

ST. JOHNS COUNTY  
RESOLUTION NO. 2000 - 81

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, STATE OF FLORIDA, MODIFYING THE ST. AUGUSTINE CENTRE DEVELOPMENT OF REGIONAL IMPACT DEVELOPMENT ORDER (RESOLUTION NO. 97-77); FINDING THE MODIFICATION DOES NOT CONSTITUTE A SUBSTANTIAL DEVIATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, St. Augustine Associates (the Owners/Developers) have submitted a Notification of a Proposed Change to the St. Augustine Centre Development of Regional Impact (DRI) by letter dated March 8, 2000 (Notification), requesting modification of the phasing of previously approved land uses and related traffic and housing impact mitigation; and

WHEREAS, the Owners/Developers have provided information showing that the proposed modifications of the DRI development order do not constitute a substantial deviation under any provision of Section 380.06(19), Florida Statutes; and

WHEREAS, the Board of County Commissioners has reviewed the Notification and considered the evidence presented and whether the proposed modification constitutes a substantial deviation to the DRI requiring further DRI review at a public hearing held on June 6, 2000, after required notice.

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

1. The following facts are determined in connection with this Resolution:
  - a. The proposed development, as modified herein, is consistent with the St. Johns County Comprehensive Plan, as amended.
  - b. The proposed development, as modified herein, is consistent with the Land Development Code of St. Johns County.
2. The Notification and other evidence received provides clear and convincing evidence that the requested modification does not constitute a substantial deviation to the DRI.
3. The 1997 St. Augustine Centre DRI Development Order (Resolution No. 97-77)

is hereby modified, as follows:

**Substitute attached new Exhibit 3, Estimated Phasing Schedule (revised March 2000) for Exhibit 3, and new Exhibit 4, Roadway Improvements (revised March 2000), for Exhibit 4.**

**Amend Development Order General Condition 8 as follows:**  
(Additions are underlined and deletions are stricken through.)

8. The Applicant or its successors or assigns, shall submit an annual report on each anniversary date of the adoption of this development order, beginning in 1998, until the completion of the DRI. The report shall be submitted to St. Johns County, the Northeast Florida Regional Planning Council, Florida Department of Community Affairs, Florida Department of Transportation, Florida Department of Environmental Protection, St. Johns River Water Management District, Florida Game and Fresh Water Fish Commission, and any other affected permit agencies. Form RPM-BSP-ANNUAL REPORT-1 of the Florida Department of Community Affairs, as amended from time to time, may be used for the format of this report. In accordance with Section 380.06(18), F.S. (1996), failure to file an annual report in a timely manner may result in the temporary suspension of this development order. The annual report shall address the following:

\* \* \* [no change in basic annual reporting requirements (a) - (j)]

(k) Traffic reports shall be submitted to the Florida Department of Transportation (FDOT) District Urban Office in Jacksonville and the Regional Planning Office in St. Augustine, as well as the St. Johns County Planning Department, Northeast Florida Regional Planning Council, and the Department of Community Affairs. The first traffic report shall be due concurrently with the first annual report and then annually thereafter until project buildout, unless otherwise agreed to by the Regional Planning Council and the Department of Community Affairs. The following information shall be included:

- i. A description of current development by land use, type, location, and amount of square footage, along with the proposed construction schedule for the ensuing 12 month period, and appropriate maps.
- ii. Traffic counts, turning movements, and actual levels of service for the past 12 months and projected for the ensuing 12 months, including traffic estimates for the following roads and intersections. The report shall distinguish between St. Augustine Centre DRI traffic and total traffic volumes.

- I-95

From C.R. 210 to International Golf Parkway

From International Golf Parkway to S.R. 16

From S. R. 16 to S. R. 207

- Turn movements at all ramp locations (4 approaches) at the I-95/S.R. 16 interchange

- S.R. 16

From C.R. 16A to International Golf Parkway

From International Golf Parkway to existing outlet mall entrance west of I-95

From existing outlet mall entrance west of I-95 to C.R. 208

From C.R. 208 to I-95

From I-95 to project entrance

From project entrance to Four Mile Rd.

From Four Mile Rd. to Woodlawn

From Woodlawn to Masters Dr.

From Masters Dr. to Lewis Speedway

From Lewis Speedway to U.S. 1

- C.R. 208

From Joe Ashton Rd. to C.R. 13A

From C.R. 13A to S.R. 16

Note: Actual FDOT or St. Johns County traffic counts shall be used where possible. If actual FDOT or St. Johns County traffic counts are not available for a particular road or intersection, the Applicant shall retain, at its expense, a traffic engineering firm to collect the necessary counts. FDOT seasonal adjustment factors shall be used when adjusting traffic counts.

- iii. Daily and p.m. peak hour trip generation rates from the outlet retail use component of the project. The Applicant shall be responsible for calculating the trip generation from the occupied portion of the outlet retail use based on square footage occupied and the actual observed traffic counts from the outlet retail use. ~~Specific related annual report requirements are included in the specific transportation conditions.~~
  
- iv. As part of the DRI annual report due in May 2002, the Applicant shall provide a traffic study to address and reconfirm certain traffic assumptions for the outlet retail and other retail commercial use contained in a Notification of Proposed Change dated March 8, 2000 (March 2000 Notification). Specifically, the Applicant shall redetermine:
  - a. the daily and p.m. peak trip generation rates for the outlet retail uses;
  
  - b. the pass-by traffic capture and internal capture rates for the outlet retail use and for the other retail commercial use;
  
  - c. the trip distribution and assignment percentages from the outlet retail use.

This analysis shall address the number of DRI trips captured from I-95 traffic and the actual trip distribution and assignment percentages through a comprehensive patron survey or other professionally acceptable method. Prior to undertaking this study, the Applicant shall confer with St. Johns County, the Northeast Florida Regional Planning Council, Department of Community Affairs, and Florida Department of Transportation (the "traffic reviewing agencies") to review the proposed study methodology and address their comments on the proposed methodology. Provided, however, that the Applicant in all circumstances shall meet the May 2002 reporting deadline. The Applicant also shall re-analyze the cumulative traffic impacts of the project for Phase 3 based on the new revised trip generation and pass-by capture rates and trip distribution. If required as a result of that

analysis, prior to issuance of any building permits for Phase 3, the Applicant shall amend the DRI development order to provide for revised and adequate mitigation for the projected Phase 3 traffic impacts, in a manner meeting the requirements of the DCA's DRI Transportation Uniform Standard Rule, Rule 9J-2.045, Florida Administrative Code. The Applicant shall not be required to amend the development order if the May 2002 re-analysis shows that no change is needed in the Phase 3 traffic improvements already required by the then effective DRI development order.

iv.v. In addition, the annual report shall include the Special Annual Traffic Level of Service Monitoring Report described in the special conditions of this development order, if required for that reporting year.

(l) A statement certifying that the Northeast Florida Regional Planning Council (with appropriate filing fee), the Florida Department of Community Affairs, St. Johns County, Florida Department of Transportation, Department of Environmental Protection, St. Johns River Water Management District, Florida Game and Fresh Water Fish Commission, and the other affected permit agencies have been sent copies of the annual report in conformance with Subsections 380.06(15) and (18), Florida Statutes.

**Amend Development Order Special Conditions for Transportation as follows:**

(Additions are underlined and deletions are stricken through.)

**Transportation**

8. For the purposes of the transportation conditions, Phase 1 is separated into subphases (1A and 1B). The Transportation Subphase 1A consists of ~~340,000~~ 314,772 square feet of outlet retail service (or its external trip equivalent as approved by the DCA, FDOT, NEFRPC and St. Johns County (hereinafter "traffic reviewing agencies").) Transportation Subphase 1B contains the balance of Phase 1 development as set forth on Exhibit 3.

~~(a) — Prior to the construction of outlet retail use of greater than 340,000 square feet, the Applicant shall provide a traffic impact study approved by the traffic reviewing agencies. The study shall address the p.m. peak hour and daily trip generation rates from the outlet retail use and "passerby" traffic rates. In addition, the Applicant shall analyze the trip distribution and assignment percentages from the outlet retail use. This study shall analyze the number of DRI trips that are captured from I-95 traffic and the actual trip distribution and assignment percentages through a comprehensive patron survey and license plate survey.~~

~~(b) — If, upon review of this study, the traffic reviewing agencies determine that (1) the net effects of (a) the measured trip generation rates for the outlet retail use square footage and the latest Institute of Transportation Engineers trip generation rates for other DRI land uses and (b) the measured passerby capture rate results in more than 15% increase in external project trips on I-95 as projected in the ADA/Sufficiency Response, or (2) measured project traffic distribution and assignment differs from estimated project trip assignment such that net new external trips on I-95 exceed those estimated in the ADA/Sufficiency Response by more than 15% or (3) traffic from the DRI will utilize greater than 5% of the adopted LOS service volume of I-95 at buildout of Transportation Subphase 1B or (4) S.R. 16 from Inman Road to the I-95 west ramps or the I-95 ramps will be operating unacceptably prior to completion of Transportation Subphase 1B, then no building permits shall be issued for development of more than 340,000 square feet of outlet retail use and any other portion of the project until the Applicant has reanalyzed traffic impacts based on the measured trip generation rate approved by the traffic reviewing agencies and the measured passerby capture rate and trip distribution. The development order shall be amended to provide adequate mitigation for the projected impacts for Transportation Subphase 1B and DRI Phases 2 and 3, which mitigation shall meet the requirements of Rule 9J-2.045, Florida Administrative Code (1997), the Transportation Uniform Standard Rule.~~

~~(c) — However, if the Applicant and the traffic reviewing agencies determine that the net effect of the measured trip generation rate, the measured passerby capture rate, and the measured traffic distribution and assignment results in 15% fewer external project trips than estimated in the ADA/Sufficiency Response, then the Applicant shall reflect those revised factors in the annual monitoring analysis and may apply for revised mitigation requirements in the Development Order through the Notice of Proposed Change (NOPC) process.~~

9. The Applicant has provided the following traffic improvements in conjunction with Transportation Subphrase 1A: (1) West S.R. 16 and I-95 ramps, additional southbound left turn and/or right turn lanes on ramp; (2) S.R. 16 and project entrance, improvements as required and approved by Florida Department of Transportation (FDOT); (3) east S.R. 16 and I-95 ramps, northbound exit ramp, additional turn lanes as required and approved by FDOT. The Applicant shall also signalize the intersection and add a southbound left turn lane at S.R. 16 at Inman Road

~~as needed mitigate for the following needed traffic improvements~~ for Transportation Subphases 1A and 1B of the DRI in the manner set forth in the specific conditions following this paragraph.

Facility	Needed Improvement
1. <del>S.R. 16:</del> From <del>C.R. 16 A to</del> <del>International Golf Parkway</del>	Widen existing 2 lanes to 4 lanes
From <del>International Golf Parkway</del> to <del>Outlet Mall Entrance</del>	Widen existing 2 lanes to 4 lanes
2. <del>S.R. 16 &amp; I-95 ramps</del>  on ramp	a. <del>West: Add additional southbound</del> <del>left turn and/or right turn lanes</del>
3. <del>S.R. 16 at Inman Road</del>	a. <del>Signalize intersection</del> b. <del>Add southbound left</del> <del>turn lane</del>
4. <del>S.R. 16 and project entrance</del>	Construct improvements as required and approved by FDOT permits

10. In conjunction with Transportation Subphase 1A, the Applicant has provided required improvements to the eastern I-95 and S.R. 16 northbound exit ramp in a manner acceptable to FDOT. ~~No building permits shall be issued for Transportation Subphase 1B, or DRI Phases 2 and 3 unless the four-lane improvement of the two-lane segment of S.R. 16 from C.R. 16A to International Golf Parkway and the two-lane segment of S.R. 16 from International Golf Parkway to the existing Outlet Mall Entrance west of I-95 is completed, under construction, or the construction phase of these improvements is adopted in the first three years of the FDOT Five-Year Work Program. In the alternative, however, these two segments of S.R. 16 may be subject to the annual level of service monitoring and mitigation approach of the Special Annual Traffic Level of Service Monitoring Report, as described for below in paragraph 16, prior to commencement of Transportation Subphase 1B, as well as prior to DRI Phases 2 and 3. In addition, no building permits shall be issued for Transportation Subphase 1B or DRI Phases 2 and 3 unless the Applicant has provided an analysis of the operating conditions of the eastern I-95 and S.R. 16 northbound exit ramp based on a methodology and results acceptable to FDOT and amended the development order to provide adequate mitigation that is required as a result of such analysis. Adequate mitigation shall be consistent with the requirements of Rule 9J-2.045, F.A.C. (1997).~~

11. No certificates of occupancy for any portion of the DRI shall be issued unless adequate additional lanes (i.e., left turn and/or right turn lanes to prevent queues of existing



vehicles from impacting the mainline of I-95) on the I-95/S.R. 16 southbound exit ramp are constructed and operational, and the Applicant hereby commits to fund such improvements. These additional lanes shall be of a sufficient length to separate right turning movements from left turning movements.

12. The Applicant also shall be responsible for the full cost of and shall cause or be responsible for the construction of any S.R. 16/Inman Road and S.R. 16/project entrance improvements required for Transportation Subphases 1A and 1B, as set forth above, and hereby commits to fund such improvements. No certificates of occupancy for any portion of the DRI shall be issued until the intersection improvements sufficient to accommodate Transportation Subphases 1A and 1B traffic are operational.

13. If approved by FDOT, the entrance on S.R. 16 should be a directional right-in/or right-out-only, eliminating the need for a traffic signal and/or median opening at this location, or shall adhere to other access provisions that may be permitted by the FDOT under a FDOT access management permit. The Applicant shall work with FDOT in developing an access plan for the project to determine median closures and permitted access points. No vertical development shall occur until the project has received all applicable access management/driveway permits from FDOT.

14. The Applicant also shall be responsible for the cost of all other site-related improvements (including, but not limited to, channelization, signalization and turn lanes), including Inman Road access improvements.

15. ~~Subject to the results of the traffic impact study and other requirements of paragraph 8 above,~~ The additional traffic improvements set forth in Exhibit 4 hereto and in this paragraph are presently projected to be required for Phases 2 and 3. The Applicant must satisfy either the requirements of this paragraph or the alternative level-of-service monitoring approach set forth in the next paragraph 16 to adequately mitigate the traffic impacts of Phases 2 and 3 of the project.

~~(a) No building permits for Phases 2 and 3 of this project shall be issued unless the six-lane improvement of I-95 from International Golf Parkway to S.R. 207 is completed, under construction, or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program.~~

~~(b)~~(a) The Applicant shall be required to conduct an additional comprehensive traffic study ~~(in addition to the requirements of paragraphs 8 and 10 above)~~ of the I-95/S.R. 16 interchange to assess operational conditions prior to issuance of any building permits for Phase ~~2~~ 3. The ramp analysis study shall be based on a methodology approved by FDOT, which may require different peak period analyses, and shall (1) provide written concurrence ~~to of~~ of the NEFRPC, St. Johns County, FDOT and DCA as to the adequacy of the study and the resulting

recommendations and (2) assess any need for an Interchange Modification Report. If FDOT determines that additional improvements to the I-95/S.R. 16 ramp system are necessary because of development proposed in Phase ~~s 2 and 3~~ of the project, no building permits shall be issued for Phases ~~3-2 and beyond~~ until the improvements are completed, under construction, or included in the first three years of the FDOT Five-Year Work Program.

- (c)(b) No building permits for development in Phases ~~2 and 3~~ of this project shall be issued unless the six-lane improvement of S.R. 16 from ~~C.R. 208 to Four Mile Road~~ for the following four segments is complete, under construction, or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program: West Mall Entrance to I-95; I-95 to Belz Outlet Blvd.; Four Mile Rd. to Woodlawn Rd; and Woodlawn Rd. to Masters Dr. In addition, no building permits for development in Phase 3 shall be issued unless the four-lane improvement of S.R. 16 from International Golf Parkway to West Mall Entrance is complete, under construction, or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program. Provided, however, as an alternative to one or more of the above required traffic improvements, or a portion thereof, the Applicant and the traffic reviewing agencies as defined in Paragraph 8 above may agree that no building permits for development in Phase 3 of the project shall be issued unless an alternate parallel facility to S.R. 16 to mitigate the same traffic impacts of the project on the pertinent segment of S.R. 16 is complete, under construction, or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program or the County's Capital Improvement Element, as appropriate. In addition, the Applicant beginning in Phase ~~2~~ shall annually monitor the segment of S.R. 16 from Four Mile Road to Masters Drive to determine whether six-laning of that segment is also required as a result of "significant" and "adverse" impact (as defined in paragraph 16) from the DRI, and if so, no building permits for development in Phases ~~2 and 3~~ shall be issued until the six-lane improvement of that segment is complete, under construction or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program.
- ~~(d)~~ No building permits for development in Phases ~~2 and 3~~ of this project shall be issued unless the six-lane improvement of S.R. 16 from Masters Drive to U.S. 1 in St. Augustine is complete, under construction, or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program.
- (e) (c) No building permits for Phase ~~2 and~~ Phase 3 shall be issued unless the widening of S.R. 207 from ~~Vermont Blvd.~~ Cypress Links Blvd. to I-95 for ~~four~~ six-lanes is completed, under construction, or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program.

- (f) ~~(d)~~ No building permits for development in Phases ~~2 and 3~~ of the project will be issued until the four-laning of C.R. 208 from C.R. 13A to S.R. 16 is complete, under construction, or funding is committed and the project is in the first three years of the County's Capital Improvement Element and there is a dedicated source of funding. If the service volume for the segment of C.R. 208 has been redesignated in the County's Traffic Circulation Element such that the segment of C.R. 208 will be operating acceptably through project buildout, development of Phases ~~2 and 3~~ will not be affected by the status of this segment.
- ~~(g)~~ The Applicant shall be responsible for monitoring the status of the level of service standard for the segments of I-95 from S.R. 207 to C.R. 210. Unless and until the level of service standard for these segments is modified to reflect a different area type and these segments of I-95 will operate at an acceptable level of service, no building permits will be issued for development in Phase 3 unless an adequate parallel facility, as determined by FDOT, or an eight-lane improvement of I-95, consistent with FDOT requirements and policies for eight-lane facilities, from S.R. 16 to International Golf Parkway is complete, under construction, or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program. In addition, subject to the other requirements of Rule 9J-2.045, F.A.C., adequate mitigation under this paragraph or paragraph 18 may include right-of-way donations for I-95 if I-95 expansion is later deemed the preferred mitigation approach.
- ~~(h)~~ ~~(e)~~ No building permits for Phase 3 of the project shall be issued unless six-lane improvements of U.S. 1 from San Marco Ave. to the South City Limits is S.R. 312 to C.R. 207; S.R. 16 to King St.; and King St. to S.R. 207 are completed, under construction, or the construction phase is included in the first three years of the FDOT Five-Year Work Program. Provided, however, as an alternative to one or more of the above required traffic improvements, or a portion thereof, the Applicant and the traffic reviewing agencies as defined in Paragraph 8 above may agree that no building permits for development in Phase 3 of the project shall be issued unless an alternate parallel facility to U.S. 1 to mitigate the same traffic impacts of the project on the pertinent segment of U.S. 1 is complete, under construction, or the construction phase is adopted in the first three years of the FDOT Five-Year Work Program or the County's Capital Improvement Element, as appropriate. If these conditions cannot be met, the Applicant may pay the proportionate share of the cost of improvements pursuant to all the requirements of Rule 9J-2.045, Florida Administrative Code ~~(1997)~~ (2000).

16. ~~Subject to the results of the traffic impact study and other requirements of paragraph 8 above, t~~The conditions set forth above in paragraphs ~~10 and 15~~ will adequately address mitigation for the DRI transportation impacts presently projected in ~~Transportation Subphase 1B and DRI Phases 2 and 3~~. However, as an alternative to satisfaction of those

conditions, the Applicant may meet the requirements of this paragraph. Under this alternative approach, the actual need for these improvements may be assessed by the Applicant through the level of service monitoring mitigation measures set forth below.

(a) Prior to issuance of building permits for the ~~earliest transportation subphase~~ or DRI phase 3 for which if this alternative is elected by the Applicant and annually thereafter through DRI buildout, on the anniversary date of the first such report, the Applicant shall prepare an annual traffic monitoring report ("Special Annual Traffic Level of Service Monitoring Report") to ascertain (1) the p.m. peak hour levels of service on the road facilities monitored and (2) the "significance" (as defined below) of the impacts of the DRI's traffic on the road facilities monitored, and (3) any required mitigation for traffic impacts. The Report shall be submitted to St. Johns County, the NEFRPC, DCA and FDOT ("traffic reviewing agencies") for review and approval. In the event of any disagreement among the traffic review agencies over the study results and adequacy of mitigation measures provided, the local government and DCA shall have the final determination over all roads, except roads that are then part of the FIHS. The DCA and FDOT shall make the final determination over any roads that are then part of the FIHS. In general, as further provided below, the Special Annual Traffic Level of Service Monitoring Report shall be used to confirm the necessity and timing for improvements at the time of the Report and for the next year, including the projected improvements applicable for ~~Transportation Subphase 1B and for DRI Phases 2 and 3.~~

(b) The methodology and scope of the monitoring report shall be agreed upon in advance by the Applicant, St. Johns County, NEFRPC, DCA and FDOT. DRI traffic shall include the impacts of all existing and permitted St. Augustine Centre DRI development and all St. Augustine Centre DRI development likely to receive building permits in the next year. The list of facilities to be monitored shall include those set forth on Exhibit 4 hereto, which may be modified if all parties agree.

(c) The Special Annual Traffic Level of Service Monitoring Report shall assess current conditions and conditions for the next year to determine whether any road facility operates, or will operate in the next year, below the minimal acceptable p.m. peak hour level of service standard (in an "adverse" condition) as established in the St. Johns County comprehensive plan for the affected facility. Provided, however, the minimum acceptable level of service for road facilities that are then part of the Florida Intrastate Highway System (FIHS) shall be the standard required by State law.

(d) The Special Annual Traffic Level of Service Monitoring Report shall also assess whether the cumulative external traffic from the St. Augustine Centre DRI contributes, or will contribute in the next year, five (5) percent or more of the adopted p.m. peak hour level of service maximum service volume of the road facility ("significant" impact). The adopted levels of service shall be established as described in the preceding paragraph.

(e) If the Special Annual Traffic Level of Service Monitoring Report indicates that a road facility is or will be in the next year operating in an "adverse" condition as previously defined and that the DRI also has, or will have in the next year, a "significant" impact (as previously defined) on that facility, then the Applicant also must identify any needed improvements and demonstrate that adequate measures for the impacted facilities are under construction or have been "secured and committed" in the next year to mitigate the DRI impacts on deficient roadways. Unless otherwise provided below or by applicable DCA rules, the Applicant must amend the Development Order in order to incorporate options set out below which differ from the applicable above conditions requiring road improvements prior to ~~Transportation Subphase 1B~~ and DRI Phases ~~2 and 3~~. For purposes of this development order, the "securing and commitment" of adequate mitigation measures shall include one or more of the following mitigation options:

- (i) A development agreement pursuant to Section 163.3220 et seq. which ensures that all needed improvements will be available concurrent with the impacts of development consistent with paragraph 163.3180(2)(c), F.S. ~~(1995)~~. If implementation of this agreement ensures that the funding commitment is consistent with all recommendations in the Development Order contained above, no amendment to the Development Order is required.
- (ii) A proportionate share payment agreement with the Florida Department of Transportation (FDOT) or the pertinent local government that is consistent with and meets all the requirements of Section 163.3180, F.S., or Rule 9J-2.045(7)(a)3., Florida Administrative Code (F.A.C.) ~~(1997)~~ (2000).
- (iii) A binding and enforceable commitment in the Development Order to provide all needed improvements concurrently with the development schedule approved in the Development Order.
- (iv) Any other appropriate mitigation measure provided for under Rule 9J-2.045(7), F.A.C., or successor rules or policies or a combination of adequate mitigation measures under these rules.

17. If the traffic reviewing agencies determine in writing that the information in the Special Annual Traffic Level of Service Monitoring Report does not demonstrate that any necessary mitigation measures have been secured and committed for the next year, then no further building permits for development within the DRI shall be issued until the traffic reviewing agencies have agreed that adequate mitigation measures have been provided. In the event of any disagreement among the traffic reviewing agencies over the study results and adequacy of mitigation measures provided, the local government and Department of Community Affairs shall have the final

determination over all roads, except roads that are then part of the FIHS. The Department of Community Affairs and Florida Department of Transportation shall make the final determination over any roads that are then part of the FIHS.

4. Except as modified by this Resolution, the existing 1997 St. Augustine Centre DRI Development Order shall remain in full force and effect.

5. A certified copy of this Resolution, complete with all exhibits, shall be rendered by St. Johns County within 10 days of its adoption by certified mail, return receipt requested to the Developer, the Florida Department of Community Affairs and the Northeast Florida Regional Planning Council.

6. This Resolution shall take effect upon its adoption.

PASSED AND APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, THIS 16<sup>th</sup> DAY OF June 2000.

BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA

By: James E. Bryant

ATTEST: Clerk

By: Patricia A. Grande  
Deputy Clerk

Adopted Regular Meeting June 16, 2000

Effective: June 16, 2000

## Estimated Phasing Schedule

Use	Phase 1 1997-2001			Phase 2 2002			Phase 3 2003 - 2006			Total		
	Acres	Gross Sq.Ft.	Units/ Rooms	Acres	Gross Sq.Ft.	Units/ Rooms	Acres	Gross Sq.Ft.	Units/ Rooms	Acres	Gross Sq.Ft.	Units
Retail Service including Outlet Retail	72.0	623,732	N/A	10.0	85,000	N/A	44.6	356,400	N/A	126.6	1,065,132	N/A
		583,732						180,000			763,732	
Hotel	2.0	N/A	100	-	-	-	13.0	N/A	300	15.0	N/A	400
Residential	30.0	N/A	250	-	-	-	44.7	N/A	364	74.7	N/A	614
Industrial	-	-	-	-	-	-	35.6	540,000	N/A	35.6	540,000	N/A
Movie Theater	-	-	-	-	-	-	N/A	N/A	2,280 seats	N/A	N/A	2,280 seats

**EXHIBIT 3**  
(Revised March 2000)

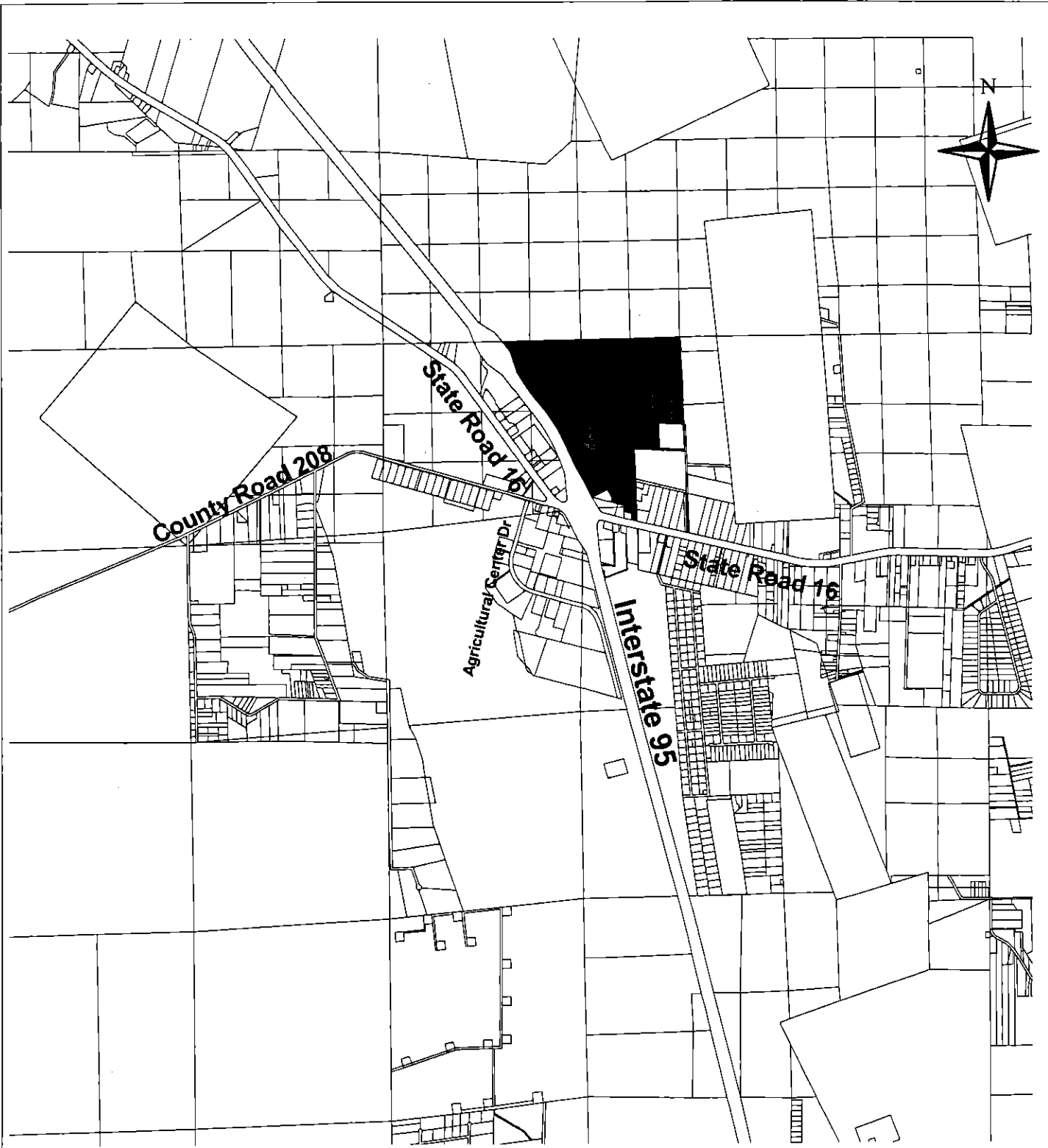
EXHIBIT 4  
SL Augustine Centre  
Roadway Improvements

2/29/00

Phase 3 - 2006

Link I.D.	Facility	Location	Needed Improvement
32	CR 208	ICR 13A to SR 16	Widen existing 2 lane to 4 lanes.
92.1	SR 16	International Golf Pkwy to West Mall Ent.	Widen existing 2 lane to 4 lanes.
92.2	SR 16	West Mall Entrance to I-95	Widen existing 2 lane to 4 lanes.
93	SR 16	I-95 to Belz Outlet Blvd.	Widen existing 4 lane to 6 lanes.
94	SR 16	Four Mile Rd. to Woodlawn Rd.	Widen existing 4 lane to 6 lanes.
95	SR 16	Woodlawn Rd. to Masters Dr.	Widen existing 4 lane to 6 lanes.
107.3	SR 207	Cypress Links Blvd. to I-95	Widen existing 4 lane to 6 lanes.
121	SR 5 (US 1)	SR 312 to CR 207	Widen existing 4 lane to 6 lanes.
202	US1 (Ponce De Leon Blvd.)	SR 16 to King St.	Widen existing 4 lane to 6 lanes.
203	US1 (Ponce De Leon Blvd.)	King St. to SR 207	Widen existing 4 lane to 6 lanes.





# St. Augustine Centre DRI- NOPC

# THE ST. AUGUSTINE RECORD

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

STATE OF FLORIDA,  
COUNTY OF ST. JOHNS

Before the undersigned authority personally appeared **Linda Y. Murray**

who on oath says that she is an Accounting Clerk of the St. Augustine Record,  
a daily newspaper published at St. Augustine in St. Johns County, Florida;

that the attached copy of advertisement, being a

## NOTICE OF PROPOSED CHANGE

in the matter of **ST. AUGUSTINE CENTRE**

## DEVELOPMENT OF REGIONAL IMPACT (DRI)

in the Court, was published in said newspaper in the issues of

**MAY 3, 2000**

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

Sworn to and subscribed before me this **4TH** day of **MAY** 2000,

by *Linda Y. Murray* who is personally known to me  
or who has produced **PERSONALLY KNOWN** as identification.

*Zoe Ann Moss*  
(Signature of Notary Public) (Seal)

Zoe Ann Moss

**NOTICE OF PROPOSED CHANGE (NOPC) TO ST. AUGUSTINE CENTRE DEVELOPMENT OF REGIONAL IMPACT (DRI) DEVELOPMENT ORDER**

NOTICE IS HEREBY GIVEN that the St. Johns County Planning and Zoning Agency and the Board of County Commissioners of St. Johns County will consider a Notice of Proposed Change to the previously approved St. Augustine Centre Development of Regional Impact.

THE PLANNING AND ZONING AGENCY HEARING will be held on the 18th day of May, 2000 at 1:30 p.m. to consider and make recommendations to the Board of County Commissioners on whether the proposed change(s) constitutes a Substantial Deviation to the Development Order and will require further review. It is anticipated that one or more of the Board of County Commissioners of St. Johns County may attend and participate in this meeting.

THE BOARD OF COUNTY COMMISSIONERS HEARING will be held on the 6th day of June, 2000 at 1:30 p.m. to consider and take action on a Resolution of the County of St. Johns, State of Florida, modifying the St. Augustine Centre DRI Development Order as previously approved; finding the modifications are consistent with St. Johns County Comprehensive Plan 1990-2000, Ordinance 90-53, as amended and consistent with the St. Johns County Development Code, Ordinance 99-51, as amended; finding that the modification do not constitute a substantial deviation; and providing for an effective date.

Said hearings will be held in the County Auditorium, County Administration Building, 4020 Lewis Speedway, (County Road 16-A) and US 1 North, St. Augustine, Florida.

The St. Augustine Centre DRI is an existing development located in the Northeast quadrant of State Road 16 and I-95, St. Johns County within portions of Sections 5, 6 & 8, Township 7 South and Range 29 East. (See General Location Map). The proposed changes to be considered are an extension of the Phase 1 completion date from December 31, 1999 to December 31, 2001; an increase of 50 residential units and a decrease of 50 hotel units in Phase 1; and a revision of approved Phase 2 Development to consist of 85,000 square feet of retail commercial space and shift all other approved development to Phase 3 with no change to the overall DRI buildout date or overall DRI development.

St. Augustine Centre DRI Notice of Proposed Change file is available for review by the public in the Planning Department located at the St. Johns County Administrative Complex, 4020 Lewis Speedway, (County Road 16-A) and US 1 North, St. Augustine, Florida, and may be examined by interested parties prior to said public hearing, and all interested parties shall be granted an opportunity to be heard at said public hearing.

**NOTICE TO PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL HEARING IMPAIRED PERSONS:** In accordance with the Americans with Disabilities Act, persons needing a special accommodations or an interpreter to participate in this proceeding should contact David Halstead, ADA Coordinator, at (904) 823-2500 or the County Administration Building, 4020 Lewis Speedway, St. Augustine, Florida, 32095. For hearing impaired individuals: Florida Relay Service: 1-800-955-8770, no later than 5 days prior to the date of the meeting.

It is anticipated that one or more St. Johns County Commissioners may attend and participate in the meeting.

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

This matter is subject to court imposed quasi-judicial rules of procedures. Interested parties should limit contact with the County Commissioners and Planning & Zoning Agency members on this topic, except with compliance with Resolution 95-126, to properly noticed public hearings or to written communication care of St. Johns County Planning Department, P.O. Box Drawer 349, St. Augustine, Florida, 32095.

**BOARD OF COUNTY COMMISSIONERS  
ST. JOHNS COUNTY, FLORIDA  
CHERYL STRICKLAND, CLERK  
By: Patricia DeGrande, Deputy Clerk**

**PLANNING AND ZONING AGENCY  
OF ST. JOHNS COUNTY, FLORIDA  
By: DON HOUSE, CHAIRMAN**

L62 May 3, 2000

