/07/2021.

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

**NOTICE OF PUBLIC HEARING TO CONSIDER TRANSMITTAL OF A PROPOSED COMPREHENSIVE PLAN AMENDMENT TO THE FUTURE LAND USE MAP OF THE ST. JOHNS COUNTY 2025 COMPREHENSIVE PLAN**



**NOTICE IS HEREBY GIVEN** that the Planning and Zoning Agency in St. Johns County, Florida, 612001 4111 Highway 17, St. Augustine, Florida, and the St. Johns County Board of County Commissioners, on January 17, 2021, will each hold public hearings, as follows: The Planning and Zoning Agency will consider and issue a recommendation on the transmittal of a proposed comprehensive plan amendment to the St. Johns County Future Land Use Map of the 2025 Comprehensive Plan and the Board of County Commissioners will consider whether or not to approve the same proposed comprehensive plan amendment to the St. Johns County Future Land Use Map of the 2025 Comprehensive Plan, with the following subject matter:

**AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, AMENDING THE 2025 COMPREHENSIVE PLAN, ORDINANCE NO. 2020-08, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP DESIGNATION FROM RURAL SINGLE-UNIT (RS) TO RESIDENTIAL-R, RESIDENTIAL-L, RESIDENTIAL-S, AND MIXED USE (SME) WITH A TEXT PARKING AMENDMENT TO ACCOMMODATE DEVELOPMENT OF A MAXIMUM FOUR RESIDENTIAL UNITS AND A MAXIMUM 2.4 MILLION SQUARE FEET OF NON-RESIDENTIAL USES FOR APPROXIMATELY 2,211.00 ACRES OF LAND LOCATED NORTH AND SOUTH OF GREENBRIAR ROAD, EAST AND WEST OF LEMMALEAF PINE PARKWAY, AND WEST OF VETERANS PARKWAY, PROVIDING FOR FINDINGS OF FACT, FINDINGS OF CONFORMANCE, SEVERABILITY, AND AN EFFECTIVE DATE.**

Said hearings will be held in the County Auditor's, County Administration Building, 501 San Sebastian Way, St. Augustine, Florida. AS interested parties may appear at the public hearings to be heard regarding any or all of the proposed amendments. Board of County Commissioners' meetings will be held by a public shall automatically be continued until 9 am the following day, unless otherwise directed by the Board.

The subject property includes 2,211.00 acres and is located on the North and South of Greenbriar Road, East and West of Lemmaleaf Pine Parkway, east of Veterans Parkway, within St. Johns County, Florida. You should also be generally depicting the location of the subject property as described in the St. Johns County Planning and Zoning Office.

The proposed change is known as the Number COMPAMD-2021000002 and is available for review in the Planning and Zoning Division of the Future Management Department at the Permit Center, 6001 Lane Squareway, St. Augustine, Florida and may be examined by interested parties prior to said public hearings.

Interested parties may appear at the public hearings to be heard regarding the proposed amendments.

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

**NOTICE TO PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL HEARING IMPAIRED PERSONS:** In accordance with the Americans with Disabilities Act, persons needing special accommodations or an interpreter to participate in this proceeding should contact the County's ADA Coordinator at (904) 709-0900 or at the County Administration Building, 501 San Sebastian Way, St. Augustine, Florida 32084. Hearing impaired persons call Florida Relay Service (1-800-955-8771), no later than 3 days prior to the meeting.

PLANNING AND ZONING AGENCY      BOARD OF COUNTY COMMISSIONERS  
ST. JOHNS COUNTY, FLORIDA      ST. JOHNS COUNTY, FLORIDA  
GREAT MARYSINA CHAIR      JUDITHA H. BUCKLE, CHAIR  
File Number: COMPAMD-2021000002      Consultant: Baker      10-0722021-01

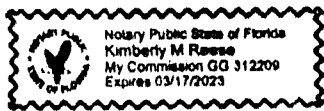
Sworn to (or affirmed) and subscribed before me by means of

physical presence or  
 online notarization

this \_\_\_\_\_ day of MAY 7 2021

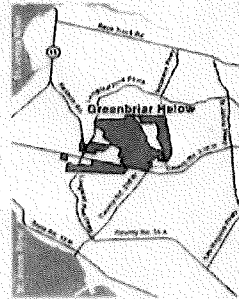
by Melissa Rhinehart who is personally known to me or who has produced as identification

Kimberly M Reese  
(Signature of Notary Public)





# NOTICE OF PUBLIC HEARING TO CONSIDER TRANSMITTAL OF A PROPOSED COMPREHENSIVE PLAN AMENDMENT TO THE FUTURE LAND USE MAP OF THE ST. JOHNS COUNTY 2025 COMPREHENSIVE PLAN



NOTICE IS HEREBY GIVEN that the Planning and Zoning Agency on **Thursday, 6/3/2021 at 1:30 p.m.** and the St. Johns County Board of County Commissioners on **Tuesday, 7/20/2021 at 9:00 a.m.** will each hold public hearings, as follows: The Planning and Zoning Agency to consider and issue a recommendation on the transmittal of a proposed comprehensive plan amendment to the St. Johns County Future Land Use Map of the 2025 Comprehensive Plan and the Board of County Commissioners will consider whether or not to transmit the same proposed comprehensive plan amendment to the St. Johns County Future Land Use Map of the 2025 Comprehensive Plan, with the following styled ordinance:

**AN ORDINANCE OF THE COUNTY OF ST. JOHNS, STATE OF FLORIDA, AMENDING THE 2025 COMPREHENSIVE PLAN, ORDINANCE NO. 2010-38, AS AMENDED, TO CHANGE THE FUTURE LAND USE MAP DESIGNATION FROM RURAL SILVICULTURE (RS) TO RESIDENTIAL-B, RESIDENTIAL-C, RESIDENTIAL-D, AND MIXED USE DISTRICT, WITH A TEXT POLICY AMENDMENT TO ACCOMMODATE DEVELOPMENT OF A MAXIMUM 3,500 RESIDENTIAL UNITS AND A MAXIMUM 2.5 MILLION SQUARE FEET OF NON-RESIDENTIAL USES FOR APPROXIMATELY 2,211.60 ACRES OF LAND, LOCATED NORTH AND SOUTH OF GREENBRIAR ROAD, EAST AND WEST OF LONGLEAF PINE PARKWAY, AND WEST OF VETERANS PARKWAY; PROVIDING FOR FINDINGS OF FACT; FINDINGS OF CONSISTENCY; SEVERABILITY; AND AN EFFECTIVE DATE.**

Said hearings will be held in the County Auditorium, County Administration Building, 500 San Sebastian View, St. Augustine, Florida. All interested parties may appear at the public hearings to be heard regarding any or all of the proposed amendment. Board of County Commissioner items not heard by 6 pm shall automatically be continued until 9 am the following day, unless otherwise directed by the Board.

The subject property includes 2,211.60 acres and is located on North and South of Greenbriar Road, East and West of Longleaf Pine Parkway, west of Veterans Parkway, within St. Johns County, Florida. See attached map generally depicting the location (Exhibit A). A complete description is available in the St. Johns County Planning and Zoning Office.

The proposed change is known as File Number COMPAMD-2021000002, and is available for review in the Planning and Zoning Division of the Growth Management Department, at the Permit Center, 4040 Lewis Speedway, St. Augustine, Florida and may be examined by interested parties prior to said public hearings.

Interested parties may appear at the public hearings to be heard regarding the proposed amendment.

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

**NOTICE TO PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL HEARING IMPAIRED PERSONS:** In accordance with the Americans with Disabilities Act, persons needing special accommodations or an interpreter to participate in this proceeding should contact the County's ADA Coordinator at (904) 209-0650 or at the County Administration Building, 500 Sebastian View, St. Augustine, Florida, 32084. Hearing impaired persons, call Florida Relay Service (18009558770), no later than 5 days prior to the meeting.

PLANNING AND ZONING AGENCY	BOARD OF COUNTY COMMISSIONERS
ST. JOHNS COUNTY, FLORIDA	ST. JOHNS COUNTY, FLORIDA
GREG MATOVINA, CHAIR	JEREMIAH R. BLOCKER, CHAIR