

Digital Copy Provided: April 22, 2022

Mr. Thad Crowe, AICP – PEO Director
Nassau County
Department of Planning and Economic Opportunity
96161 Nassau Place
Yulee, FL 32097

RE: Project Name: ENCPA Wildlight Future Land Use Map Amendment, Submittal #4
Application: CPA 21-009
ETM No.: 19-239-01-026

Dear Mr. Crowe:

In response to the “Courtesy Comments” from Engineering received April 1, 2022 and in discussions with County staff, we have revised the amendment narrative to provide greater detail outlining the changes to the ENCPA Mobility Network, eliminating a singular cross section graphic illustration and removing language regarding parks construction. This resubmittal also includes an addendum to the Transportation Impact Analysis which provides updated figures to include background and project traffic together. As stated, the ENCPA Sector Plan boundary remains as adopted and the approved entitlement of 24,000 units and 11,000,000 square feet of non residential uses remain as adopted.

In response to staff comments from our submittal, we have repeated “Courtesy Comments” in **bold** below and highlighting responses in *italics*. Please includes this updated narrative with the staff report for the May 3, 2022 Planning and Zoning Board and the May 23, 2022 Board of County Commissioners meeting for the transmittal hearing.

Please contact me at 904-642-8990 or via email at hagal@etminc.com should you require additional information or have any questions.

Sincerely,

ENGLAND-THIMS & MILLER, INC.

Lindsay Haga, AICP
Land Development – Planning Manager

Attachments:

1. Large Scale Land Use Amendment document:
 - a. Narrative
 - b. TIA Memorandum

Re: ENCPA Wildlight CPA 21-009
ETM No.: 19-239-01-026

Response to Comments

Engineering -Robert T. Companion, PE

Comment #13 -

T.01.02 & T.02.03 - The Proposed ENCPA Mobility Improvement Map shows numerous locations where connections have been relocated or added. The external connections are not the same. One of the three original connections was relocated and there are three additional connections to external roadways. The information in the consistency analysis and narrative regarding the relocation of the CR108/Chester Road connection is helpful, but similar explanation language regarding the Blount's Branch connection to Pages Dairy, the re-alignment of the CR 108 intersection at US17, and any other relocated connections need to be included in the narrative of the CPA document. Staff and the review team may be familiar with the reasons for the change but this information should be documented in the CPA narrative.

Response: Please refer to the Consistency Analysis, Transportation Element, Page 28. The summary has been updated to include explanations specific to Wildlight Parkway/US 17 Connection and Blount's Branch Connector/Pages Dairy Connection.

Comment #47-

T.01.02 & T.02.03 - The Proposed ENCPA Mobility Improvement Map shows numerous locations where connections have been relocated or added. The external connections are not the same. One of the three original connections was relocated and there are three additional connections to external roadways. The information in the consistency analysis and narrative regarding the relocation of the CR108/Chester Road connection is helpful, but similar explanation language regarding the Blount's Branch connection to Pages Dairy, the re-alignment of the CR 108 intersection at US17, and any other relocated connections need to be included in the narrative of the CPA document. Staff and the review team may be familiar with the reasons for the change but this information should be documented in the CPA narrative.

Response: See response above.

Comment #50-

Either provide all cross sections or none, reserving this for the DSAP.

Response: The cross section graphic and description has been removed.

Comment #57-

There are approximately 17 figures in F1 and F2 that are used with trip generation found on Page B-23 and internal capture in Appendix F3, but there is no figure showing the background traffic and additional traffic shown by each zone, etc. It is not reasonable for review entities to recreate.

Response: See attached addendum to the Transportation Impact Analysis.