

ORDINANCE 95- 6

AN ORDINANCE OF ST. JOHNS COUNTY, FLORIDA AMENDING THE ST. JOHNS COUNTY COMPREHENSIVE PLAN (1990-2005), ORDINANCE 90-53, AS AMENDED, BY AMENDMENTS TO THE OBJECTIVES AND POLICIES OF THE TRAFFIC CIRCULATION ELEMENT AND TRAFFIC-RELATED OBJECTIVES AND POLICIES OF THE CAPITAL IMPROVEMENTS ELEMENT; PROVIDING FOR INTENT, AUTHORITY, FINDINGS OF FACT, AND SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapter 125 and Section 163.3161-163.3215, Florida Statutes, empowers and requires the Board of County Commissioners to prepare, implement, and enforce comprehensive plans and land development regulations for the control of development within the County; and

WHEREAS, Section 163.3187, Florida Statutes, provides for the amendment of an adopted Comprehensive Plan; and

WHEREAS, St. Johns County has updated its Traffic Circulation Element, objectives and policies of the Traffic Circulation Element, and traffic-related objectives and policies of the Capital Improvements Element.

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

Section 1. Intent. The purpose of this Ordinance is to amend Ordinance 90-53, as previously amended by Ordinances 91-52, 92-44 and Small Scale Ordinance 94-35, which adopted the St. Johns County Comprehensive Plan (1990-2005) September 14, 1990 ("Plan") and to provide for the orderly growth of the St. Johns County, Florida and to exercise the authority and perform the duties set out in Sections 163.3161-163.3215, Florida Statutes.

Section 2. Authority. This Ordinance is adopted pursuant to Florida Statutes, Chapter 163 and 125; Florida Administrative Code Rules 9J-5 and 9J-11; and the Constitution of the State of Florida, as may be amended from time to time.

Section 3. Amendment. Part B, Traffic Circulation Element Objectives and Policies (Attachment A) and Map B-12 "Traffic Circulation Plan 1995-2005" (Attachment B) and Part J, Capital Improvement Element Objectives and Policies, (Attachment C) of Exhibit A of St. Johns County Comprehensive Plan Ordinance 90-53 are hereby amended as set forth in the Attachments A, B, and C hereto which are incorporated herein by reference.

Section 4. Findings of Fact. Based upon: (i) the review of the data and analytic materials developed during the preparation and in support of the Plan, and (ii) testimony and comments made at the public hearings to consider the adoption of the Plan, the Board of County Commissioners of St. Johns County hereby makes the following findings of fact:

a. As to the Traffic Circulation Element - The analysis contained in the Traffic Circulation Element is based on historical data from the Florida Department of Transportation with respect to state roads, and from the County Public Works Department as to county roads. This historical traffic data is appropriate data for the purpose of traffic analyses, and is the best data available to the County. Traffic projections were based on growth rates developed for each transportation planning district which took into account the Future Land Use Map. The volume projections were developed for the two time frames of 2000 and 2005.

b. As to the Objectives and Policies of the Traffic Circulation Element and the traffic-related Objectives and Policies of the Capital Improvements Element, these objectives and policies are based on the data and analyses of the Traffic Circulation Element and the updated requirements of Florida Administrative Code Rule 9J-5.

Section 5. Findings of Consistency. The Board of County Commissioners of St. Johns County, Florida hereby finds and determines that the revised objectives and policies of the Traffic Circulation Element and Capital Improvements Element are: (i) consistent with the State Comprehensive Plan, Section 187.201, Florida Statutes, construed as a whole; (ii) consistent with the Northeast Florida Comprehensive Regional Policy Plan construed as a whole, without isolated application of a specific goal or policy; (iii) consistent with Florida Administrative Code

Rule 9J-5 as revised, to the extent such Rule is not in conflict with Chapter 163, Part II, as provided in Section 163.3177 (10)(c); and (iv) is internally consistent in that the Traffic Circulation Element is related to and consistent with the other Elements of the Plan.

Section 6. Severability. It is declared to be the intent of the Board of County Commissioners that if any provision, paragraph, or section of this Ordinance is for any reason finally held invalid or unconstitutional by any court of competent jurisdiction, such provision, paragraph, or section shall be deemed separate, distinct, and independent provision and such holding shall not affect the validity of the remaining provisions.

Section 7. Effective Date. The effective date of this Plan Amendment shall be the date of receipt of official acknowledgment of the Office of the Department of State of the State of Florida to the Clerk of the Board of County Commissioners that this Ordinance has been filed with the Department of State or a final order is issued by the Department of Community Affairs or Administration Commission finding the amendment in compliance in accordance with Section 163.3184, Florida Statutes, whichever is later.

ENACTED AND DULY ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA, this 28th day of March, 1995.

BOARD OF COUNTY COMMISSIONERS
OF ST. JOHNS COUNTY, FLORIDA

BY: Barbara Ward
ITS CHAIRMAN

ATTEST: Carl "Bud" Markel
CARL "BUD" MARKEL
Clerk of the Circuit Court and Ex-Official
Clerk of the Board of County Commissioners
of St. Johns County, Florida

BY: Yvonne Carter EFFECTIVE DATE April 10, 1995
Deputy Clerk
c:ord95-am

SJC Comp Plan Amendment 95-1 to Ord. 90-53
March 1, 1995 Draft

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ATTACHMENT A

B. TRAFFIC CIRCULATION ELEMENT
Goal B.1

The County will promote the development of a roadway network which will provide for the safe and efficient movement of people and goods.

Objective B.1.1
Level of Service Standards

The County shall establish Levels of Service standards based on data and analysis for all roadway segments within the major roadway network.

Policies

B.1.1.1 Peak Hour Level of Service Standards. The established level of service standards during the peak hours shall be as set forth below, and in Policy B.1.1.2 and Policy B.1.1.3. Roadway Level of Service shall be measured by methodologies outlined in Level of Service Manual Florida's Level of Service Standards and Guidelines Manual for Planning, Florida Department of Transportation, ~~1988~~ 1992, or as updated.

Minimum Acceptable Level of Service Standards

Type of Facility	Urban ¹	Rural ¹
State "Freeway"	D	C
State Arterial (Principal and Minor)	D	C
State Collector	D	C
County Arterial (Principal and Minor)	D	C
County Collector	D	C

¹ peak-hour traffic

	<u>Rural Area</u>	<u>Transitioning Urban Area, or Community</u>	<u>Urbanized Area</u>
<u>Florida Intrastate Highway System</u>			
<u>Two-Lanes</u>	<u>C</u>	<u>C</u>	<u>D</u>
<u>Four-Lanes or More</u>	<u>B</u>	<u>C</u>	<u>D</u>
<u>All Other Roadways</u>	<u>C</u>	<u>D</u>	<u>D</u>

Exceptions to the standards adopted herein, which represent an adequate level of service standard for each of the listed segments, shall apply as follows:

<u>Roadway Segment</u>	<u>Level of Service</u>
<u>US 1</u>	<u>Wildwood Dr. to St. Aug. City Limits</u>
<u>CR 214 (W. King St.)</u>	<u>Holmes Blvd. to US 1</u>
<u>SR 16</u>	<u>Clay Co. Line to SR 13</u>
<u>SR 13</u>	<u>SR 16 to CR 16A</u>
<u>CR 16A</u>	<u>SR 13 to CR 210</u>
<u>CR 210</u>	<u>CR 16A to Greenbriar Rd.</u>

B.1.1.2 Constrained Roadway Segments. The inventory of roadway segments which cannot be expanded by two or more through lanes because of physical, environmental, or policy constraints shall be as follows:

<u>Roadway Segment</u>	<u>Level of Service</u>
<u>CR 214 (W. King St.)</u>	<u>Holmes Blvd. to US 1</u>
<u>SR A1A</u>	<u>Flagler Co. Line to Ft. Matanzas Monument Entrance</u>
<u>SR A1A (Vilano Rd.)</u>	<u>St. Augustine City Limits to SR A1A (Coastal Hwy.)</u>
<u>SR A1A</u>	<u>Within Guana River State Park</u>
<u>SR 13</u>	<u>CR 16A to Roberts Rd.</u>
<u>Masters Dr./Palmer St.</u>	<u>CR 214 to SR 16</u>
<u>CR 210 (Palm Valley Rd.)</u>	<u>Mickler Rd. to SR A1A</u>
<u>CR 210A (Roscoe Blvd.)</u>	<u>CR 210 to TPC Blvd.</u>
<u>International Golf Pkwy.</u>	<u>Interstate 95 to US 1</u>

The level of service for constrained roadways will be maintained. For roadways in the urbanized area, maintained means that any constrained facility will be allowed to operate at levels that do not exceed a ten percent increase in peak hour traffic volumes or a ten percent decrease in peak hour operating speeds, once the level of service for the constrained roadway is at or below the adopted level of service standards in Policy B.1.1.1. Constrained roadway segments for which maintained means a maximum increase of ten percent in peak hour traffic volumes or ten percent decrease in peak hour operating speeds are:

<u>SR 13</u>	<u>Greenbriar Rd. to Roberts Rd.</u>
<u>CR 210 (Palm Valley Rd.)</u>	<u>Mickler Rd. to SR A1A</u>
<u>CR 210A (Roscoe Blvd.)</u>	<u>CR 210 to TPC Blvd.</u>

For St. Johns County roadways not in the urbanized area, maintained means that any constrained facility will be allowed to operate at levels that do not exceed a five percent increase in peak hour traffic volumes or a five percent decrease in peak hour operating speeds, once the level of service for the constrained roadway is at or below the adopted level of service standards in Policy B.1.1.1. Constrained roadway segments for which maintained means a maximum increase of five percent in peak hour traffic volumes or a five percent decrease in peak hour operating speeds are:

<u>CR 214 (W. King St.)</u>	<u>Holmes Blvd. to US 1</u>
<u>SR A1A</u>	<u>Flagler Co. Line to Ft. Matanzas Monument Entrance</u>
<u>SR A1A (Vilano Rd.)</u>	<u>St. Augustine City Limits to SR A1A (Coastal Hwy.)</u>
<u>SR A1A</u>	<u>Within Guana River State Park</u>
<u>SR 13</u>	<u>CR 16A to Greenbriar Rd.</u>
<u>Masters Dr./Palmer St.</u>	<u>CR 214 to SR 16</u>
<u>International Golf Pkwy.</u>	<u>Interstate 95 to US 1</u>

B.1.1.3. Backlogged Facilities. The inventory of backlogged facilities is comprised of those roadways operating below the adopted level of service standard at the time of plan adoption and are not designated as constrained. The list of roadway segments hereby designated as backlogged is as follows:

Roadway Segment

<u>Interstate 95</u>	<u>SR 206 to CR 210</u>
<u>SR 207</u>	<u>Putnam Co. Line to Hastings City Limits</u>

The adopted level of service standard for roadways designated as backlogged shall be maintained. Roadway segments in St. Johns County designated as backlogged are located within the rural area. Maintained in the rural area means that any backlogged facility will be allowed to operate at levels that do not exceed a five percent increase in peak hour traffic volumes or a five percent decrease in travel speed.

B.1.1.24 By March 1, 1991, the county shall established and adopted on February 29, 1991 a Concurrency Management System, as outlined in Objective J.1.5 of the Capital Improvements Element, to implement and enforce the traffic Level of Service standards established in Policy B.1.1.1. The Level of Service standards established by this portion of the Plan shall become effective as provided in the Textual Appendix.

Objective B.1.2
Transportation Management Systems

St. Johns County shall continue to provide for the safe and convenient transportation of people and goods through the establishment of Levels of Service on existing and future roadways within the County, and by the adoption of a concurrency management system as provided in Objective J.01.05 of the Capital Improvements Element.

Policies

- B.1.2.1** Pavement Management System. A pavement management system shall be implemented and maintained to insure that all paved roadways are maintained in safe condition.
- B.1.2.2** Traffic Operation Improvements. Traffic operation improvements such as traffic signals, turn lanes, service roads, signing, and pavement marking shall be undertaken when warranted to improve the safety and efficiency of the existing roadway network.
- B.1.2.3** High Accident Locations. Accident records shall be investigated on a regular basis to determine necessary improvements to the roadway network which are warranted to relieve high accident conditions.
- B.1.2.4** Bridge Maintenance System. A bridge maintenance and rehabilitation system shall be implemented to insure safe structural condition and compliance with all applicable FDOT standards.

Objective B.1.3
Transportation Improvement Plans

The County shall develop a future roadway network which: is consistent with the Future Land Use Element and Maps; and is coordinated with the plans of adjacent jurisdictions.

Policies

- B.1.3.1** Projected Roadway Improvement Needs. If included within the Five Year Schedule of Capital Improvements, the roadway improvement projects listed in ~~Table B-6 B-13~~ of the Traffic Circulation Element, ~~1990-1995 Projected Roadway Improvement Needs 1995-2000 Roadway Improvement Plan~~, will be completed consistently with the Schedule of Capital Improvements.
- B.1.3.2** Roadway Project Evaluation Criteria. Proposed roadway improvement projects shall be evaluated, ranked, and added to the Projected Roadway Improvement Needs consistently with the capital facility criteria established by Policy J.1.3.1, and based on the following guidelines:
- a) The project is needed to: protect the public health and safety; or, fulfill the county's legal commitment to provide facilities and services.
 - b) The project is needed to: preserve or achieve full use of existing facilities; promote efficient use of existing facilities; or, prevent or reduce future maintenance or improvement costs.
 - c) The project is needed to: provide service to developed areas lacking full service; or, promote in-fill development within existing urbanized areas.
 - d) The project is needed to: provide service to development areas consistent with the Land Use and Traffic Elements of the Plan; or, to provide service to development areas which may be approved as amendments to the Land Use and Traffic Element of the Plan.
- B.1.3.3** Review and Update of Roadway Five Year Schedule of Capital Improvements. The Five Year Schedule of Capital Improvements shall be reviewed on at least an annual basis: to indicate the completion of projects; and, to add projects, reviewed pursuant to the criteria listed in Policy B.1.3.2, and as funding allows; and to delete projects from the Schedule as permitted by the County's CMS Concurrency Management System.
- B.1.3.4** Land Development Traffic Assessments. At a minimum, all major developments shall be required to complete a Land Development Traffic Assessment ("LDTA") as part of the development review process. Major developments shall be defined to include: ~~(1) Residential development containing 100 or more dwelling units; 2) Commercial development containing 30,000 more square feet; 3) Any combination of land uses which will generate 1,500 or more daily trips; or 4) Any combination of land uses which will generate an increase 100 new peak-hour trips;~~ any combination of land uses projected to generate 400 or more average daily trips. The traffic assessment will: summarize existing conditions in the project vicinity; estimate the traffic that will be generated by the proposed development; estimate the future traffic conditions with the proposed development traffic; and outline improvements to the major roadway network which are needed to maintain an acceptable Level of Service. By March 1, 1991, the County shall develop, establish, and adopt standards and procedures by which to implement the LDTA requirement established by this Policy.

- B.1.3.5** Transportation Impact Fees. All future development will be assessed equitably for the cost of roadway improvements to serve development areas pursuant to the provisions of the applicable impact fee ordinance.
- B.1.3.6** Review of Development Proposals. Procedures shall be implemented and maintained such that all development proposals are reviewed prior to receipt of construction approval to insure consistency with the objectives and policies of the Land Use and Traffic Elements of the Plan.
- B.1.3.7** ~~Development Corridor Traffic Monitoring. The County shall monitor traffic volumes on an annual basis on the mixed use corridors identified below to compare actual traffic volumes with projected traffic volumes.~~

<u>ROADWAY</u>	<u>LIMITS</u>
SR-16	I-95 TO SR-5 (US1)
SR-207	I-95 TO SR-5 (US1)
SR-312	SR-5 (US1) TO SR-A1A (SR-3, CR-A1A)
SR-5 (US1)	SR-206 to SR-312
SR-5 (US1)	St. Augustine CL to St. A. Airport

B.1.3.7 Development Agreements. The County shall allow for the negotiation in development agreements of a proportionate share cost of the development for the construction of one or more capacity improvements on the Major Roadway Network necessary to serve the development. At the time a development order or permit is issued, the necessary facilities and services shall be the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under construction no more than three years after the issuance of a certificate of occupancy for the portion of development impacting one or more deficient roadway segments. The proportionate share payment shall be applied to the project cost of one or more capacity improvement projects in the development's impact area. The development agreement shall specifically require the payment of the proportionate share prior to the issuance of any building permits for the development. The proportionate share payment shall be calculated for all roadways within the development's impact area that are projected to be operating below the adopted level of service standard with development traffic as follows:

$$\begin{array}{l}
 \text{Proportionate Share} = \text{Construction costs of roadway improvements to attain acceptable LOS Level of Service} \times \frac{\text{Project Trips Adopted LOS Improved Service Vol.}}{\text{Adopted LOS Existing Service Vol.}}
 \end{array}$$

In no instance shall the proportionate share payment be less than the transportation impact fee in existence at the time of the project development order. The proportionate share payment may be credited against payment of transportation impact fees.

**Objective B.1.4
Right of Way Protection**

The County shall institute a program of protection and acquisition of rights of way for the major roadway network to ensure continuity of the roadway network and to protect the existing and future roadway network from development and other encroachments.

Policies

~~B.1.4.1~~ ~~Right of Way Standards. The following minimum right-of-way standards are established for existing and future segments of the roadway network:~~

~~—— Roadway Classification —— Right of Way Width~~

~~—— Arterial —— 125 Feet~~

~~—— Collector —— 80 Feet~~

~~B.1.4.2~~ ~~By April, 1991, St. Johns County shall adopt and implement a program to protect existing and future right-of-way including provisions for advanced right-of-way acquisition; and, to the extent permitted by applicable law, provisions to require the mandatory dedication of necessary right-of-way as a condition of subdivision or development approval.~~

~~B.1.4.3~~ ~~Centerline Setback Standards. The following minimum construction setback requirements are established for new construction adjacent to major roadway network segments:~~

~~—— Roadway Classification —— Minimum Building Setback~~

~~—— Arterial —— 62.5 Feet + Minimum Yard~~

~~—— Collector —— 40 Feet + Minimum Yard~~

~~—— The minimum building setback will be measured from the centerline of the existing road right-of-way or from the centerline of any proposed major right-of-way which is located on the Future Traffic Circulation Map. The minimum yard setback will be the applicable minimum yard requirement as established by zoning code.~~

B.1.4.1 St. Johns County shall maintain its right-of-way permitting process to protect the existing rights-of-way from encroachment and detrimental construction activity.

B.1.4.2 St. Johns County shall maintain its development review process to identify where proposed development may encroach on future right-of-way requirements. As permitted by applicable law, the County shall negotiate for dedication or reservation of necessary rights-of-way along major transportation corridors.

B.1.4.3 St. Johns County shall establish minimum right-of-way requirements for new roadway construction which will accommodate existing and future traffic demands.

B.1.4.4 St. Johns County shall identify locations from the 2005 Traffic Circulation Plan where advanced acquisition of right-of-way may be desirable to protect future transportation corridors.

Objective B.1.5
Bicycle and Pedestrian Facilities

The county shall encourage, provide, or require bicycle and pedestrian ways for the safe integration of bicycle and pedestrian movement on selected segments of the roadway network, within public facilities, commercial development, residential areas, recreational facilities, and within other areas that allow access.

Policies

- B.1.5.1** By January 1993, a County bicycle route network shall be designated, and implementation shall be commenced to allow for proper consideration of safe bicycle use throughout within the County.
- B.1.5.2** Bicycle Safety Education. Every effort shall be made to promote education in the safe and proper use of bicycles on roadways. The County shall coordinate with and encourage the St. Johns County Board of Education to implement a curriculum of Traffic Safety & Education, emphasizing the bicycle safety in all county elementary schools.
- B.1.5.3** Facilities and features to accommodate bicycle and pedestrian use shall be considered in the design of all public projects including those selected roadways identified as elements of the bicycle route network referenced in Policy B.1.5.1.
- B.1.5.4** The County shall provide for the maintenance of pedestrian and bicycle travel ways located on County facilities.
- B.1.5.5** The County shall encourage compliance, with and require the enforcement, of existing bicycle laws.

Objective B.1.6
Site Development Traffic Circulation

The County shall require that all residential, non-residential, and planned unit developments provide a 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 Land Use and Traffic Elements of the Plan.

Policies

- B.1.6.1** Circulation within and between Developments. Within one year of Plan submittal, the County shall, as necessary, establish and adopt standards and procedures to ensure that development shall include features and provisions which encourage internal automobile circulation, bicycle use, pedestrian movement, and other features to minimize utilization of the major roadway network; and shall make provisions for public road, public bikeway, and pedestrian access to the adjoining properties.

- B.1.6.2** Consistency with Transportation System. The roadway and circulation systems of proposed developments should be developed in a manner consistent with the objectives, policies, and standards of the Future Land Use and Traffic Elements in this Plan, and the Future Traffic Circulation Map.

- B.1.6.3** By April 1991, the county shall review existing regulations and adopt amendments, as necessary, to establish standards and procedures to implement an access management control program comparable to or exceeding FDOT access management requirements to ensure that development provides safe access to the major roadway network.

Objective B.1.7
Coordination With Other Transportation Agencies

The County shall implement coordinated transportation activities with other agencies, local governments, and state agencies having planning and implementation responsibilities for highway, mass transit, railroad, air, and other transit facilities.

Policies




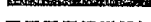

- B.1.7.1** **Transportation Technical Committee.** A transportation technical committee will be established to provide for coordination and review of transportation and land development issues. The committee will be composed of the County Engineer, the County Planning Director, a representative of the Florida Department of Transportation, a representative of the City of St. Augustine, and others as may be appropriate. The responsibilities of the committee shall include: 1) Review of proposed changes or additions to the Projected Roadway Improvement Needs listing; 2) Review of Land Development Traffic Assessments; and, 3) Review of proposed amendments to the Future Land Use and Traffic Elements of this Plan. By March 1, 1991, the County shall develop, establish and adopt standards and procedures by which to implement the requirements established by this Policy.
- B.1.7.2** **Jacksonville Metropolitan Planning Organization.** Membership and representation in the Jacksonville MPO will be maintained; and transportation improvements and actions which are within the boundaries of that agency will be coordinated with the plans, programs and policies of that agency.
- B.1.7.3** **Coordination with Department of Transportation Standards and Programs.** Transportation activities will be planned and accomplished, where applicable, according to the minimum standards of the Florida Department of Transportation.

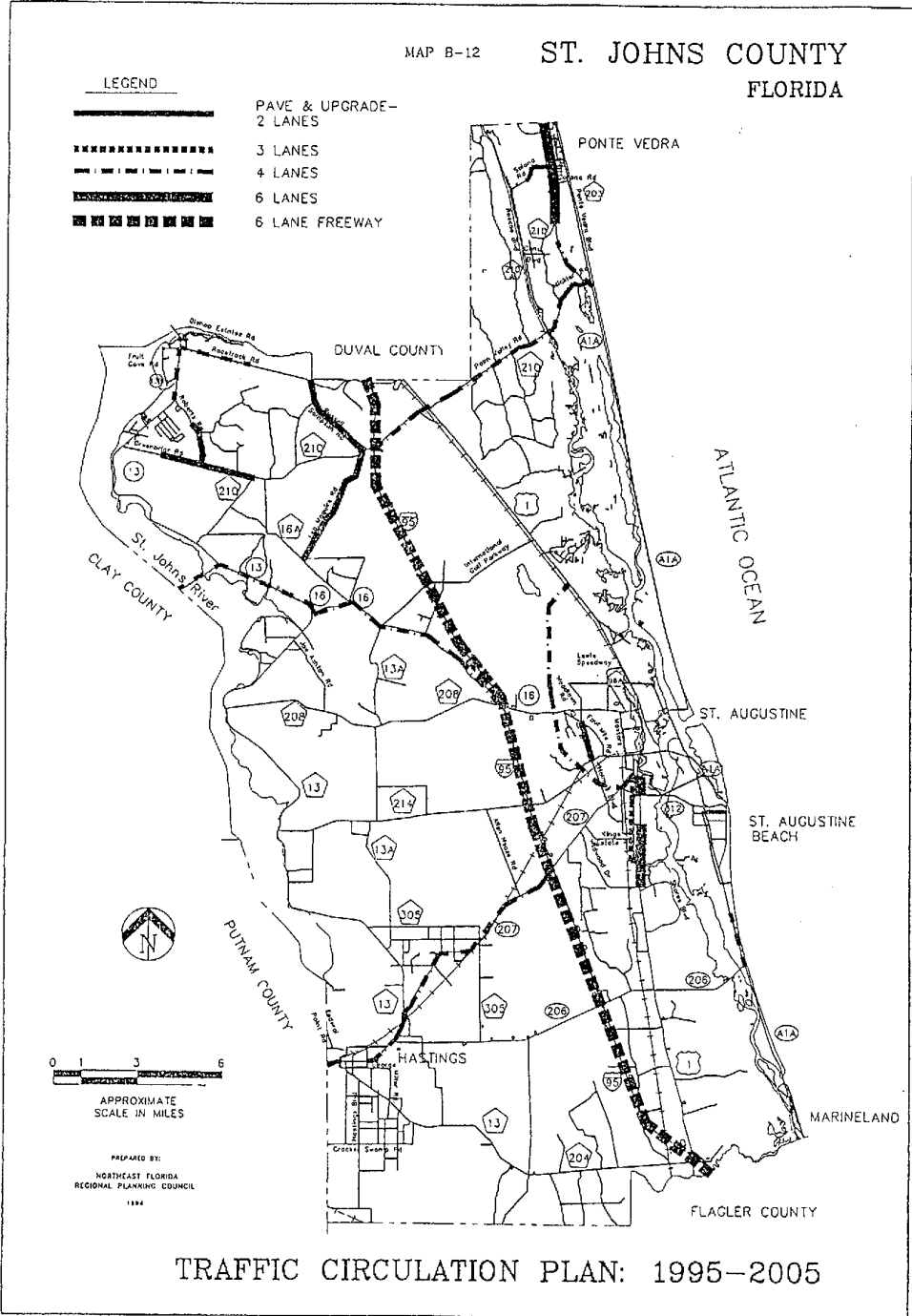
ATTACHMENT B

MAP B-12

ST. JOHNS COUNTY
FLORIDA

LEGEND

-  PAVE & UPGRADE-
2 LANES
-  3 LANES
-  4 LANES
-  6 LANES
-  6 LANE FREEWAY



TRAFFIC CIRCULATION PLAN: 1995-2005

ATTACHMENT C

J. CAPITAL IMPROVEMENTS ELEMENT
Goal J.1

5 The Board of County Commissioners shall ensure the orderly
and efficient provision of the following facilities or
services: sanitary sewer, potable water, solid waste,
10 drainage, roads, recreation/open space, police services, fire
services, Emergency Medical Services ("EMS"), and public
buildings.

Objective J.1.1

15 Capital facilities to address deficiencies, if any, to
accommodate desired future growth, and to replace worn out or
obsolete facilities, shall be provided or constructed as
indicated in the Five Year Schedule of Capital Improvements
contained in the Capital Improvements Element.

20 Policies

J.1.1.1 Capital facilities or improvements in the context
of the Comprehensive Plan shall be defined as those
25 facilities or improvements which are limited to a
one time expenditure of at least \$25,000 (including
land).

J.1.1.2 The County shall maintain an inventory of all
30 deficient capital facilities, as well as an
inventory of projected capital improvements
requirements to satisfy deficiencies and meet
projected demands.

J.1.1.3 Consistently with the criteria of Policy J.1.3.1,
35 obsolete or worn out public facilities will be
replaced or repaired to maintain the adopted LOS
standards.

J.1.1.4 Through interlocal agreements, the County shall
40 strive to replace and/or consolidate public
facilities and services in order to establish and
maintain the most efficient and cost effective
level of service.

J.1.1.5 Outside the areas served by County facilities, the
45 County will support and encourage provision of
essential facilities and services through privately
owned, publicly regulated regional systems.

CAPITAL IMPROVEMENTS GOPS -- As Adopted 9/14/90 and Amended
EXHIBIT "A" TO ORDINANCE NO. 90-53 PAGE JJ-1 2/28/95

Words stricken are deletions; words underlined are additions

Objective J.1.2

The County shall adopt Level of Service (LOS) standards to measure the adequacy of public facilities and services.

5

J.1.2.1 The LEVEL OF SERVICE (LOS) standards which the County shall ensure are provided for a new development, and which the County shall strive to meet where existing deficiencies are noted, shall be in accordance with the following criteria:

10

PUBLIC FACILITY CATEGORY	LOS STANDARD
1. Sanitary Sewer	The minimum LOSs for existing sanitary sewer facilities shall be established as 100 Gallons Per Capita Per Day (GCPD)
2. Potable Water	The minimum LOSs for existing central potable water facilities shall be established as 100 Gallons Per Capita Per Day (GCPD)
3. Solid Waste	5.7 Pounds Per Capita Per Day (PCPD)
4. Drainage Facilities	10 year frequency, 24 hour duration
5. Open Space and Recreation Standards	
Neighborhood Park	= 2 acres per 1,000 residents
Urban Park	= 1 park per 75,000 residents
Community Park	= 3 acres per 1,000 residents
Regnl Park/Open Space	= 24 acres per 1,000 residents

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Words ~~stricken~~ are deletions; words underlined are additions

6. Roads

Type-of-Facility	Urban---Rural	
State-"Freeway"	B	E
State-Arterial-(Principle-&Minor)	B	E
State-Collector	B	E
County-Arterial-(Principle-&Minor)	B	E
County-Collector	B	E

	<u>Rural</u> <u>Area</u>	<u>Transitioning</u> <u>Urbanized Area,</u> <u>Urban Area, or</u> <u>Community</u>	<u>Urbanized</u> <u>Area</u>
<u>Florida Intrastate</u>			
<u>Highway System</u>			
<u>Two-Lanes</u>	<u>C</u>	<u>C</u>	<u>D</u>
<u>Four-Lanes or More</u>	<u>B</u>	<u>C</u>	<u>D</u>
<u>All Other Roadways</u>	<u>C</u>	<u>D</u>	<u>D</u>

Exceptions to the standards adopted herein, which represent an adequate level of service standard for each of the listed segments, shall apply as follows:

<u>Roadway Segment</u>	<u>Level of Service</u>
<u>US 1 Wildwood Dr. to St. Aug. City Limits</u>	<u>E</u>
<u>CR 214 Holmes Blvd. to US 1</u>	<u>E</u>
<u>SR 16 Clay Co. Line to SR 13</u>	<u>D</u>
<u>SR 13 SR 16 to CR 16A</u>	<u>D</u>
<u>CR 16A SR 13 to CR 210</u>	<u>D</u>
<u>CR 210 CR 16A to Greenbriar Road</u>	<u>D</u>

7. Mass Transit
 Transportation Disadvantaged Service 100,000
 Passenger Trips
 per Year.

1-peak-hour-traffic

The LOS for the above facilities, sanitary sewer, potable water, solid waste, drainage, open space and recreation, roads, and mass transit, shall be implemented through the County's Concurrency Management System ("CMS") and, upon implementation of the CMS, shall be required to be met prior to the County's issuance of a development order or development permit.

The following additional LOS, established for other public facilities or services, shall be implemented through impact fee ordinances, shall not be implemented through the CMS, and shall not be required to be met prior to the County's issuance of development orders or development permits.

Words stricken are deletions; words underlined are additions

5	PUBLIC FACILITY OR SERVICE	LOS
	Police Services	As established by the applicable impact fee ordinance, and its supportive methodology.
10	Fire Services	As established by the applicable impact fee ordinance, and its supportive methodology.
15	Emergency Medical Services	As established by the applicable impact fee ordinance, and its supportive methodology.
20	Public Buildings	As established by the applicable impact fee ordinance, and its supportive methodology.
25	J.1.2.2	The County shall continually review the established LOS standards on the basis of consistency with local comprehensive planning activities, cost feasibility and effectiveness, relative magnitude and term of need, intergovernmental commitments, the ability to take advantage of capital improvements of state agencies and the St. Johns Water Management District, and overall budget impacts.
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Words ~~stricken~~ are deletions; words underlined are additions

Objective J.1.3

The County shall establish a system to prioritize the scheduling of capital improvements.

5

Policies

J.1.3.1 The scheduling of capital improvements in the capital improvement element shall be predicated on the following criteria to ensure ranking of the improvements in the appropriate order of their need:

10

Priority A

15

1. Capital projects currently underway for which the county is fully committed, or which are so urgently needed that their implementation cannot be delayed.
2. Expansion of existing public facilities for which revenue bonds have been issued.
3. Capital improvements needed to protect public health and safety.

20

25

Priority B

1. Capital improvements needed to correct existing deficiencies.
2. Capital improvements needed to replace or repair obsolete or worn out facilities in order to maintain adopted LOS standards.

30

35

Priority C

1. Capital improvements that will increase efficient use of existing public facilities.
2. Capital improvements that will promote redevelopment and/or in fill development.

40

Priority D

1. Capital improvements that represent a logical extension of public facilities to accommodate projected new development.

45

50

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2. Capital improvements needed to serve developments that were approved prior to the adoption of this Plan.

5 J.1.3.2 The county shall continually review the local
 capital improvement prioritizing criteria,
 established by Policy J.1.3.1, on the basis of:
10 consistency with local comprehensive planning
 activities; cost feasibility and effectiveness;
 relative magnitude and term of need;
 intergovernmental commitments; the ability to take
 advantage of capital improvements of state agencies
 and the St. Johns Water Management District; and
15 overall budget impacts.

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Objective J.1.4

5 The County shall limit public capital investment that
subsidizes development in coastal high hazard areas to those
improvements included in the Coastal/Conservation Element,
and to those expenditures necessary for health and safety,
hurricane evacuation, and which will facilitate the use of
the natural open areas and recreation areas.

10 Policies

15 J.1.4.1 The County shall incorporate into its review
processes for infrastructure planning an assessment
of the appropriateness of public capital
improvements in the coastal high hazard areas as
identified in the Coastal/Conservation Element of
this Plan.

20 J.1.4.2 The County shall request and support state
expenditures necessary to address or improve
capacity deficiencies on roads or bridges necessary
to support the effective Hurricane Evacuation Plan
for the County, particularly in those areas, or
25 with respect to those facilities, which are
experiencing level of service deficiencies.

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Objective J.1.5

5 By March 1, 1991, the County shall adopt a Concurrency
Management System ("CMS") as part of the County's land
development regulations which shall ensure that the impacts
resulting from the County's issuance of development orders or
development permits shall not result in a reduction in a
10 level of service for affected public facilities below the
applicable level of service standards established in Policy
J.1.2.1 of this Plan.

Policies

15 J.1.5.1 By March 1, 1991, the County shall adopt a CMS as
part of its land development regulations. The CMS
shall incorporate provisions which shall require
that the level of service standards ("LOS") for
only the following public facilities shall be
20 required to be met prior to the issuance of a
development order or development permit:

roads

25 sanitary sewer

solid waste

drainage

30 potable water

parks and recreation; and

35 mass transit, if applicable.

The CMS shall not require that the LOS for the
following public facilities or services to be met
prior to the issuance of a development order or
40 development permit:

police services

fire services

15 emergency medical services; and

public buildings facilities.

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J.1.5.2 Pursuant to the requirements of Section 163.3202 (g) (Fla. Stat. 1989), concurrency review and application of the CMS land development regulations shall take effect on the earlier of: (i) March 1, 1991; or (ii) as provided in the adopted land development regulations which include the CMS.

J.1.5.3 The CMS shall contain the following minimum standards or requirements in order to ensure the availability of applicable public facilities concurrently with the impacts of development:
~~CRITERIA:~~

~~(i)-The facilities or services necessary to meet established EOS are in place at the time of the issuance of the development order or development permit; or~~

~~(ii)-The issuance of the development order or development permit is conditioned on the availability of the necessary facilities or services at established EOS at the time the impacts of the development will occur; or~~

~~(iii)-The facilities or services necessary to meet established EOS are under construction at the time of the issuance of the development order or development permit; or~~

~~(iv)-The facilities or services necessary to meet established EOS are guaranteed to be in place or available at the time the impacts of the development will occur by an enforceable development agreement; or~~

~~(v)-The facilities or services necessary to meet established EOS are proposed to be constructed and made available at the time the impacts of the development will occur by a entity with: (a) authority to construct or operate the applicable facility or service; and (b) taxing or assessment authority over the area in which the proposed development is to occur; and (c) the entity has bound itself, contractually or otherwise, to provide the necessary facilities or services.~~

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CATEGORY-II-CRITERIA:

- 5 (i) ~~The facilities or services necessary to meet established EOS are in place at the time of the issuance of the development order or development permit; or~~
- 10 (ii) ~~The issuance of the development order or development permit is conditioned on the availability of the necessary facilities or services, at established EOS, at the time the impacts of the development will occur; or~~
- 15 (iii) ~~The facilities or services necessary to meet established EOS are under construction at the time of the issuance of the development order or development permit; or~~
- 20 (iv) ~~The facilities or services necessary to meet established EOS are guaranteed to be in place or available at the time the impacts of the development will occur by an enforceable development agreement; or~~
- 25 (v) ~~At the time of the issuance of the development order or development permit, the facilities or services necessary to meet established EOS are the subject of a binding written agreement, or an enforceable development agreement, which provides for the commencement of construction of the required facilities or services within one calendar year of the issuance of the development order or permit; or~~
- 30 (vi) ~~The facilities or services necessary to meet established EOS are proposed to be constructed and made available at the time the impacts of the development will occur by a entity with: (a) authority to construct or operate the applicable facility or service; and (b) taxing or assessment authority over the area in which the proposed development is to occur; and (c) the entity has bound itself, contractually or otherwise, to provide the necessary facilities or service.~~

45 a. CATEGORY I CRITERIA: For sanitary sewer, solid waste, drainage, and potable water facilities, at a minimum, a proposed project shall meet the following standards to satisfy the concurrency requirements:

- 50 i. A development order of permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary

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facilities and services are in place and available to serve the proposed development; or

5 ii. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, as presently provided in Section 163.3220, F.S. or as provided in future updates, or an agreement or development order issued
10 under the present provisions of Chapter 380, F.S. or as provided in future updates, to be in place and available to serve the proposed project at the time of the issuance of a certificate of occupancy or its functional
15 equivalent. (Section 163.3180(2)(a), F.S.)

20 b. CATEGORY II CRITERIA: For parks and recreation facilities, at a minimum, a proposed project shall meet the following standards to satisfy the concurrency requirement:

25 i. At the time the development order or permit is issued, the necessary facilities and services are in place or under actual construction; or

30 ii. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the proposed project is dedicated or acquired by the County, or funds in the amount of the developer's fair share are committed; and

35 (a) A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the proposed project are scheduled to be in place
40 or under actual construction not more than one year after the issuance of a certificate of occupancy or its functional equivalent as provided in the Five Year Schedule of Capital Improvements; or

45 (b) At the time the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the
50 necessary facilities and services to serve the proposed project to be in place or under actual construction not more than one year after the issuance of a certificate of occupancy or its functional equivalent; or

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- (c) At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, as presently provided in Section 163.3220, F.S. or as provided in future updates, or an agreement or development order issued under the present provisions of Chapter 380, F.S. or as provided in future updates, to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.
- 5
- 10
- 15 J.1.5.4 For sanitary sewer, solid waste, drainage and potable water facilities, the CMS shall require, at a minimum, that one of the Category I Criteria shall be met prior to the issuance of the development order or development permit.
- 20 J.1.5.5 For parks or recreation facilities, the CMS shall require, at a minimum, that one of the Category II Criteria shall be met prior to the issuance of the development order or development permit.
- 25
- 30 J.1.5.6 ~~For roads or mass transit facilities, if applicable, the CMS shall require, at a minimum, that:~~ CATEGORY III CRITERIA: For transportation facilities (roads and mass transit designated in the adopted St. Johns County Comprehensive Plan), at a minimum, a proposed project shall meet the following standards to satisfy the concurrency requirement, except as otherwise provided in subsections (iv) and (v) of this Policy:
- 35
- 40 ~~(a) one of the Category I Criteria or one of the Category II Criteria set forth above in Policy J-1-5-3 shall be met prior to the issuance of the development order or development permit; or~~
- 45 ~~(b) the road or mass transit facility(ies) necessary to serve the proposed development:~~
i. At the time a development order or permit is issued, the necessary facilities and services are in place or under construction; or
- 50 ~~(ii) is (area) scheduled to commence construction in or before the third year of the current~~ ii. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than three years after issuance of a certificate of occupancy or its

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functional equivalent as provided in the County's
Five Year Schedule of Capital Improvements;--and Improvements.
The Schedule of Capital Improvements may recognize and include
5 transportation projects included in the first three years of the
applicable, adopted Florida Department of Transportation five
year work program. The Capital Improvements Element must include
the following policies:

10 (a) The estimated date of commencement of
actual construction and the estimated date of
project completion.

15 (b) A provision that a plan amendment is
required to eliminate, defer, or delay
construction of any road or mass transit
facility or service which is needed to maintain
the adopted level of service standard and which
is listed in the five-year schedule of capital
improvements; or

20 iii. At the time a development order or permit is
issued, the necessary facilities and services are
the subject of a binding executed agreement which
requires the necessary facilities and services to
25 serve the new development to be in place or under
actual construction no more than three years after
the issuance of a certificate of occupancy or its
functional equivalent; or

30 iv. At the time a development order or permit is
issued, the necessary facilities and services are
gauranteed in an enforceable development agreement,
as presently provided in Section 163.3220, F.S. or
35 as provided in future updates, to be in place or
under actual construction not more than three years
after issuance of a certificate of occupancy or its
functional equivalent; and

~~{ii}~~-one (a) One of the following criteria is met:

40 -the proposed development is located within
a Development Area designated on the
Mainland Map or the Coastal Maps; or

45 -the proposed development is located in an
area in which central water and sewer
services are presently available to serve,
and will serve, the proposed development;
or

50 -central water and sewer service will be
provided to the proposed development
pursuant to a binding written agreement or
an enforceable development agreement.

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In order to implement this policy, the Five Year Schedule of Capital Improvements shall, if modified, substantially retain its present format, including both beginning and ending dates and anticipated sources of funding for the individual capital improvements listed. In addition, the Five Year Schedule: shall remain financially feasible; shall include facilities necessary to maintain the adopted level(s) of service to serve new development proposed to be permitted; shall include public facilities necessary to eliminate that portion of existing level of service deficiency(ies) which have been given priority pursuant to the Plan as reflected by inclusion in the Schedule; and, shall be based on currently available revenue sources.

v. For the purpose of issuing a development order or permit, a proposed urban redevelopment project located within a defined and mapped Existing Urban Service Area as established in the local government comprehensive plan pursuant to Section 163.3164(29), F.S., shall not be subject to the concurrency requirements of Rule 9J-5.0055(3)(c)1.-4. for up to 110 percent of the transportation impact generated by the previously existing development. For the purposes of this provision, a previously existing development is the actual previous built use which was occupied and active within a time period established in the local government comprehensive plan. (Section 163.3180(8), F.S.)

J.1.5.7 The County shall allow a landowner to proceed with development of a specific parcel of land notwithstanding a failure of the development to satisfy transportation concurrency, when all the following factors are shown to exist:

a. The County's adopted Comprehensive Plan is in compliance; and

b. The proposed development would be consistent with the future land use designation for the specific property and with pertinent portions of the adopted County Comprehensive Plan; and

c. The County has adopted into its Comprehensive Plan a process for assessing, receiving, and applying a fair share of the cost of providing the transportation facilities necessary to serve the proposed development through a binding commitment. The assessment shall bear a direct relationship to the transportation

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impact that is generated by the proposed development;
and

d. Transportation facilities adequate to serve the proposed development are included in a financially feasible capital improvement schedule and have been relied upon as provided for in Policy J.1.5.6, and the local government has not implemented the necessary transportation improvements as required by the schedule.

- J.1.5.8 A Plan amendment, pursuant to applicable law, shall be required to eliminate, or delay the construction of, any road, or mass transit, facility or service listed in the Five Year Schedule of Capital Improvements which is necessary to maintain adopted levels of service.
- ~~J.1.5.8~~ J.1.5.9 By March 1, 1991, in order to implement the provisions of the CMS, the County shall develop and implement additional monitoring system(s) which shall: (a) at least annually update the available capacity for roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and mass transit (if applicable) facilities; and (b) at least annually update the County's compliance with the scheduling contained in the Five Year Schedule of Capital Improvements. In addition, the monitoring system(s) may update the available capacity for police, fire, emergency medical, and public buildings facilities.

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Objective J.1.6

5 Consistently with applicable law, the County shall require that future development pay a proportionate cost of facility improvements needed as a result of that development in order to maintain adopted LOS standards.

Policies

10 J.1.6.1 The county shall require the performance bonding of project related utility or traffic circulation improvements necessary to accommodate the development of vacant parcels or substantial redevelopment of existing properties.

15 J.1.6.2 The county shall establish a procedure for determining on a site by site basis the preference for actual construction of adjacent off-site road improvements in lieu of impact fee payments.

20 J.1.6.3 Consistently with applicable law, the County shall continue to assess impact fees for the following public facilities or services: roads, parks, schools police services, fire services, EMS, and public buildings.

25 J.1.6.4 Consistently with applicable law, the County shall continue to require mandatory dedications as a condition of plat approval.

30

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Objective J.1.7

5 The county shall manage its fiscal resources to ensure the provision of needed capital improvements for previously issued development orders and for future development and redevelopment orders.

Policies

10 J.1.7.1 In providing capital improvements, the county shall limit the maximum ratio of outstanding indebtedness to no more than 10 percent (10 tax base.

15 J.1.7.2 The county shall consider a range of revenue estimates and project cost projections based on varying assumptions with regard to the local property tax base, shared tax revenues, inflation, contingency costs and the level and sources of shared project funding commitment by other jurisdictions.

20 J.1.7.3 The Budget Director shall prepare annual estimates of anticipated proceeds from the state revenue sharing sources.

25 J.1.7.4 The county shall adopt guidelines which set apportionment criteria for transportation generated revenues relative to operations, maintenance and capital improvements after debt service has been met.

30 J.1.7.5 The county shall continue to adopt a 5 year capital improvement program and annual capital budget as part of its budgeting process.

15 J.1.7.6 The County shall make expenditures for capital improvements consistently with other Plan elements, and with the capital spending priorities established in Policy J.1.3.1.

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COPY OF ADVERTISEMENT

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 _____

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

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

that the attached copy of advertisement, being a Display Ad

in the matter of Draft Traffic Element

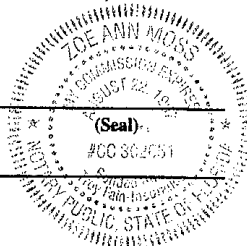
in the _____ Court, was published in said newspaper in the
issues of Mar. 7, 1995

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

Sworn to and subscribed before me this 8th day of Mar., 1995,
by Barbara Dresslar who is personally
known to me or who has produced personally known as
(Type of Identification)
identification.

Zoe Ann Moss
(Signature of Notary Public)

Zoe Ann Moss
(Print, Type or Stamp Commissioned Name of Notary Public)



**NOTICE OF PUBLIC HEARINGS OF THE
ST. JOHNS COUNTY BOARD OF COUNTY COMMISSIONERS
ON DRAFT REVISED TRAFFIC ELEMENT
AND REVISED OBJECTIVES AND POLICIES OF THE
DRAFT TRAFFIC ELEMENT AND CAPITAL IMPROVEMENTS ELEMENT
OF THE ST. JOHNS COUNTY COMPREHENSIVE PLAN**

The Board of County Commissioners of St. Johns County proposes to amend the St. Johns County Comprehensive Plan Ordinance 90-53. The public Adoption Hearings on the proposed Amendment will be held at regular meetings on Tuesday, March 14, 1995 and Tuesday, March 28, 1995 at 5:30 p.m. Both hearings will be held in the County Auditorium, County Administration Building, 4020 Lewis Speedway, St. Augustine, Florida. At such hearings, the Board of County Commissioners will hear comments from the public and at the March 28, 1995 meeting will consider and take action on the following Ordinance:

**ORDINANCE 95-
AN ORDINANCE OF ST. JOHNS COUNTY, FLORIDA AMENDING THE ST.
JOHNS COUNTY COMPREHENSIVE PLAN (1990-2005). ORDINANCE 90-53. AS
AMENDED, BY AMENDMENTS TO THE OBJECTIVES AND POLICIES OF THE
TRAFFIC CIRCULATION ELEMENT AND TRAFFIC-RELATED OBJECTIVES
AND POLICIES OF THE CAPITAL IMPROVEMENTS ELEMENT; PROVIDING
FOR INTENT, AUTHORITY, FINDINGS OF FACT, AND SEVERABILITY; AND
PROVIDING AN EFFECTIVE DATE.**

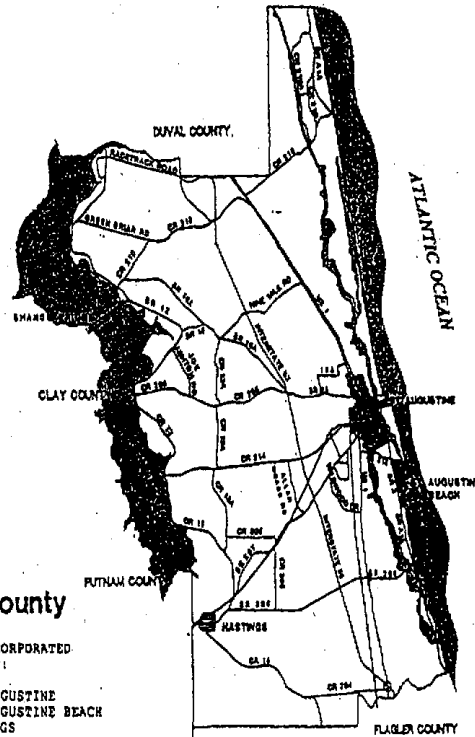
The Draft Traffic Element and the revised Objectives, and Policies of the Draft Traffic Element and the traffic-related Objectives and Policies of the Capital Improvements Element are available for review in the offices of the Clerk of the Board of County Commissioners and Planning and Zoning at the County Administration Building, 4020 Lewis Speedway, St. Augustine, Florida and the County libraries and may be examined prior to said public hearing and all interested parties shall be granted an opportunity to be heard at said public hearings.

**NOTICE TO PERSONS NEEDING SPECIAL ACCOMMODATIONS AND TO ALL
HEARING IMPAIRED PERSONS:** In accordance with the Americans Disabilities

Act, persons needing a special accommodation to participate in this proceeding should contact, ADA Coordinator, at (904) 823-2501 or at the County Administration Building, 4020 Lewis Speedway, St. Augustine, Florida 32095. For hearing impaired individuals; Telecommunications Device for the Deaf (TDD): (904) 823-2501 or Florida Relay Service: 1-800-955-9770, no later than 5 days prior to the date of this meeting.

If a person decides to appeal any decision made by the Board of County Commissioners with respect to any matter considered at the public hearing, such person 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 the appeal is to be based.

St. Johns County Board of County Commissioners
Carl "Bud" Markel, Clerk of Court
By Irma Pacetti, Clerk



St. Johns County

EXCLUDING THE INCORPORATED
MUNICIPALITIES OF:

CITY OF ST. AUGUSTINE
CITY OF ST. AUGUSTINE BEACH
TOWN OF HASTINGS

COPY OF ADVERTISEMENT

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 _____

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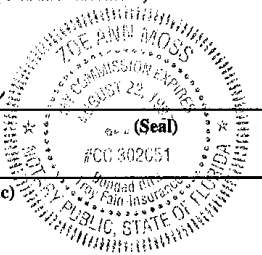
in the matter of _____
Draft Traffic and Capital Improvements Element

in the _____ Court, was published in said newspaper in the
issues of Mar. 23, 1995

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

Sworn to and subscribed before me this 27th day of Mar., 1995,
by Barbara Dresslar who is personally
known to me or who has produced personally known as
(Type of Identification)
identification.

Zoe Ann Moss
(Signature of Notary Public)
Zoe Ann Moss
(Print, Type or Stamp Commissioned Name of Notary Public)



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St. Johns County Board of County Commissioners
Carl "Bud" Markel, Clerk of Court
By Irma Pacetti, Clerk

