



SPECIAL MEETING AGENDA

Planning and Zoning Board City of St. Augustine, Florida

Alcazar Room

Thursday, August 26, 2021

9:00 am -12:00 pm

Agenda

- 1. Roll Call**
- 2. General Public Comments for Items Not on the Agenda**
- 3. Discussion and Recommendation Related to the Building Code Task Force (1 hour)**
 - a. Planning and Zoning Board discussion and recommendation regarding Incentives to Encourage Sustainable Development Practices
 - b. Staff update regarding Grading and Drainage Plan and 70% Impervious Surface Ratio (ISR)
- 4. Discussion and Recommendation Related to Mobility Planning in the City of St. Augustine (2 hours)**
 - a. Introduction and Presentation of the Mobility Planning and Mobility Fee Technical Report and Sample Fee Schedule by the City's Mobility Consultant, Jonathan Paul, AICP, Principal, NUE Urban Concepts
 - b. Planning and Zoning Board discussion and recommendation
- 5. Adjournment**

Notices: In accordance with Florida Statute 286.0105: "If any person decides to appeal any decision made by the Planning and Zoning Board with respect to any matter considered at this scheduled meeting or hearing, the person will need a record of the proceedings, and for such purpose the person 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." In accordance with the Americans with Disabilities Act, persons needing a special accommodation to participate in this proceeding should contact the individual or agency sending notice not later than seven days prior to the proceeding at the address given on the notice. Telephone: (904) 825-1007; 1-800-955-8771 (TDD) or 1-800-955-8770 (V), via Florida Relay Service.

Please note that one or more members of the City Commission or its appointed boards or committees may attend this meeting and participate, however they may not engage in a discussion or debate amongst themselves on any issue that will likely come before their respective elected or appointed body.

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CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Planning and Zoning Board

DATE: August 26, 2021

RE: **Building Code Task Force for Existing Properties – Final Report**

On November 9, 2020, the City Commission appointed the Building Code Task Force for Existing Properties. The Task Force was given three specific goals to address the development of private residential properties in our older, established neighborhoods.

Goal #1 – Protect older homes from the flooding impacts of new home construction.

Goal #2 – Provide incentives for property owners to use building techniques (pier and stem wall foundations) which do not require land filling for new home construction.

Goal #3 – Limit the amount of impervious surface that is allowed on residential lots.

The Task Force held four public meetings and produced a final report to the City Commission with their findings and recommendations.

On March 8, 2021, the City Commission accepted the final report of the Building Code Task Force. The City Commission forwarded this report to the Planning and Zoning Board for the board's input and formal recommendation on the adoption of new land development codes.

On June 16, 2021, the Planning and Zoning Board held a public workshop and instructed staff to begin the process of creating a grading and drainage plan requirement, to be included in the building permit process for construction of new single family homes. This addresses goal #1, to protect older homes from the flooding impacts of new home construction. The board also reached a consensus on creating a 70% maximum impervious surface ratio for residential properties. This will come back to the board on September 7, 2021 for a formal recommendation prior to City Commission review. This addresses goal #3 of the Task Force's recommendations.

Goal # 2 of the Task Force, creating an incentive for property owners to use pier or stem wall foundations for new home construction, has been discussed and debated by the board, the task force, the public and city staff. So far, there has been no meaningful incentives to achieve this goal. The following incentives have been discussed;

1. Provide an additional 5% lot coverage.
2. Provide additional building height above the current maximum height limit.
3. Allow an additional residential dwelling unit (accessory apartment) on the property.
4. Reduce the minimum lot size to potentially allow for the subdivision of property.

Incentive #1 will allow larger building footprints, which is more area of the lot covered “under roof”, and it could result in less open space to allow drainage on the property. This is somewhat addressed by the 70% maximum impervious surface ratio rule that is part of this project but only if we assume that all residential properties will maximize their allowable impervious surface ratio.

Incentive #2 is a potential incentive. Our current zoning allows for either 30 or 35 feet of height for single family homes, depending on the size of the lot. Increasing the allowable height to 35 or 40 feet for single family homes (if they used a pier or stem wall foundation) may or may not be a meaningful incentive.

Incentives #3 and #4 are problematic because the State of Florida currently does not allow any increases in residential density in the Coastal High Hazard Area. (see attached map) The boundaries of the Coastal High Hazard Area also change over time. Therefore, any incentive tied to increases in residential density could not be offered to the entire community and the area available will change over time.

City staff is in the process of reaching out to our resiliency partners throughout the state to get their input on this project. Aside from this project to address infill residential construction, the city also has an ongoing effort to improve resiliency and sustainability for public infrastructure, which includes raising the city seawall, installing and maintaining tide check valves in stormwater outfalls, replacing old sewer pump stations with modern, resilient stations and more. But at this time, no conclusive recommendations can be made to incentivize the use of pier or stem wall construction techniques for infill residential construction that appears meaningful enough to advance this goal.

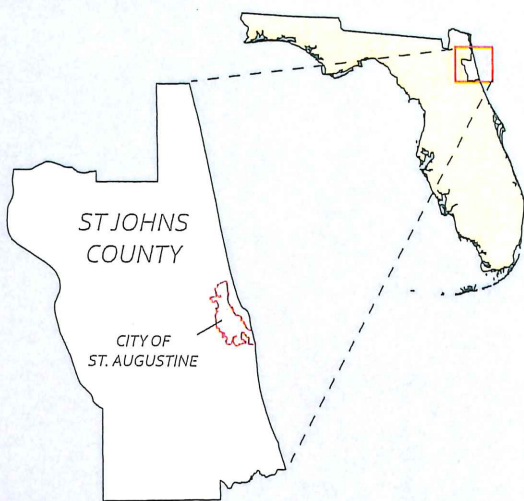
If you have any questions, please let me know.

David Birchim

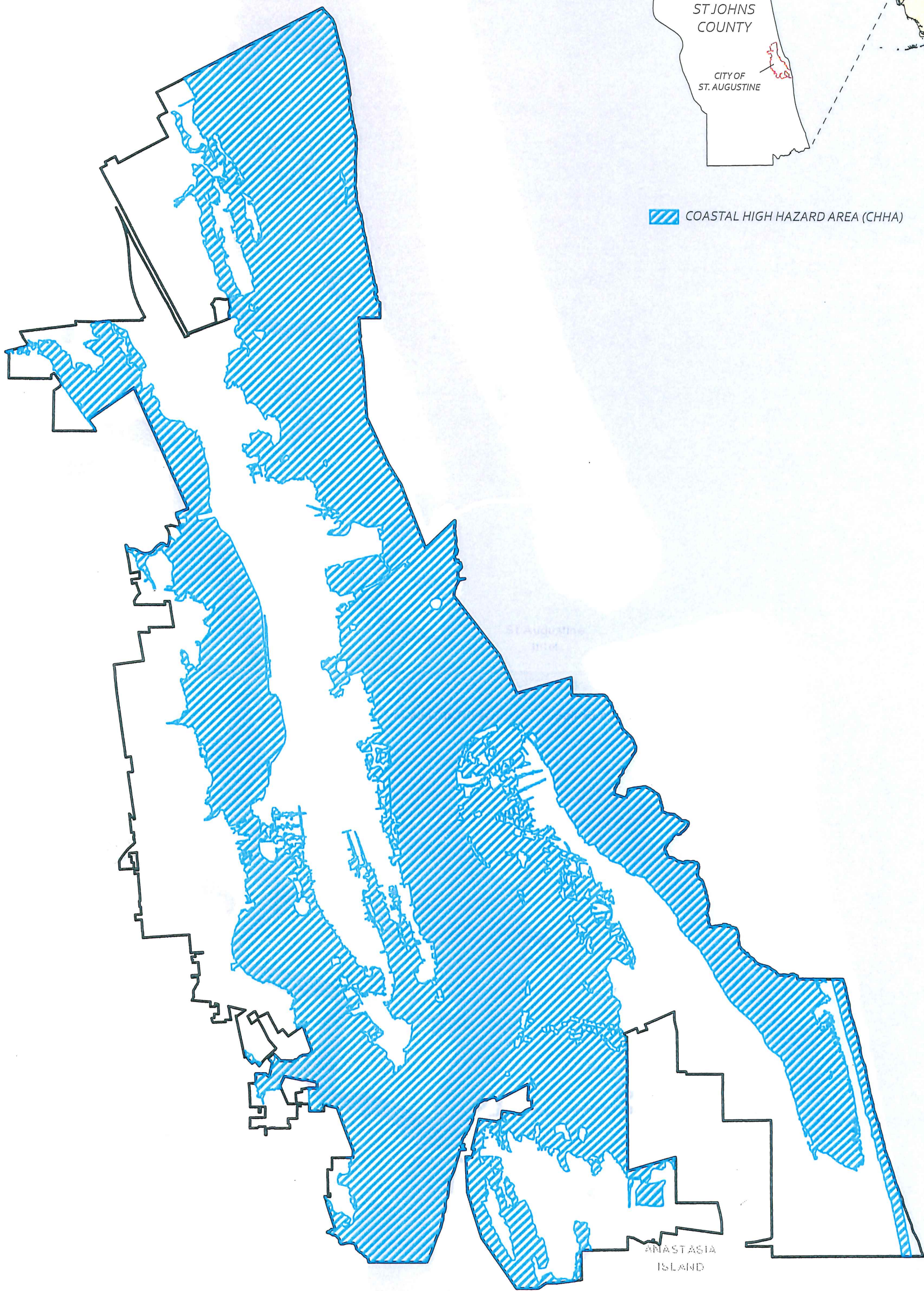
David Birchim, AICP
Director, Planning and Building Department

Map 15 - Coastal High Hazard Areas

 2040 Comprehensive Plan
City of St. Augustine, Florida



 COASTAL HIGH HAZARD AREA (CHHA)



Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Coastal High Hazard Areas:

The Coastal High Hazard Area map shows areas below the elevation of the category 1 storm surge line as established by Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Comprehensive Plan:

The purpose of the Comprehensive Plan is to effectively manage growth and development by designating areas of anticipated future development which satisfy demand where feasible in a cost-effective and environmentally acceptable manner.

Coastal High Hazard Area Notes

Data Source:

The Coastal High Hazard Area (CHHA) data layer was created to assist in controlling proposed development and for protecting the coastal environment. CHHA information is derived from SJC storm surge models.



City of St. Augustine
Planning, Zoning, & Building Department
P.O. Box 210, St. Augustine, FL 32085
Phone: (904) 825-1055

DISCLAIMER
This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. The City of St. Augustine disclaims all responsibility for the accuracy or completeness of the data shown hereon.



CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Planning and Zoning Board

DATE: August 26, 2021

RE: **Item 4**

Discussion and Recommendation Related to Mobility Planning in the City of St. Augustine

This Special Meeting of the PZB provides an opportunity for the Board to begin discussing the next steps towards the establishment of a Mobility Planning program for the city. The City's mobility consultant Jonathan Paul, AICP has provided a Mobility Plan and Mobility Fee Technical Report and Executive Summary that discusses the establishment of the city's plan to promote alternative forms of transportation and transition the city from focusing on moving single occupancy vehicles (cars) to moving people efficiently and providing mobility choices that are safe with reduced stress to the consumer (resident and visitor alike), as well as on the city roadways.

Additionally, the consultant has provided a draft ordinance that would establish a mobility plan and mobility fee in the city land development code by ultimately repealing and replacing Chapter 21 of the city's land development code. The ordinance attached is a draft tailored to the city, but it still requires review by staff, the City Attorney and the PZB and City Commission. Nonetheless it provides the PZB with an opportunity to review the potential legislation required to establish a city mobility program.

The presentation will include a discussion of the mobility concepts and options and a sample fee schedule. The PZB and the City Commission may consider the adoption of mobility fees for projects that impact the city's transportation infrastructure so that improvements can be made to increase the provision of mobility choices and improve mobility conditions around the city with these funds.

Mobility Planning was discussed extensively by the PZB during the Comprehensive Plan evaluation and update process (2018-2020) culminating in an updated Transportation and Mobility Element adopted and approved by the State Department of Economic Opportunity (DEO) late last summer. Attached for your information and review are the adopted Goals, Objectives and Policies of the 2040 Comprehensive Plan Transportation and Mobility Element (TME) and the companion Transportation and Mobility Element (TME) updated Data and Analysis.

These items are attached for easy reference. It is the required comprehensive planning process and its evolution over time that has established the requirement and conditions for the city

to move forward with adopting a Mobility Plan, potential Mobility Fee and prioritizing alternative mobility improvements and concepts.

Thank you for your attention to this matter. If you have any questions, please call me at (904) 209-4320 or email at askinner@citystaug.com, David Birchim at (904) 209-4323 or email at dbirchim@citystaug.com or Reuben Franklin at (904) 209-4279 or email at rfranklin@citystaug.com. The next PZB Special Meeting will be held in October.

Amy McClure Skinner, AICP
Deputy Director
Planning and Building Department

Mobility Planning Implementation

Attached: Mobility Plan and Mobility Fee Executive Summary

Attached: Mobility Plan and Mobility Fee Technical Report

Attached: Draft Mobility Ordinance

Included in reports:

4 Broad Mobility Concepts

- Promote alternative forms of transportation - moving around the city
- Transitioning from being focused on cars towards moving people and providing mobility choices
- Mobility planning based on travel speed - lowering speeds for safer travel
- 4 plans included to guide mobility planning choices
 1. Walking and Bicycling Plan
 2. Transit Circulator Plan
 3. Multimodal Ways Plan
 4. Streets Plan

Additionally, 4 Mobility Tools Discussed

- Establish a Park Once Environment
- Utilize Innovative Parking Management methods
- Change measurement standards from Level of Service to Quality of Service
- Develop a Mobility Fee including a fee assessment area (Multimodal district and City limits)

Draft Ordinance demonstrates the language required to adopt a Mobility Plan and Fee into the City land development code.

ST. AUGUSTINE MOBILITY PLAN & MOBILITY FEE OVERVIEW

In 2007, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees. In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for local governments. In 2013, the Legislature encouraged local governments to adopt Mobility Plans and Fees as an alternative to transportation concurrency, proportionate share and impact fees.

The integration of land use, transportation and parking in the update of the Transportation Mobility Element of the City's Comprehensive Plan transitioned policies in the Plan from a focus on moving cars towards policies that promote a safe, connected, and convenient multimodal transportation system focused on providing mobility and accessibility for people of all ages and abilities consistent with Florida Statute 163.3180 (5)(f).

The 2040 Mobility Plan is focused on making it safer and more convenient for people to walk and bicycle and to use creative approaches to create a park once environment for longer duration visits within the historic districts (collectively to be referred to as the multimodal district).

Safety for people walking and bicycling is enhanced through expansion of Shared Streets (e.g. Hypolita and Spanish Streets), trails, and the establishment of multimodal ways on King Street, San Marco Avenue, and Anastasia Boulevard, along with protected bike lanes on US 1 and A1A.

Park once environments are created through parking management strategies such as dynamic pricing of on-street parking, providing strategically located parking garages on the periphery of the multimodal district, using variable parking message signs at gateways to the City, developing a residential parking permit program, and deploying new micromobility and microtransit technology to connect parking garages with destinations in the multimodal district.

The Mobility Plan also lays the groundwork to provide safer streets for all users and to ensure the design of context sensitive Complete Streets. Elements of the Mobility Plan include utilization of multimodal quality of service to proactively plan for sidewalk, paths, trails, protected bike lanes, and to promote multimodal compatible speed limits for streets and intersections.

The projects identified in the Mobility Plan serve as the basis for development of a Mobility Fee. The intent of a Mobility Fee, per Florida Statute 163.3180 (5)(i), is to serve as an alternative to transportation concurrency, proportionate share, and road impact fees. A Mobility Fee is one funding source available to local governments that repurposes revenues away from primarily funding road capacity to one that funds multimodal projects in the Mobility Plan.

The enactment of a Mobility Fee provides a simplified, streamlined and equitable process that allows new development to mitigate its transportation impact through a one-time Mobility Fee payment to fund the multimodal projects established in the Mobility Plan. Mobility Fees are required to meet the dual rational nexus test and roughly proportionality test.

The City may still require site access assessments (fka traffic studies) for site related improvements such as turn lanes, traffic signals, and safety improvements; as well as evaluate the need for site related multimodal improvements and multimodal connectivity to adjacent developments.



MOBILITY PLAN & MOBILITY FEE

TECHNICAL REPORT EXECUTIVE SUMMARY

JUNE 2021



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INTRODUCTION

The City of St. Augustine, founded in September 1565 by Don Pedro Menendez de Aviles of Spain, is the longest continually inhabited European-founded city in the United States. The St. Augustine Town Plan Historic District, a U.S. National Historic Landmark District, features a distinct layout based on the Spanish 1573 Laws of the Indies, and features a largely intact historic grid of narrow streets emanating out from the 16th century Plaza de la Constitución, referred to by some as the “heart of the ancient city”.

The 2040 Mobility Plan honors the historic grid and brings together various City initiatives to further emphasize the walkability of the Historic District and to encourage creating a park-once environment that promotes visitors parking on the periphery of the District and using various multimodal transportation options to explore the City. The Mobility Plan serves as the basis for establishment of a Mobility Fee system, an alternative to transportation concurrency enacted by the Florida Legislature, that allows new development and redevelopment to mitigate its traffic impact to a local governments transportation system through payment of a one-time fee.

The Mobility Plan, adopted in 2020 through amendments to the City's Comprehensive Plan, promotes the continued transition from a transportation system focused on moving cars towards...

... A MULTIMODAL SYSTEM FOCUSED ON PROVIDING PEOPLE WITH ENHANCED MOBILITY CHOICES TO WALK, BIKE, RIDE A TROLLEY, OR USE NEW FORMS OF TRANSPORTATION TO MOVE ABOUT THE CITY.

The amendments also encourage the continuance of innovative parking management strategies to provide City's residents with enhanced access to business and services, while also seeking to reduce the impact of traffic on neighborhood streets.

The 2040 Mobility Plan consist of four (4) distinct plans that include multimodal projects for sidewalks, paths, trails, protected bike lanes, low speed shared streets, complete streets, and multimodal ways. The plans address both citywide and regional mobility through microtransit circulators, multimodal parking structures, water taxis, an aerial tramway, regional rail that will connect St. Augustine with Jacksonville, and several regional road projects to direct regional cut-through traffic around the City. One of the most significant features of the 2040 Plan was the replacement of Road Level-of-Service (LOS) standards, used in transportation concurrency to plan for adding road capacity, with Street Quality-of-Service (QOS) standards to encourage slower speeds to make it safer for people to walk, bicycle, and access transit and trolley circulator services. The Mobility Plan and Mobility Fee Technical Report expands on the 2040 Mobility Plan and documents the methodology used to develop a mobility fee that meets legally established dual rational nexus and rough proportionality test and the requirements of Florida Statutes 163.3180 and 163.31801.



MOBILITY PLANNING

GOAL 3 of the Transportation and Mobility Element of the City of St. Augustine's Comprehensive Plan is:

"To enhance the quality of life for City residents and reduce congestion by (1) making it safer and more convenient for people to walk and bicycle, (2) creating a park once environment within the multimodal district for longer duration visits, and (3) developing innovative parking management strategies that improve access to local businesses and reduce the impact of non-city resident traffic on residential streets."

OBJECTIVE 3.1.1 of the Transportation and Mobility Element of the City of St. Augustine's Comprehensive Plan is:

"To develop and implement a 2040 Mobility Plan focused on the movement of people, the provision of multiple multimodal transportation options to move about the community, the pursuit of a park once environment for travel within the City's multimodal district for longer duration visits, and the development of a Mobility Fee, based upon the projects identified in the Mobility Plan, that allows for new development and redevelopment to equitably mitigate its impact to the multimodal transportation system."

POLICY 3.1.1 of the Transportation and Mobility Element of the City of St. Augustine's Comprehensive Plan states:

"The City will promote an interconnected, multimodal transportation system that transitions from a system focused on quickly moving motor vehicles toward a system that emphasizes the movement of people of all ages and abilities, whether those people choose to walk, bicycle, ride transit, drive a motor vehicle or use a new transportation mobility technology."

WHY DOES THE CITY NEED A MOBILITY PLAN?

In 2007, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency and to provide an equitable way for new development to offset its traffic impact.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Fees, as a replacement for transportation concurrency, proportionate share and road impact fees (Florida Statute 163.3180).

In 2020, the City of St. Augustine amended its Comprehensive Plan to integrate mobility into the Transportation Element. The Element established the legislative intent to develop a Mobility Fee based on the multimodal projects established in the City's forward-looking Mobility Plan.



WHAT IS A MOBILITY FEE?

A Mobility Fee is a one-time fee paid by new development and redevelopment, which results in additional person travel demand, to mitigate its transportation impact. Mobility Fees are intended to be an alternative to transportation concurrency and road impact fees. The City of St. Augustine does not currently implement transportation concurrency, nor does it charge a road impact fee. St. Johns County currently implements transportation concurrency and charges road impact fees in the unincorporated parts of the County.

WHO WOULD PAY IF THE CITY OF ST. AUGUSTINE ADOPTED A MOBILITY FEE?

Any new residential development that requires a building permit or any new non-residential development that results in an increase in person travel demand. Mobility Fees are not a tax and they are not charged to existing homes or businesses; unless there is an addition, change of use, expansion, modification, or redevelopment that generates additional person travel demand (impact) above the existing use of the land. If an existing property owner has a vacant lot and applies for a building permit to construct a new home, then they would be required to pay an adopted Mobility Fee. Florida Statute exempts governmental uses, and public and charter schools from paying Mobility Fees.



HOW ARE THE FEES DETERMINED?

Mobility Fees are calculated based on the cost and person capacity of the multimodal projects adopted as part of the City's Mobility Plan. Mobility Fees are one funding source available to the City to fund the multimodal projects that were adopted in the Mobility Plan.

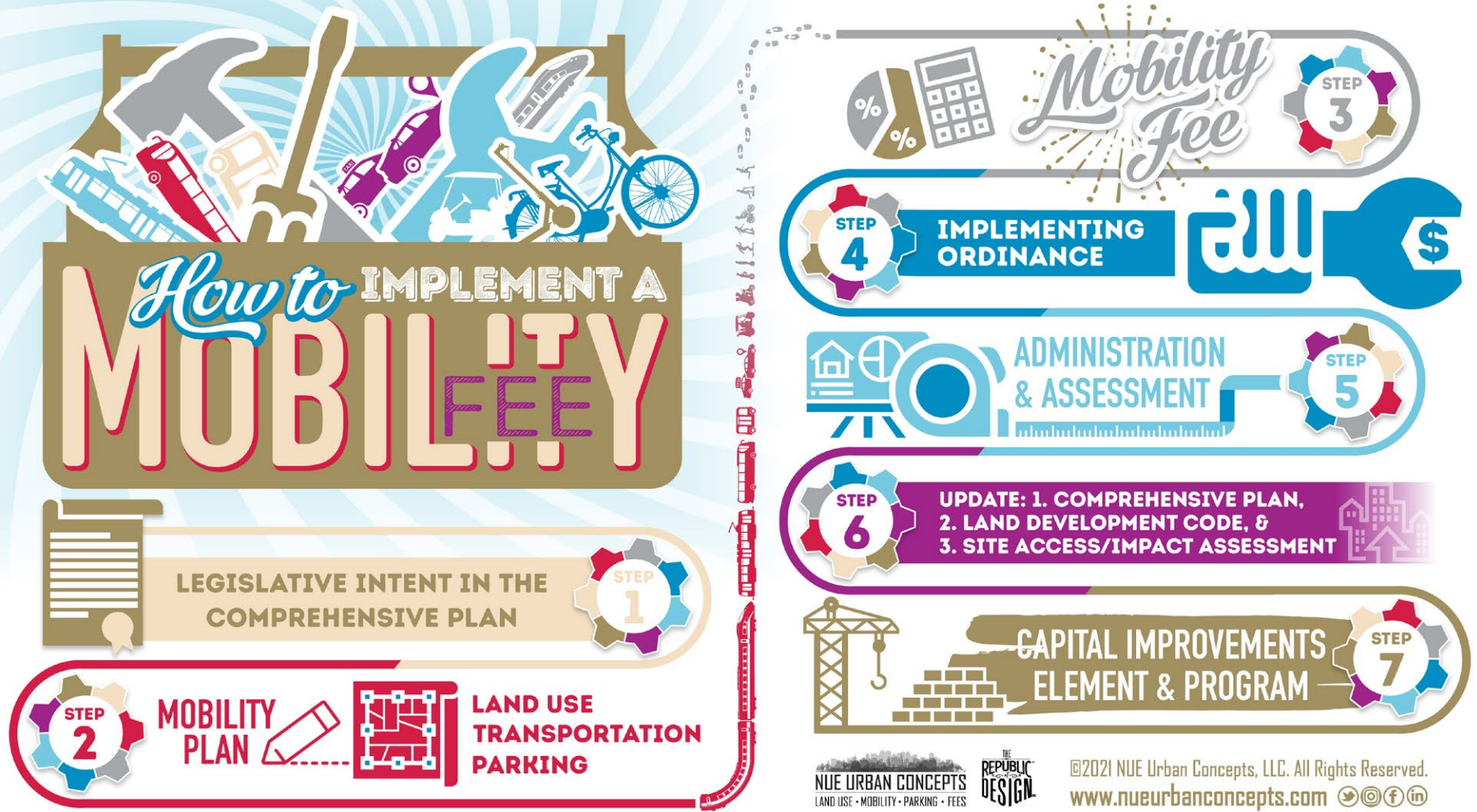
HOW WILL THE CITY FUND MOBILITY PLAN PROJECTS?

Beyond Mobility Fees, the multimodal projects identified in the City's Mobility Plan can be funded through a variety of sources, such as Federal and State earmarks, funds, grants, and programs through the North Florida Transportation Planning Organization (TPO). While the County does collect gas taxes, the majority of those funds are used to maintain current infrastructure. If the County adopted an infrastructure sales tax, a portion of those funds could be used to fund Mobility Plan projects.

The City could also consider the use of special assessments, Community Redevelopment Area (CRA) funds, property taxes, and tourist development taxes to help fund Mobility Plan projects. Services and programs such as shared micromobility programs and water taxi services may also charge user fees to pay for the programs and services. The identification of multimodal projects as part of a mobility plan provides the City with the means to proactively pursue appropriations and additional funding opportunities that frequently become available to promote economic development or economic stimulus programs and grants.

HOW ARE MOBILITY FEES IMPLEMENTED?

The following are the seven steps involved in the implementation of a Mobility Fee. The City has already undertaken the first two steps. This executive summary illustrates the plans adopted as part of step 2 and the projected Mobility Fee identified in step 3. The City is amending its Land Development Regulations to update parking regulations.



WHAT ARE MULTIMODAL PROJECTS?

The Mobility Plan accommodates a number of different types (modes) of travel on a variety of multimodal facilities (e.g., bike lanes, paths, roads, sidewalks, and trails). The images below illustrate the types of multimodal projects that are included in the Mobility Plan. Sidewalks and trails are intended to be primarily used by people bicycling and walking (non-motorized travel). Buffered and protected bike lanes are intended to be primarily used by people bicycling and using micromobility devices (non-motorized and motorized travel). Multimodal Ways are like bike lanes and may also be used by autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys.



PROTECTED BIKE LANES
(7' - 14' WIDE)



LOW SPEED BICYCLE BOULEVARD
(18' - 22' WIDE)



SHARED USE SIDEWALKS
(5' - 6' WIDE)



SHARED USE TRAILS
(10' - 14' WIDE)



RIVER WALK



LOW SPEED SHARED STREETS
(18' - 22' WIDE)



COMPLETE STREETS
(18' - 22' WIDE)



MULTIMODAL WAYS
(7' - 8' WIDE)



NEW ROADS / ROAD WIDENING
(9' - 12' WIDE)



HIGH-VISIBILITY CROSSWALKS & MID-BLOCK CROSSINGS



AMERICANS WITH DISABILITIES (ADA) & BICYCLE ACCESS RAMP



RAISED DRIVEWAYS & INTERSECTIONS



WAYFINDING SIGNAGE



STREETSCAPE / HARDSCAPE



LANDSCAPE, CANOPY & STREET TREES



MICROMOBILITY SHARING
(BIKES, E-BIKES, SCOOTER, & E-SCOOTER)



MICROTRANSIT CIRCULATORS
(GOLF, ATS, NEV, TROLLEY)



MOBILITY HUB PARKING GARAGE



WATER TAXI & FERRY



REGIONAL RAIL SERVICE



AERIAL TRAM

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LEGEND:



WALKING



SKATING



E-BICYCLE



BUS



AUTONOMOUS TRANSIT SHUTTLE (ATS)



DISABLED ACCESS



BICYCLE



E-SCOOTER



TROLLEY



RIDE SHARE / RIDE HAIL



CAR



SCOOTER



GOLF CART



6-PERSON GOLF CART



NEIGHBORHOOD ELECTRIC VEHICLE (NEV)

HOW WERE THEY IDENTIFIED?

The multimodal projects identified in the Mobility Plan were established based on the fundamental multimodal elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient multimodal transportation system focused on moving people and providing mobility choices.



MOBILITY: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, bike lanes, and curb access ramps are often impediments to people choosing to walk or bike from home to work and other daily activities.



EQUITY: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation justice for not only underserved and/or disadvantaged communities but also for vulnerable users. People have a fundamental right to move around easily, safely, and conveniently.



ACCESSIBILITY: The ease at which people reach, enter, and use modes of travel (walk / bike / transit / vehicle) at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices.



CONNECTIVITY: The number of route options people have available to them and their directness and/or distance. Gridded street networks provide a high level of connectivity, whereas dead-end cul-de-sacs do not. Innovative approaches to enhance connectivity, such as Low Speed and Shared Streets, along with using paths and trails for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, riding micromobility devices, and accessing transit.



VISIBILITY: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking = greater awareness and more people walking and biking = safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.



CONTINUITY: The uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions — neither should sidewalks, paths, trails, or bike lanes.



SAFETY: The combination of behavioral and physical design elements of the built environment can make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include slower speeds, physical separation, enhanced visibility crossings, and designations for different mobility modes. Enhanced safety features encourage behavioral changes that make safety everyone's responsibility.



COMFORT: The sum of all the mobility elements plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice. The perception of comfort shows that the availability of a car doesn't automatically make it a first mode choice and the most obvious or direct route may also not be the most comfortable. Improving conditions can remove impediments, increase trip satisfaction and usefulness, and incline travellers to use non-vehicular modes.



SOCIAL VALUE: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

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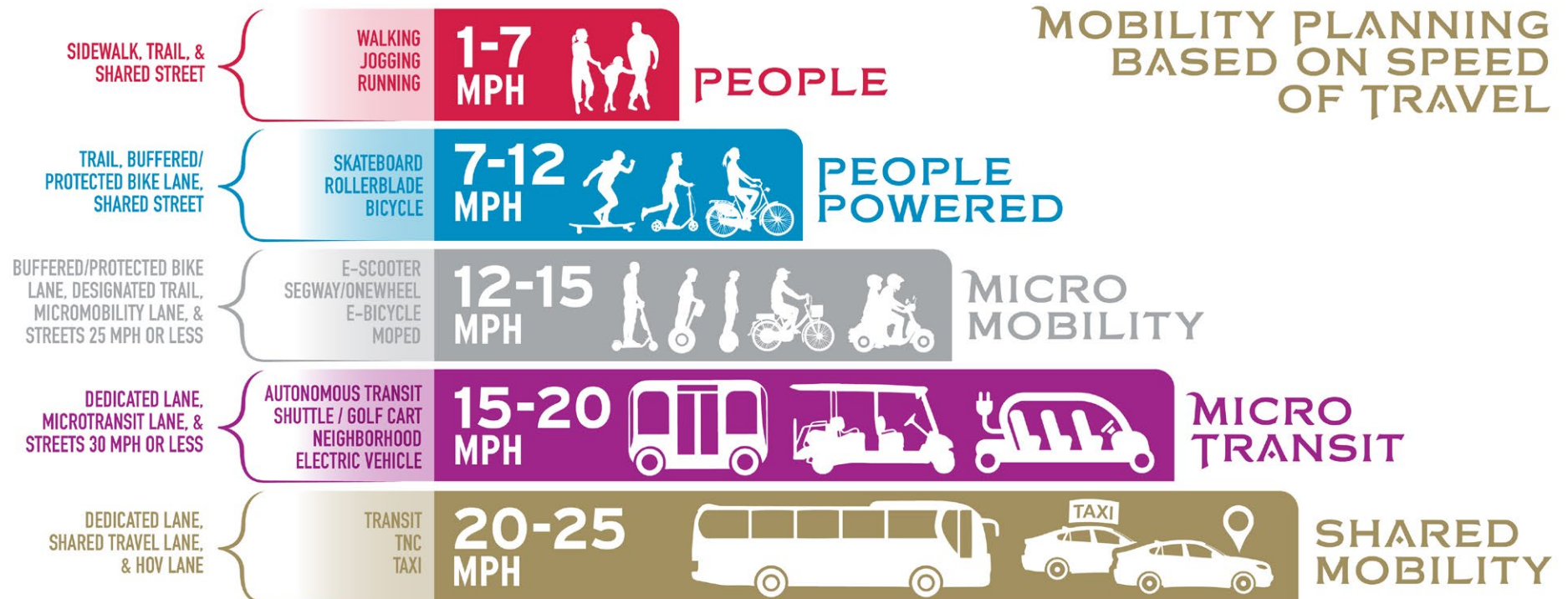
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MOBILITY PLANNING BASED ON TRAVEL SPEED

SLOW
DOWN

Sidewalks and paths are intended to accommodate people bicycling, jogging, walking, or pushing a stroller at 3 to 7 miles per hour. Roads are intended to accommodate people driving cars between 20 and 50 miles per hour. People riding an electric bicycle or an Autonomous Transit Shuttle or driving a golf cart are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads in the City. Most people do not want electric bicycles or electric scooters using sidewalks in the City, even though Florida Statute allows them to be used wherever bicycles are used. Many people also don't want bicycles, golf carts or scooters to use entire lanes on major roads, even though, Florida Statute allows them to use the entire lane where other options are not available. The Mobility Plan attempts to safely accommodate multiple models of travel at varying speeds of travel.

MOBILITY PLANNING BASED ON SPEED OF TRAVEL



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MOVING TOWARD SAFER STREETS FOR ALL



The City established policies in its Comprehensive Plan to move towards *Safer Streets for All* users of the transportation system. There are two primary components in moving towards *Safer Streets for All*: multimodal projects and speed of cars. The Mobility Plan identifies multimodal projects to enhance the safety, convenience, and connectivity for all users of the transportation system. The other component is lowering the speeds at which cars travel. The following Street Quality of Service Standards (QOS), based on posted speed limits, have been adopted in the Comprehensive Plan in recognition that slower speeds create a safe transportation system for all modes of travel. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speeds increase, so does the probability that a crash involving people walking, bicycling, or driving will result in one or more fatalities. Lowering speed limits is a quick and inexpensive way to move towards *Safer Streets for All*.

MOVING TOWARDS SAFER STREETS FOR ALL

CITY OF ST. AUGUSTINE STREET QUALITY OF SERVICE STANDARDS



STREET QUALITY OF SERVICE (QOS) STANDARDS	POSTED SPEED LIMIT	APPLICABLE LOCATIONS
Quality of Service (QOS) A*		SHARED STREETS / LOCAL & RESIDENTIAL STREETS IN HISTORIC DISTRICTS
Quality of Service (QOS) B		ARTERIAL, COLLECTOR, LOCAL & RESIDENTIAL STREETS IN HISTORIC DISTRICTS / MINOR COLLECTOR, LOCAL & RESIDENTIAL STREETS OUTSIDE HISTORIC DISTRICTS
Quality of Service (QOS) C		ARTERIAL STREETS IN HISTORIC DISTRICTS / COLLECTORS, LOCAL & RESIDENTIAL STREETS OUTSIDE HISTORIC DISTRICTS
Quality of Service (QOS) D		MAJOR COLLECTORS & MINOR ARTERIALS OUTSIDE HISTORIC DISTRICTS
Quality of Service (QOS) E**		PRINCIPAL ARTERIALS OUTSIDE HISTORIC DISTRICTS

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DESIGN

* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A

** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

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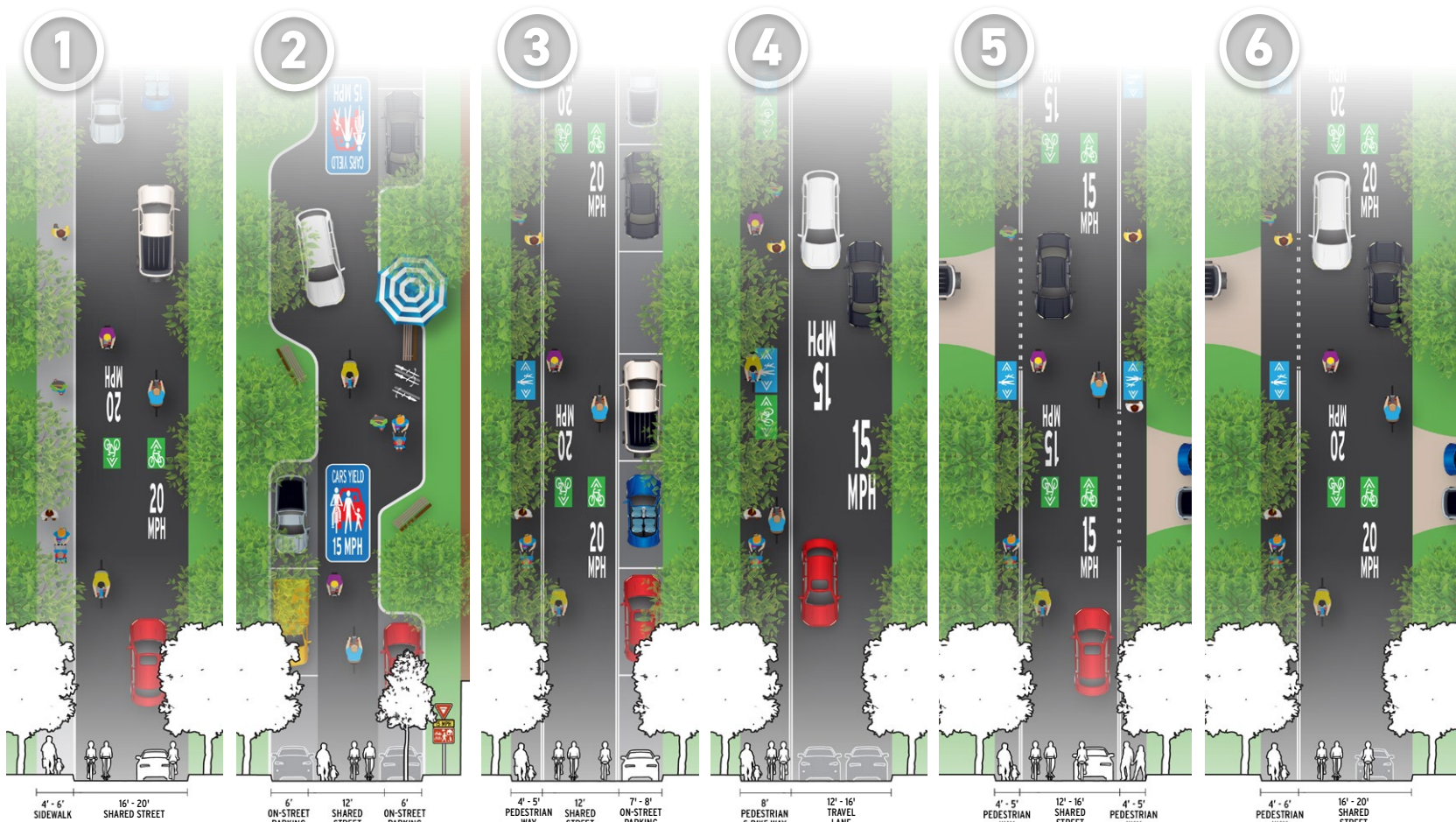
2040 MOBILITY PLAN: WALKING & BICYCLING PLAN

To enhance safety and connectivity for people walking and bicycling, a network of protected bike lanes and trails is proposed on City, County and State roads. In addition, a multimodal riverwalk is proposed along the redeveloping San Sebastian waterfront from King Street to SR 312. There are also several high-visibility crosswalks proposed at key intersections.



QUICK FIX SIDEWALK CONCEPTS

Many of the neighborhood streets within St. Augustine lack adequate right-of-way to provide sidewalks. Further complicating matters, mature tree canopy, existing utilities, stormwater systems, and frequent driveways and intersections make it expensive to add 5'-wide concrete sidewalks that include the required Americans with Disability Act (ADA) curb ramps, crosswalks, and driveway transitions. By adopting Street QOS standards, the City can set lower speed limits and consider quick and easy implementation of sidewalks using pavement markings on existing asphalt. Areas 4' to 8' wide can be safely marked for use by people walking and bicycling at relatively low cost. The City has already successfully implemented this concept on several streets. The use of pavement markings allows the City to narrow travel lane widths while still ensuring fire engines and waste management trucks have convenient access. The advantage of using pavement markings, as an initial quick solution, is that if certain routes have increased demand, the pavement markings could be converted into raised concrete sidewalks or serve as proof-of-demand to invest in providing raised sidewalks behind curbs or the edge of pavement. Below are several examples of quick fix sidewalk concepts:



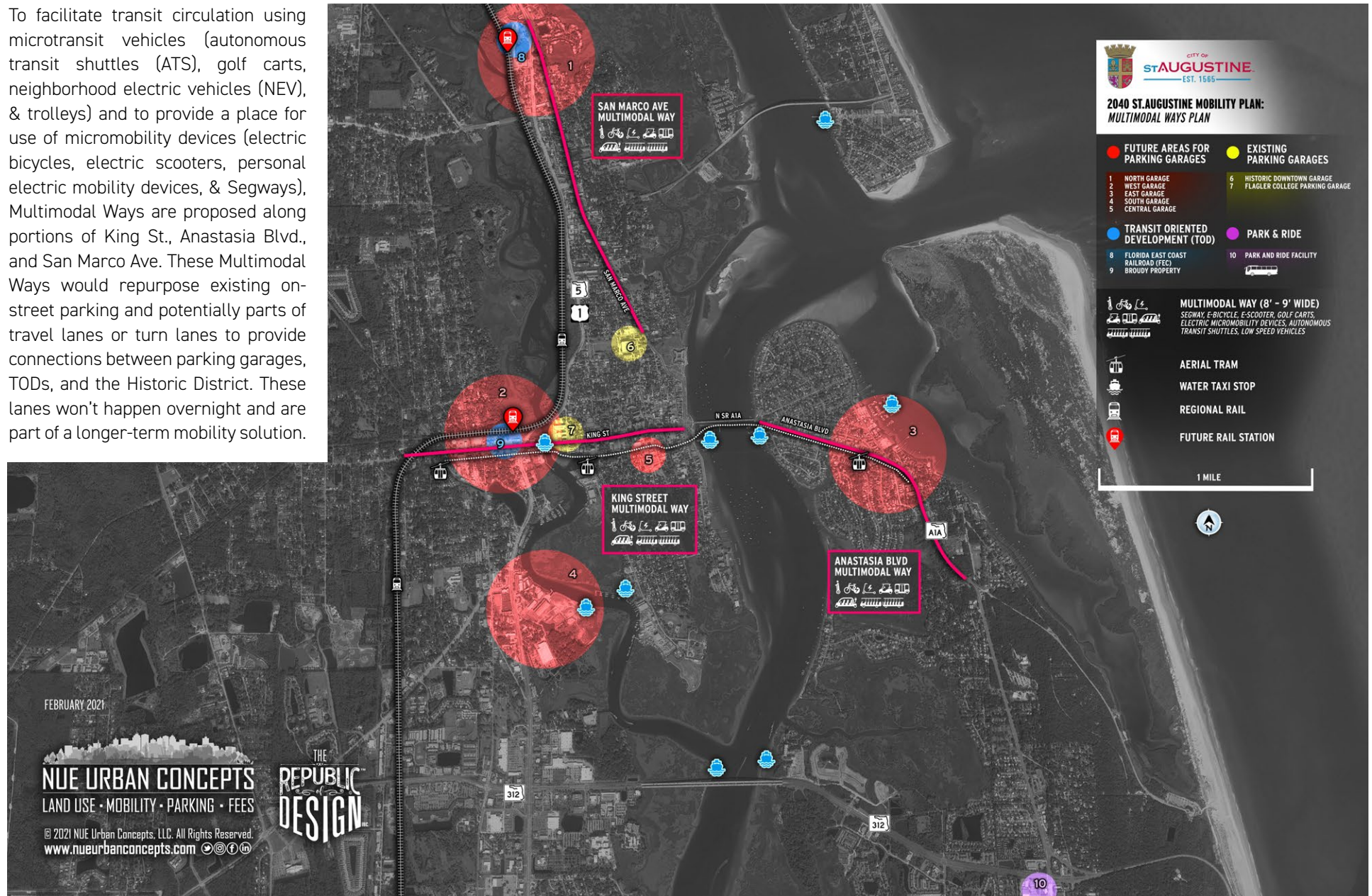
2040 MOBILITY PLAN: TRANSIT CIRCULATOR PLAN

The Mobility Plan proposes to create a park-once environment where on-street parking is converted to shorter duration times to encourage turnover and business access, and visits of two hours or longer are encouraged to park in garages. Existing and future garages could be served by a transit circulator system that provides employees, residents, students, and visitors quick access to the Historic District without spending time driving around looking for a parking spot. The Transit Circulator Plan also proposes several water taxi stops throughout the City and identified two potential transportation-oriented developments (TODs) along future regional rail connections between Jacksonville and St. Augustine. As climate change challenges continue, a longer-term solution may be the consideration of an aerial tram connecting future garages on the east end of Anastasia Blvd and the west end of King Street.



2040 MOBILITY PLAN: MULTIMODAL WAYS PLAN

To facilitate transit circulation using microtransit vehicles (autonomous transit shuttles (ATS), golf carts, neighborhood electric vehicles (NEV), & trolleys) and to provide a place for use of micromobility devices (electric bicycles, electric scooters, personal electric mobility devices, & Segways), Multimodal Ways are proposed along portions of King St., Anastasia Blvd., and San Marco Ave. These Multimodal Ways would repurpose existing on-street parking and potentially parts of travel lanes or turn lanes to provide connections between parking garages, TODs, and the Historic District. These lanes won't happen overnight and are part of a longer-term mobility solution.



2040 MOBILITY PLAN: SAN MARCO MULTIMODAL WAY

Multimodal Ways, combined with the conversion of sidewalks to trails, have the potential to greatly enhance the number of people who could travel along San Marco within the existing right-of-way. The recent resurfacing of San Marco by FDOT has resulted in a reduction in on-street parking due to the frequency of driveways and intersections. The creation of park-once garages will free-up existing street right-of-way to incorporate Multimodal Ways. This is in addition to Comprehensive Plan policies that encourage the City to look for opportunities to provide pooled and shared off-street parking areas in order to relocate on-street parking and provide businesses with options to provide off-site parking. The graphic below illustrates before and after conditions and demonstrates the potential increase in person capacity.

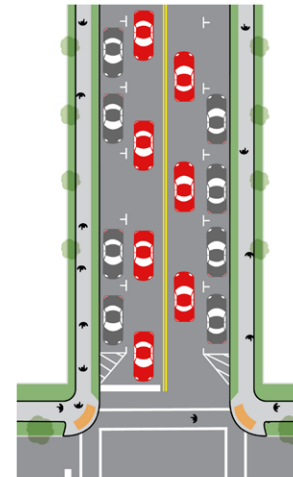
BEFORE



AFTER



Car-Oriented Street

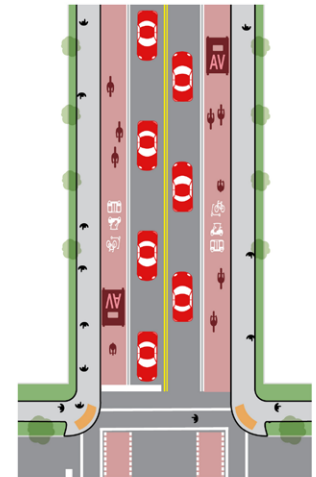


Daily Capacity of a Car-Oriented Street

	1,200	x2	2,400 people
	13,500	x2	27,000 people

Total Capacity:
29,400 people

Multimodal Street



Daily Capacity of a Multimodal Street

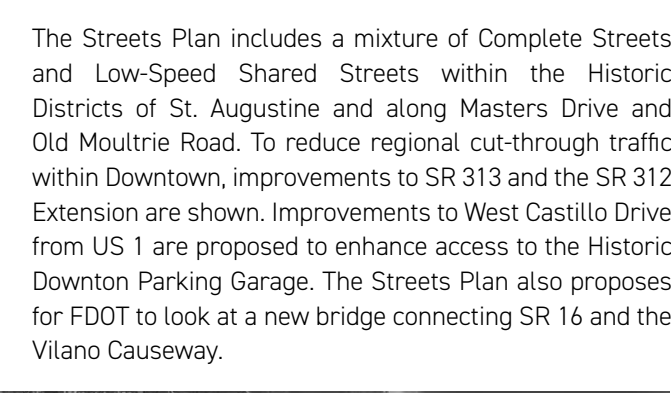
	3,600	x2	7,200 people
	8,400	x2	16,800 people
	13,500	x2	27,000 people

Total Capacity:
51,000 people

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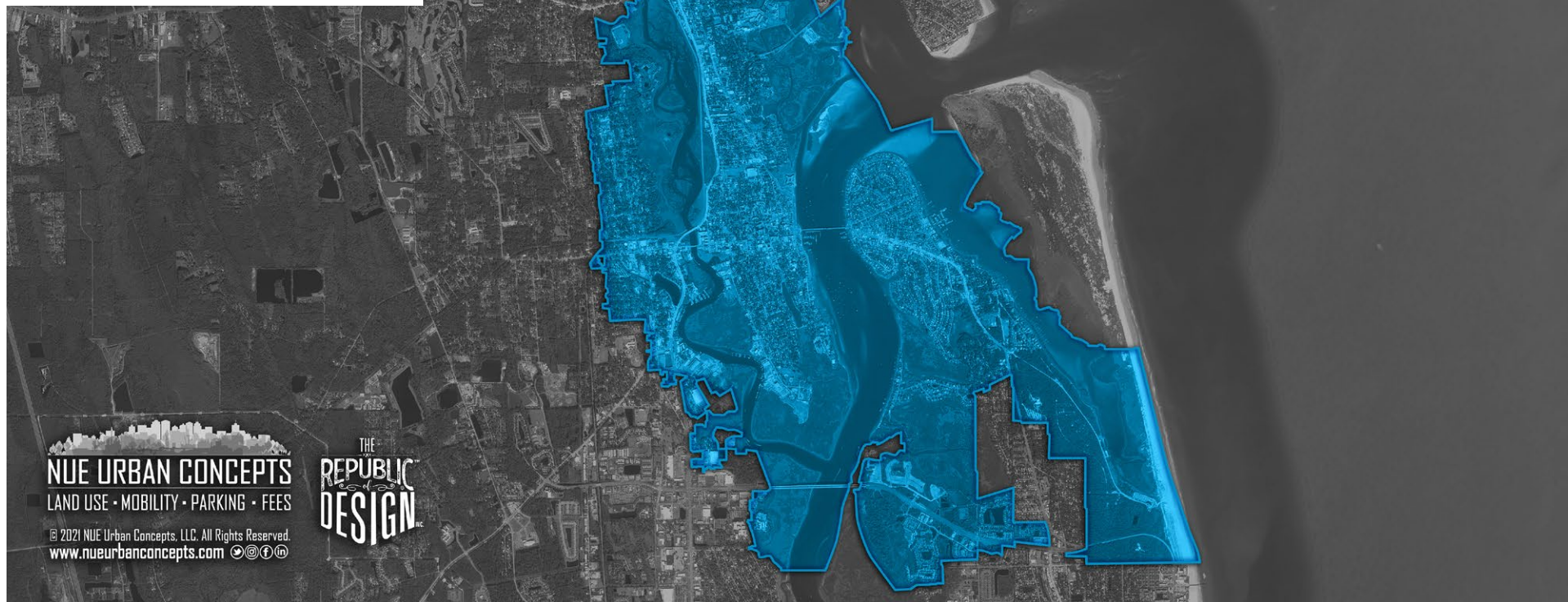
MOBILITY FEE ASSESSMENT AREA

The Mobility Fee features two assessment areas: (1) Within the Multimodal District; and (2) Outside the Multimodal District. The Mobility Fee is lower within the Multimodal District due to shorter trip lengths, mixture of land uses, and the interconnected transportation network. Any areas that annex into the City would be assessed the Mobility Fee based on the Outside the Multimodal District rates. Assessment Areas are established as part of the legally and statutorily required rough proportionality test.



MOBILITY FEE BENEFIT DISTRICT

The Mobility Fee will feature a Single Benefit District. Mobility Fees collected within the City can be spent on multimodal projects throughout the City. Travel patterns are citywide and multimodal projects will serve residents and businesses throughout the City. A Benefit District is established to meet the second requirement of the legally and statutorily required dual rational nexus test. The first requirement of the legally and statutorily required dual rational nexus test is addressed based on future person travel demand and is addressed in the Mobility Plan and Mobility Fee technical Report.



MOBILITY FEE SCHEDULE



The Mobility Plan and Mobility Fee Technical Report detail the methodology, data, and sources for determining the Mobility Fee. The calculated Mobility Fee for each land use and each assessment area are illustrated below and are further defined in the Technical Report. The Mobility Fee is lower in the Multimodal District to reflect overall shorter trip lengths due to the mixture of land uses and interconnected transportation system. For residential land uses, the proposed mobility fee is a flat rate per square foot regardless of the type of residential dwelling. The majority of Mobility Fees are calculated on a per square foot basis, except where the unit of measure indicates otherwise. The Technical Report provides a comparison of the calculated Mobility Fee against the existing St. Johns County road impact fee.

City of St. Augustine Mobility Fee Schedule (2021JUNE)

<i>Use Categories, Land Uses Classifications, and Representative Land Uses</i>	<i>Unit of Measure</i>	<i>Within Multimodal District</i>	<i>Outside Multimodal District</i>
Residential & Lodging Uses			
Residential	per sq. ft.	\$0.76	\$1.00
Overnight Lodging (Bed & breakfast, Hotel, Inn, Motel, Vacation Rental)	per room	\$1,240	\$1,638
Mobile Residence (Mobile Home, RV, Home on Wheels, Travel Trailer)	per space/lot	\$490	\$647
Institutional Uses			
Family Care (Child Care, Day Care)	per sq. ft.	\$4.91	\$6.65
Long Term Care (Assisted Living, Congregate Care, Nursing Facility)	per sq. ft.	\$0.89	\$1.21
Places of Worship	per sq. ft.	\$1.00	\$1.36
Private Education (Pre-K to Grade 12)	per sq. ft.	\$1.40	\$1.90
Secondary Education (College, Trade, University)	per sq. ft.	\$1.91	\$2.58
Industrial Uses			
Commercial Storage (Boats, RVs & Outdoor Storage, Mini-Warehouse, Warehouse)	per sq. ft.	\$0.33	\$0.45
Industrial (Assembly, Fabrication, Manufacturing, Trades, Utilities)	per sq. ft.	\$0.41	\$0.54
Recreational Uses			
Community Serving (Civic, Gallery, Museum, Place of Assembly, Theater)	per sq. ft.	\$1.39	\$1.96
Indoor Commercial Recreation (Fitness, Gym, Health, Recreation)	per sq. ft.	\$1.97	\$2.77
Marina (Including dry storage)	per berth	\$260	\$365
Movie Theater	per seat	\$190	\$267
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Tennis)	per acre	\$2,997	\$4,215

MOBILITY FEE SCHEDULE



<i>Use Categories, Land Uses Classifications, and Representative Land Uses</i>	<i>Unit of Measure</i>	<i>Within Multimodal District</i>	<i>Outside Multimodal District</i>
Office Uses			
Office (Financial, General, Professional, Real Estate)	per sq. ft.	\$1.14	\$1.53
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	\$2.13	\$2.76
Commercial & Retail Uses			
Bank with Drive-Thru	per sq. ft.	\$5.19	\$7.14
Bar or Club	per sq. ft.	\$3.26	\$4.36
Commercial or Retail (Not otherwise listed in schedule)	per sq. ft.	\$2.04	\$2.67
Convenience Store without Gas	per sq. ft.	\$20.55	\$26.91
Convenience Store with Gas	per sq. ft.	\$25.09	\$34.53
Free-Standing ATM	per ATM	\$5,966	\$8,213
Furniture or Mattress Store	per sq. ft.	\$0.76	\$1.00
Grocery Store	per sq. ft.	\$5.33	\$6.98
Personal & Business Services (Not otherwise listed in schedule)	per sq. ft.	\$1.76	\$2.30
Pharmacy or Dispensary	per sq. ft.	\$5.37	\$7.03
Quick Service Restaurant (Fast Casual, Fast Food) without Drive-Thru	per sq. ft.	\$10.85	\$14.51
Quick Service Restaurant (Fast Casual, Fast Food, Ghost Kitchen) with Drive-Thru / Up	per sq. ft.	\$30.77	\$41.14
Sit-Down Restaurant	per sq. ft.	\$4.82	\$6.45
Superstore	per sq. ft.	\$4.10	\$5.37
Variety Store or Dollar Store	per sq. ft.	\$3.42	\$4.48
Vehicle Cleaning (Detail, Vacuum, Wash, Wax)	per lane or stall	\$6,852	\$9,433
Vehicle Fueling (Non-Convenience Store)	per fueling position	\$6,033	\$8,304
Vehicle Sales (Boats, Motorcycle, New, Off-Road, RVs, Used)	per sq. ft.	\$2.96	\$4.07
Vehicle Service (Maintenance, Quick Lube, Repair, Tires)	per sq. ft.	\$6.85	\$9.43
Wholesale Club	per sq. ft.	\$2.13	\$2.76

FURTHER READING: A TECH REPORT HAS BEEN PREPARED FOR DOCUMENTING THE MOBILITY FEE

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MOBILITY PLAN & MOBILITY FEE

TECHNICAL REPORT EXECUTIVE SUMMARY

JUNE 2021



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INTRODUCTION

The City of St. Augustine, founded in September 1565 by Don Pedro Menendez de Aviles of Spain, is the longest continually inhabited European-founded city in the United States. The St. Augustine Town Plan Historic District, a U.S. National Historic Landmark District, features a distinct layout based on the Spanish 1573 Laws of the Indies, and features a largely intact historic grid of narrow streets emanating out from the 16th century Plaza de la Constitución, referred to by some as the “heart of the ancient city”.

The 2040 Mobility Plan honors the historic grid and brings together various City initiatives to further emphasize the walkability of the Historic District and to encourage creating a park-once environment that promotes visitors parking on the periphery of the District and using various multimodal transportation options to explore the City. The Mobility Plan serves as the basis for establishment of a Mobility Fee system, an alternative to transportation concurrency enacted by the Florida Legislature, that allows new development and redevelopment to mitigate its traffic impact to a local governments transportation system through payment of a one-time fee.

The Mobility Plan, adopted in 2020 through amendments to the City's Comprehensive Plan, promotes the continued transition from a transportation system focused on moving cars towards...

... A MULTIMODAL SYSTEM FOCUSED ON PROVIDING PEOPLE WITH ENHANCED MOBILITY CHOICES TO WALK, BIKE, RIDE A TROLLEY, OR USE NEW FORMS OF TRANSPORTATION TO MOVE ABOUT THE CITY.

The amendments also encourage the continuance of innovative parking management strategies to provide City's residents with enhanced access to business and services, while also seeking to reduce the impact of traffic on neighborhood streets.

The 2040 Mobility Plan consist of four (4) distinct plans that include multimodal projects for sidewalks, paths, trails, protected bike lanes, low speed shared streets, complete streets, and multimodal ways. The plans address both citywide and regional mobility through microtransit circulators, multimodal parking structures, water taxis, an aerial tramway, regional rail that will connect St. Augustine with Jacksonville, and several regional road projects to direct regional cut-through traffic around the City. One of the most significant features of the 2040 Plan was the replacement of Road Level-of-Service (LOS) standards, used in transportation concurrency to plan for adding road capacity, with Street Quality-of-Service (QOS) standards to encourage slower speeds to make it safer for people to walk, bicycle, and access transit and trolley circulator services. The Mobility Plan and Mobility Fee Technical Report expands on the 2040 Mobility Plan and documents the methodology used to develop a mobility fee that meets legally established dual rational nexus and rough proportionality test and the requirements of Florida Statutes 163.3180 and 163.31801.



MOBILITY PLANNING

GOAL 3 of the Transportation and Mobility Element of the City of St. Augustine's Comprehensive Plan is:

"To enhance the quality of life for City residents and reduce congestion by (1) making it safer and more convenient for people to walk and bicycle, (2) creating a park once environment within the multimodal district for longer duration visits, and (3) developing innovative parking management strategies that improve access to local businesses and reduce the impact of non-city resident traffic on residential streets."

OBJECTIVE 3.1.1 of the Transportation and Mobility Element of the City of St. Augustine's Comprehensive Plan is:

"To develop and implement a 2040 Mobility Plan focused on the movement of people, the provision of multiple multimodal transportation options to move about the community, the pursuit of a park once environment for travel within the City's multimodal district for longer duration visits, and the development of a Mobility Fee, based upon the projects identified in the Mobility Plan, that allows for new development and redevelopment to equitably mitigate its impact to the multimodal transportation system."

POLICY 3.1.1 of the Transportation and Mobility Element of the City of St. Augustine's Comprehensive Plan states:

"The City will promote an interconnected, multimodal transportation system that transitions from a system focused on quickly moving motor vehicles toward a system that emphasizes the movement of people of all ages and abilities, whether those people choose to walk, bicycle, ride transit, drive a motor vehicle or use a new transportation mobility technology."

WHY DOES THE CITY NEED A MOBILITY PLAN?

In 2007, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency and to provide an equitable way for new development to offset its traffic impact.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Fees, as a replacement for transportation concurrency, proportionate share and road impact fees (Florida Statute 163.3180).

In 2020, the City of St. Augustine amended its Comprehensive Plan to integrate mobility into the Transportation Element. The Element established the legislative intent to develop a Mobility Fee based on the multimodal projects established in the City's forward-looking Mobility Plan.



WHAT IS A MOBILITY FEE?

A Mobility Fee is a one-time fee paid by new development and redevelopment, which results in additional person travel demand, to mitigate its transportation impact. Mobility Fees are intended to be an alternative to transportation concurrency and road impact fees. The City of St. Augustine does not currently implement transportation concurrency, nor does it charge a road impact fee. St. Johns County currently implements transportation concurrency and charges road impact fees in the unincorporated parts of the County.

WHO WOULD PAY IF THE CITY OF ST. AUGUSTINE ADOPTED A MOBILITY FEE?

Any new residential development that requires a building permit or any new non-residential development that results in an increase in person travel demand. Mobility Fees are not a tax and they are not charged to existing homes or businesses; unless there is an addition, change of use, expansion, modification, or redevelopment that generates additional person travel demand (impact) above the existing use of the land. If an existing property owner has a vacant lot and applies for a building permit to construct a new home, then they would be required to pay an adopted Mobility Fee. Florida Statute exempts governmental uses, and public and charter schools from paying Mobility Fees.



HOW ARE THE FEES DETERMINED?

Mobility Fees are calculated based on the cost and person capacity of the multimodal projects adopted as part of the City's Mobility Plan. Mobility Fees are one funding source available to the City to fund the multimodal projects that were adopted in the Mobility Plan.

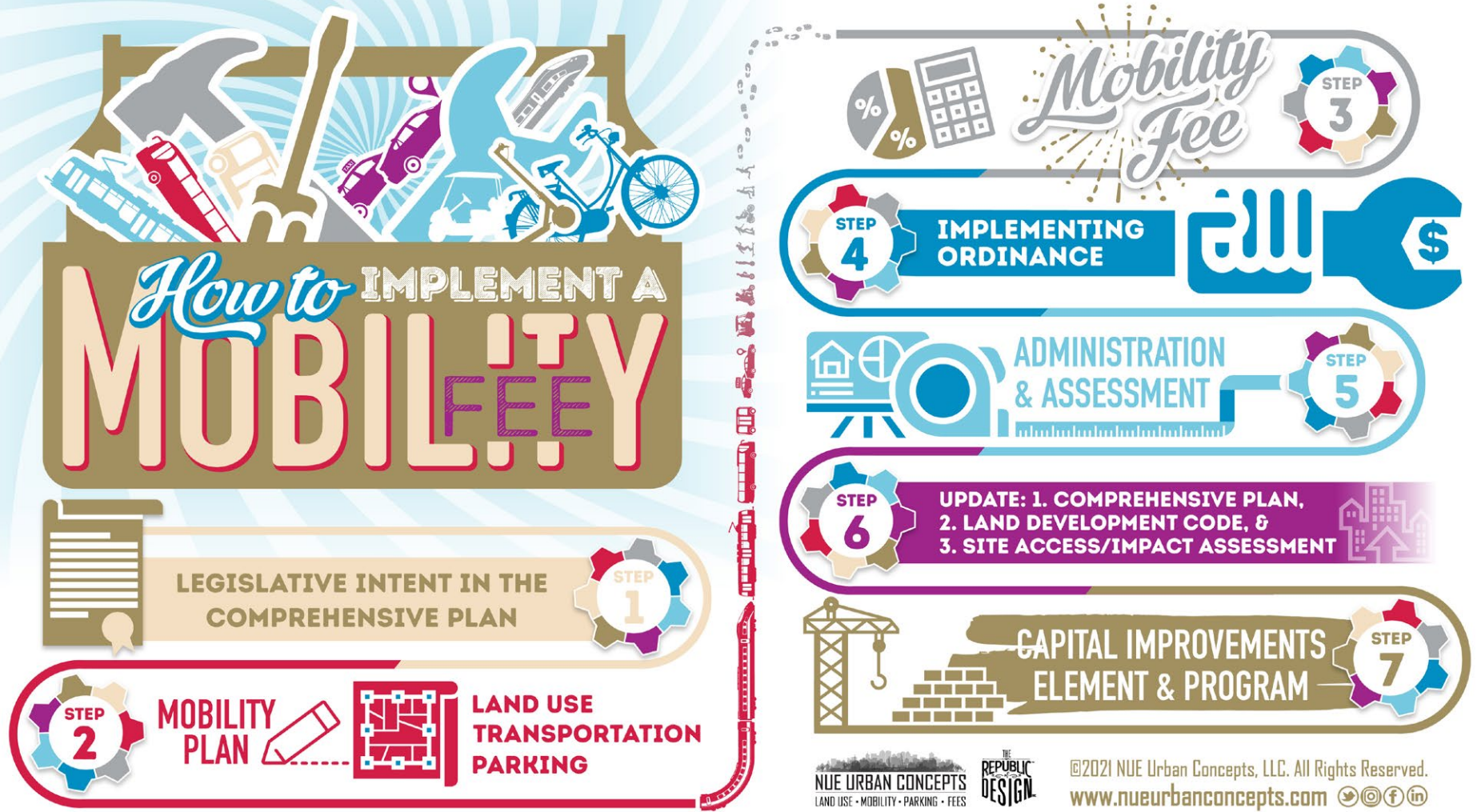
HOW WILL THE CITY FUND MOBILITY PLAN PROJECTS?

Beyond Mobility Fees, the multimodal projects identified in the City's Mobility Plan can be funded through a variety of sources, such as Federal and State earmarks, funds, grants, and programs through the North Florida Transportation Planning Organization (TPO). While the County does collect gas taxes, the majority of those funds are used to maintain current infrastructure. If the County adopted an infrastructure sales tax, a portion of those funds could be used to fund Mobility Plan projects.

The City could also consider the use of special assessments, Community Redevelopment Area (CRA) funds, property taxes, and tourist development taxes to help fund Mobility Plan projects. Services and programs such as shared micromobility programs and water taxi services may also charge user fees to pay for the programs and services. The identification of multimodal projects as part of a mobility plan provides the City with the means to proactively pursue appropriations and additional funding opportunities that frequently become available to promote economic development or economic stimulus programs and grants.

HOW ARE MOBILITY FEES IMPLEMENTED?

The following are the seven steps involved in the implementation of a Mobility Fee. The City has already undertaken the first two steps. This executive summary illustrates the plans adopted as part of step 2 and the projected Mobility Fee identified in step 3. The City is amending its Land Development Regulations to update parking regulations.



WHAT ARE MULTIMODAL PROJECTS?

The Mobility Plan accommodates a number of different types (modes) of travel on a variety of multimodal facilities (e.g., bike lanes, paths, roads, sidewalks, and trails). The images below illustrate the types of multimodal projects that are included in the Mobility Plan. Sidewalks and trails are intended to be primarily used by people bicycling and walking (non-motorized travel). Buffered and protected bike lanes are intended to be primarily used by people bicycling and using micromobility devices (non-motorized and motorized travel). Multimodal Ways are like bike lanes and may also be used by autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys.



PROTECTED BIKE LANES
(7' - 14' WIDE)



LOW SPEED BICYCLE BOULEVARD
(18' - 22' WIDE)



SHARED USE SIDEWALKS
(5' - 6' WIDE)



SHARED USE TRAILS
(10' - 14' WIDE)



RIVER WALK



LOW SPEED SHARED STREETS
(18' - 22' WIDE)



COMPLETE STREETS
(18' - 22' WIDE)



MULTIMODAL WAYS
(7' - 8' WIDE)



NEW ROADS / ROAD WIDENING
(9' - 12' WIDE)



HIGH-VISIBILITY CROSSWALKS & MID-BLOCK CROSSINGS



AMERICANS WITH DISABILITIES (ADA) & BICYCLE ACCESS RAMPS



RAISED DRIVEWAYS & INTERSECTIONS



WAYFINDING SIGNAGE



STREETSCAPE / HARDSCAPE



LANDSCAPE, CANOPY & STREET TREES



MICROMOBILITY SHARING
(BIKES, E-BIKES, SCOOTER, & E-SCOOTER)



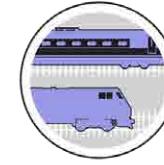
MICROTRANSIT CIRCULATORS
(GOLF, ATS, NEV, TROLLEY)



MOBILITY HUB PARKING GARAGE



WATER TAXI & FERRY



REGIONAL RAIL SERVICE



AERIAL TRAM

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LEGEND:



WALKING



SKATING



E-BICYCLE



BUS



AUTONOMOUS TRANSIT SHUTTLE (ATS)



DISABLED ACCESS



BICYCLE



E-SCOOTER



TROLLEY



RIDE SHARE / RIDE HAIL



CAR



SCOOTER



GOLF CART



6-PERSON GOLF CART



NEIGHBORHOOD ELECTRIC VEHICLE (NEV)

HOW WERE THEY IDENTIFIED?

The multimodal projects identified in the Mobility Plan were established based on the fundamental multimodal elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient multimodal transportation system focused on moving people and providing mobility choices.



MOBILITY: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, bike lanes, and curb access ramps are often impediments to people choosing to walk or bike from home to work and other daily activities.



EQUITY: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation justice for not only underserved and/or disadvantaged communities but also for vulnerable users. People have a fundamental right to move around easily, safely, and conveniently.



ACCESSIBILITY: The ease at which people reach, enter, and use modes of travel (walk / bike / transit / vehicle) at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices.



CONNECTIVITY: The number of route options people have available to them and their directness and/or distance. Gridded street networks provide a high level of connectivity, whereas dead-end cul-de-sacs do not. Innovative approaches to enhance connectivity, such as Low Speed and Shared Streets, along with using paths and trails for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, riding micromobility devices, and accessing transit.



VISIBILITY: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking = greater awareness and more people walking and biking = safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.



CONTINUITY: The uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions — neither should sidewalks, paths, trails, or bike lanes.



SAFETY: The combination of behavioral and physical design elements of the built environment can make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include slower speeds, physical separation, enhanced visibility crossings, and designations for different mobility modes. Enhanced safety features encourage behavioral changes that make safety everyone's responsibility.



COMFORT: The sum of all the mobility elements plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice. The perception of comfort shows that the availability of a car doesn't automatically make it a first mode choice and the most obvious or direct route may also not be the most comfortable. Improving conditions can remove impediments, increase trip satisfaction and usefulness, and incline travellers to use non-vehicular modes.



SOCIAL VALUE: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

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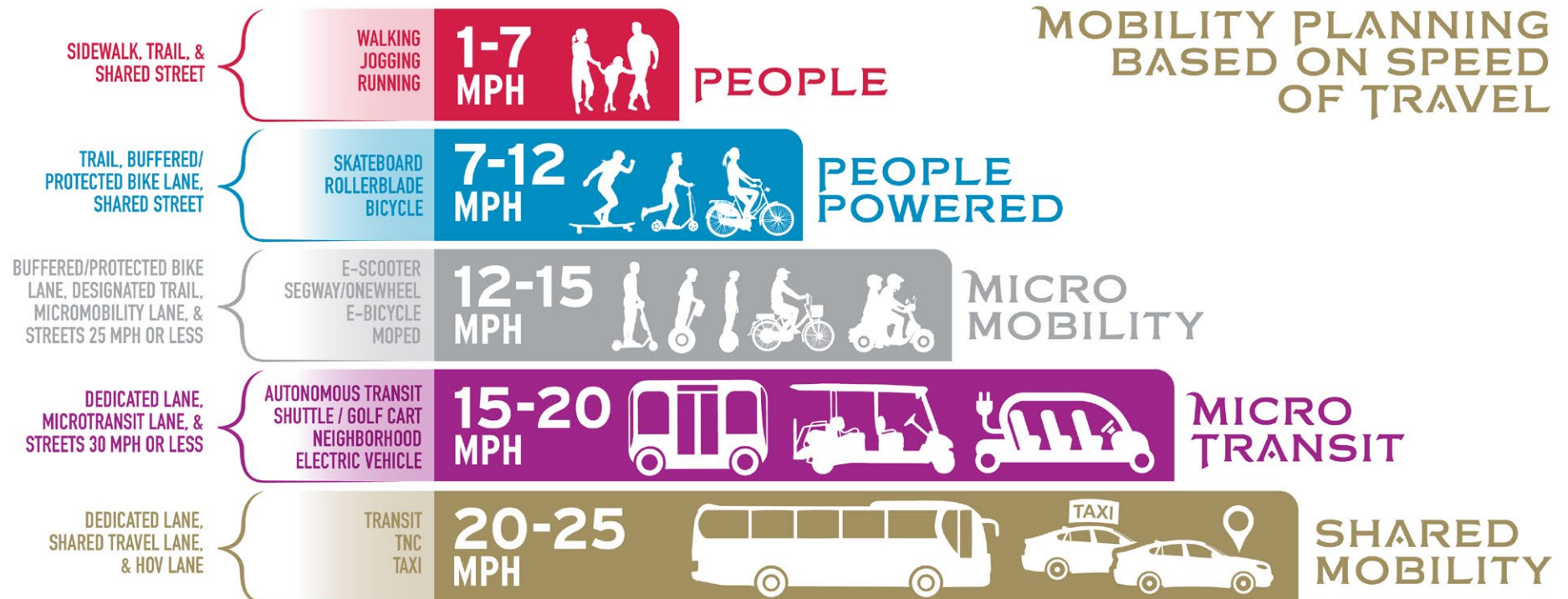
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MOBILITY PLANNING BASED ON TRAVEL SPEED

SLOW
DOWN

Sidewalks and paths are intended to accommodate people bicycling, jogging, walking, or pushing a stroller at 3 to 7 miles per hour. Roads are intended to accommodate people driving cars between 20 and 50 miles per hour. People riding an electric bicycle or an Autonomous Transit Shuttle or driving a golf cart are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads in the City. Most people do not want electric bicycles or electric scooters using sidewalks in the City, even though Florida Statute allows them to be used wherever bicycles are used. Many people also don't want bicycles, golf carts or scooters to use entire lanes on major roads, even though, Florida Statute allows them to use the entire lane where other options are not available. The Mobility Plan attempts to safely accommodate multiple models of travel at varying speeds of travel.

MOBILITY PLANNING BASED ON SPEED OF TRAVEL



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MOVING TOWARD SAFER STREETS FOR ALL



The City established policies in its Comprehensive Plan to move towards *Safer Streets for All* users of the transportation system. There are two primary components in moving towards *Safer Streets for All*: multimodal projects and speed of cars. The Mobility Plan identifies multimodal projects to enhance the safety, convenience, and connectivity for all users of the transportation system. The other component is lowering the speeds at which cars travel. The following Street Quality of Service Standards (QOS), based on posted speed limits, have been adopted in the Comprehensive Plan in recognition that slower speeds create a safe transportation system for all modes of travel. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speeds increase, so does the probability that a crash involving people walking, bicycling, or driving will result in one or more fatalities. Lowering speed limits is a quick and inexpensive way to move towards *Safer Streets for All*.

MOVING TOWARDS SAFER STREETS FOR ALL

CITY OF ST. AUGUSTINE STREET QUALITY OF SERVICE STANDARDS



STREET QUALITY OF SERVICE (QOS) STANDARDS	POSTED SPEED LIMIT	APPLICABLE LOCATIONS
Quality of Service (QOS) A*		SHARED STREETS / LOCAL & RESIDENTIAL STREETS IN HISTORIC DISTRICTS
Quality of Service (QOS) B		ARTERIAL, COLLECTOR, LOCAL & RESIDENTIAL STREETS IN HISTORIC DISTRICTS / MINOR COLLECTOR, LOCAL & RESIDENTIAL STREETS OUTSIDE HISTORIC DISTRICTS
Quality of Service (QOS) C		ARTERIAL STREETS IN HISTORIC DISTRICTS / COLLECTORS, LOCAL & RESIDENTIAL STREETS OUTSIDE HISTORIC DISTRICTS
Quality of Service (QOS) D		MAJOR COLLECTORS & MINOR ARTERIALS OUTSIDE HISTORIC DISTRICTS
Quality of Service (QOS) E**		PRINCIPAL ARTERIALS OUTSIDE HISTORIC DISTRICTS

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DESIGN

* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A

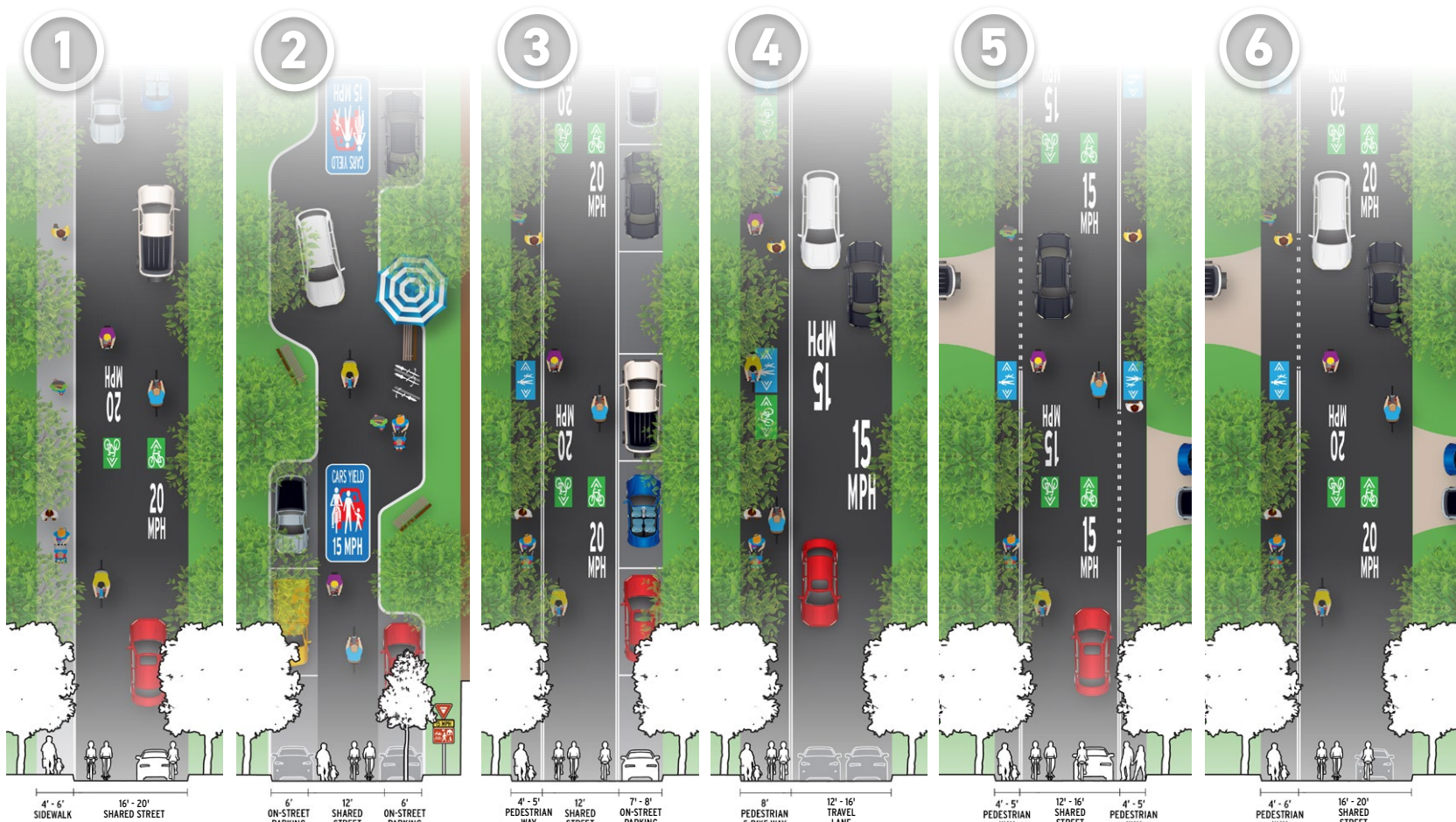
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

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QUICK FIX SIDEWALK CONCEPTS

Many of the neighborhood streets within St. Augustine lack adequate right-of-way to provide sidewalks. Further complicating matters, mature tree canopy, existing utilities, stormwater systems, and frequent driveways and intersections make it expensive to add 5'-wide concrete sidewalks that include the required Americans with Disability Act (ADA) curb ramps, crosswalks, and driveway transitions. By adopting Street QOS standards, the City can set lower speed limits and consider quick and easy implementation of sidewalks using pavement markings on existing asphalt. Areas 4' to 8' wide can be safely marked for use by people walking and bicycling at relatively low cost. The City has already successfully implemented this concept on several streets. The use of pavement markings allows the City to narrow travel lane widths while still ensuring fire engines and waste management trucks have convenient access. The advantage of using pavement markings, as an initial quick solution, is that if certain routes have increased demand, the pavement markings could be converted into raised concrete sidewalks or serve as proof-of-demand to invest in providing raised sidewalks behind curbs or the edge of pavement. Below are several examples of quick fix sidewalk concepts:



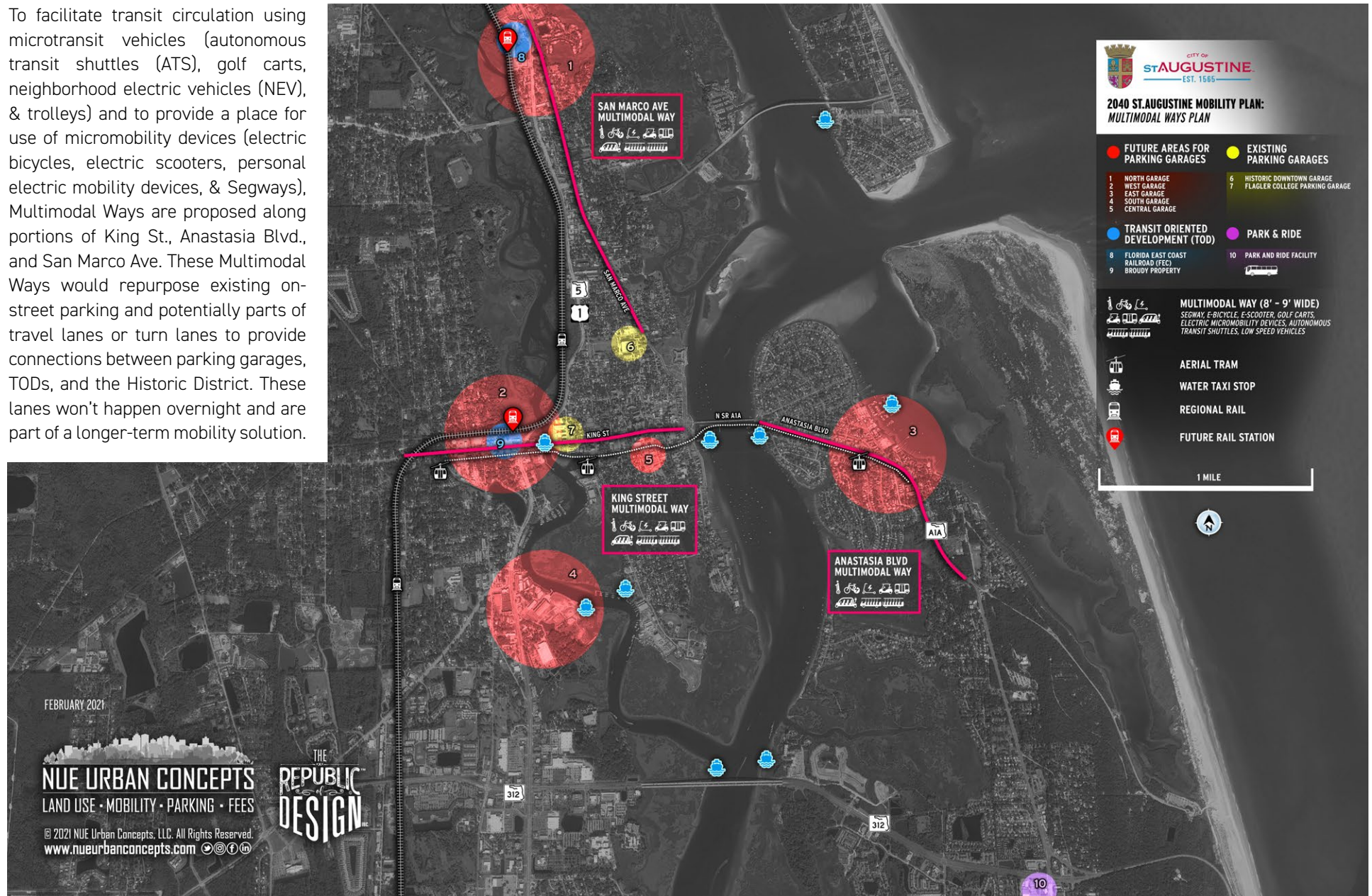
2040 MOBILITY PLAN: TRANSIT CIRCULATOR PLAN

The Mobility Plan proposes to create a park-once environment where on-street parking is converted to shorter duration times to encourage turnover and business access, and visits of two hours or longer are encouraged to park in garages. Existing and future garages could be served by a transit circulator system that provides employees, residents, students, and visitors quick access to the Historic District without spending time driving around looking for a parking spot. The Transit Circulator Plan also proposes several water taxi stops throughout the City and identified two potential transportation-oriented developments (TODs) along future regional rail connections between Jacksonville and St. Augustine. As climate change challenges continue, a longer-term solution may be the consideration of an aerial tram connecting future garages on the east end of Anastasia Blvd and the west end of King Street.



2040 MOBILITY PLAN: MULTIMODAL WAYS PLAN

To facilitate transit circulation using microtransit vehicles (autonomous transit shuttles (ATS), golf carts, neighborhood electric vehicles (NEV), & trolleys) and to provide a place for use of micromobility devices (electric bicycles, electric scooters, personal electric mobility devices, & Segways), Multimodal Ways are proposed along portions of King St., Anastasia Blvd., and San Marco Ave. These Multimodal Ways would repurpose existing on-street parking and potentially parts of travel lanes or turn lanes to provide connections between parking garages, TODs, and the Historic District. These lanes won't happen overnight and are part of a longer-term mobility solution.



2040 MOBILITY PLAN: SAN MARCO MULTIMODAL WAY

Multimodal Ways, combined with the conversion of sidewalks to trails, have the potential to greatly enhance the number of people who could travel along San Marco within the existing right-of-way. The recent resurfacing of San Marco by FDOT has resulted in a reduction in on-street parking due to the frequency of driveways and intersections. The creation of park-once garages will free-up existing street right-of-way to incorporate Multimodal Ways. This is in addition to Comprehensive Plan policies that encourage the City to look for opportunities to provide pooled and shared off-street parking areas in order to relocate on-street parking and provide businesses with options to provide off-site parking. The graphic below illustrates before and after conditions and demonstrates the potential increase in person capacity.

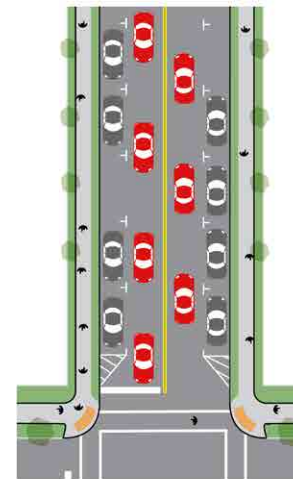
BEFORE



AFTER



Car-Oriented Street

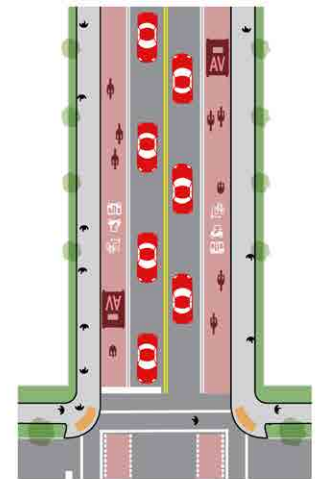


Daily Capacity of a Car-Oriented Street

	1,200	x2	2,400 people
	13,500	x2	27,000 people

Total Capacity:
29,400 people

Multimodal Street



Daily Capacity of a Multimodal Street

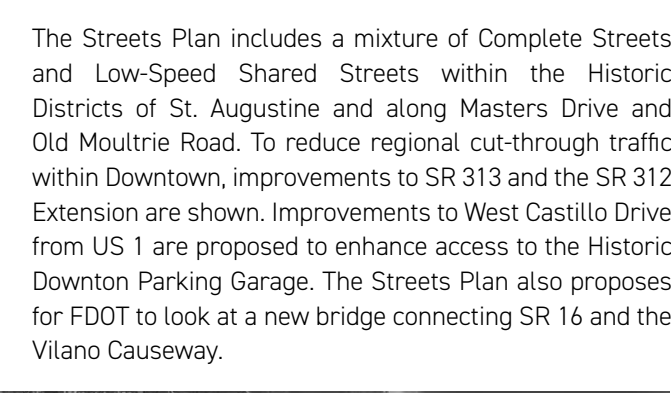
	3,600	x2	7,200 people
	8,400	x2	16,800 people
	13,500	x2	27,000 people

Total Capacity:
51,000 people

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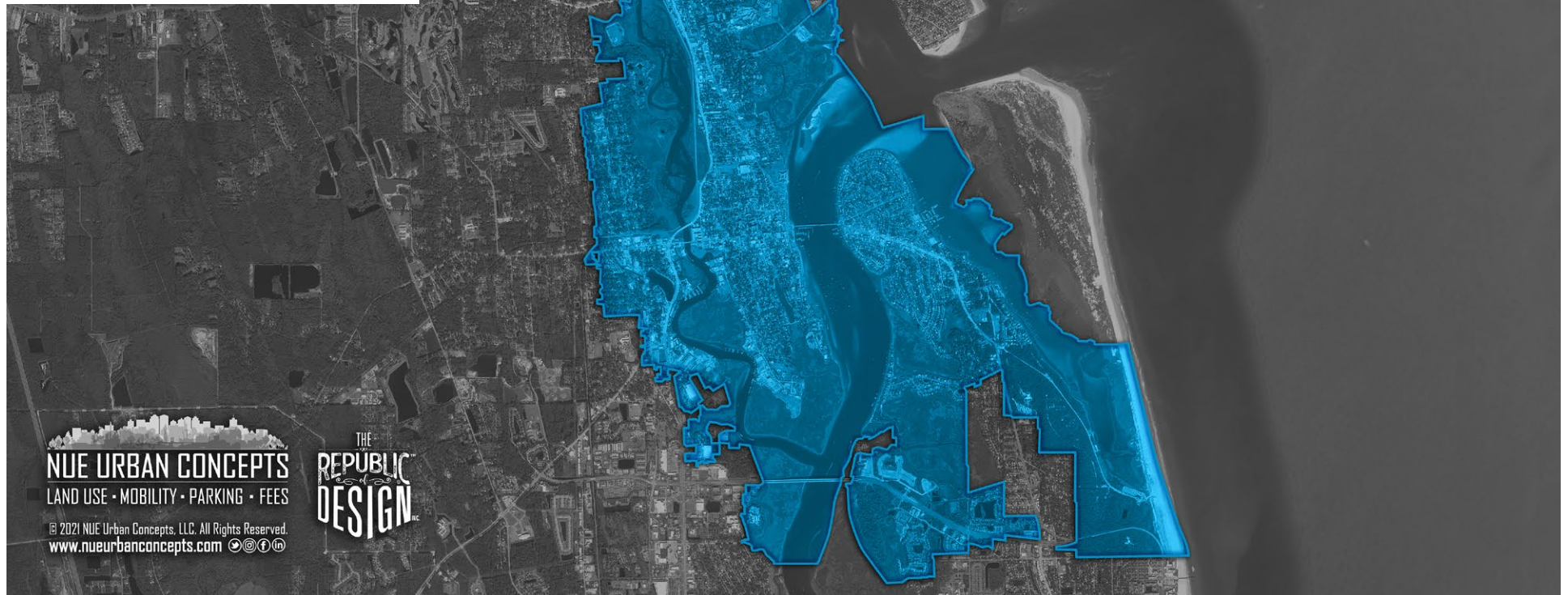
MOBILITY FEE ASSESSMENT AREA

The Mobility Fee features two assessment areas: (1) Within the Multimodal District; and (2) Outside the Multimodal District. The Mobility Fee is lower within the Multimodal District due to shorter trip lengths, mixture of land uses, and the interconnected transportation network. Any areas that annex into the City would be assessed the Mobility Fee based on the Outside the Multimodal District rates. Assessment Areas are established as part of the legally and statutorily required rough proportionality test.



MOBILITY FEE BENEFIT DISTRICT

The Mobility Fee will feature a Single Benefit District. Mobility Fees collected within the City can be spent on multimodal projects throughout the City. Travel patterns are citywide and multimodal projects will serve residents and businesses throughout the City. A Benefit District is established to meet the second requirement of the legally and statutorily required dual rational nexus test. The first requirement of the legally and statutorily required dual rational nexus test is addressed based on future person travel demand and is addressed in the Mobility Plan and Mobility Fee technical Report.



MOBILITY FEE SCHEDULE



The Mobility Plan and Mobility Fee Technical Report detail the methodology, data, and sources for determining the Mobility Fee. The calculated Mobility Fee for each land use and each assessment area are illustrated below and are further defined in the Technical Report. The Mobility Fee is lower in the Multimodal District to reflect overall shorter trip lengths due to the mixture of land uses and interconnected transportation system. For residential land uses, the proposed mobility fee is a flat rate per square foot regardless of the type of residential dwelling. The majority of Mobility Fees are calculated on a per square foot basis, except where the unit of measure indicates otherwise. The Technical Report provides a comparison of the calculated Mobility Fee against the existing St. Johns County road impact fee.

City of St. Augustine Mobility Fee Schedule (2021 JUNE)

<i>Use Categories, Land Uses Classifications, and Representative Land Uses</i>	<i>Unit of Measure</i>	<i>Multimodal District Mobility Fee</i>	<i>Outside Multimodal District Mobility Fee</i>
Residential / Lodging Uses			
Residential	per sq. ft.	\$0.76	\$1.00
Overnight Lodging (Hotel / Inn / Motel / Bed & Breakfast)	per room	\$1,240	\$1,638
Recreational Vehicle / Travel Trailer Park	per space/lot	\$490	\$647
Institutional Uses			
Child / Day Care	per sq. ft.	\$4.91	\$6.65
Long Term Care (Assisted Living / Congregate Care / Group Home / Nursing Facility)	per sq. ft.	\$0.89	\$1.21
Places of Worship	per sq. ft.	\$1.00	\$1.36
Private Education (Pre-K to Grade 12)	per sq. ft.	\$1.40	\$1.90
Secondary Education (College / Trade / University)	per sq. ft.	\$1.91	\$2.58
Industrial Uses			
Commercial Storage (Mini-Warehouse / Boats, RVs & Outdoor Storage / Warehouse)	per sq. ft.	\$0.33	\$0.45
Industrial (Assembly / Manufacturing / Fabrication / Trades / Utilities)	per sq. ft.	\$0.41	\$0.54
Recreation Uses			
Community Serving (Civic / Place of Assembly / Museum / Gallery)	per sq. ft.	\$1.39	\$1.96
Indoor Commercial Recreation (Fitness / Gym / Health / Recreation)	per sq. ft.	\$1.97	\$2.77
Marina (Including dry storage)	per berth	\$260	\$365
Movie Theater	per seat	\$190	\$267
Outdoor Commercial Recreation (Amusement / Golf / Multi-Purpose / Tennis)	per acre	\$2,997	\$4,215

MOBILITY FEE SCHEDULE



<i>Use Categories, Land Uses Classifications, and Representative Land Uses</i>	<i>Unit of Measure</i>	<i>Multimodal District Mobility Fee</i>	<i>Outside Multimodal District Mobility Fee</i>
Office Uses			
Office (Financial / General / Professional / Real Estate)	per sq. ft.	\$1.14	\$1.53
Medical Office (Clinic / Emergency Care / Medical / Veterinary)	per sq. ft.	\$2.13	\$2.76
Retail Uses			
Bank with Drive-Thru	per sq. ft.	\$5.19	\$7.14
Bar / Club	per sq. ft.	\$3.26	\$4.36
Commercial / Retail (Not otherwise listed in schedule)	per sq. ft.	\$2.04	\$2.67
Convenience Store without Gas	per sq. ft.	\$20.55	\$26.91
Convenience Store with Gas	per sq. ft.	\$25.09	\$34.53
Free-Standing ATM	per ATM	\$5,966	\$8,213
Furniture / Mattress Store	per sq. ft.	\$0.76	\$1.00
Grocery Store	per sq. ft.	\$5.33	\$6.98
Personal & Business Services (Not otherwise listed in schedule)	per sq. ft.	\$1.76	\$2.30
Pharmacy / Dispensary	per sq. ft.	\$5.37	\$7.03
Quick Service Restaurant (Fast Casual / Fast Food) without Drive-Thru	per sq. ft.	\$10.85	\$14.51
Quick Service Restaurant (Fast Casual / Fast Food / Ghost Kitchen) with Drive-Thru/Up	per sq. ft.	\$30.77	\$41.14
Sit Down Restaurant	per sq. ft.	\$4.82	\$6.45
Superstore	per sq. ft.	\$4.10	\$5.37
Variety Store / Dollar Store	per sq. ft.	\$3.42	\$4.48
Vehicle Cleaning (Detail / Vacuum / Wash / Wax)	per lane / stall	\$6,852	\$9,433
Vehicle Fueling (Non-Convenience Store)	per fuel position	\$6,033	\$8,304
Vehicle Sales (Boats / Motor Cycle / New / Off-Road / RVs / Used)	per sq. ft.	\$2.96	\$3.88
Vehicle Service (Maintenance / Quick Lube / Repair / Tires)	per sq. ft.	\$2.96	\$4.07
Wholesale Club	per sq. ft.	\$3.38	\$4.43

FURTHER READING: A TECH REPORT HAS BEEN PREPARED FOR DOCUMENTING THE MOBILITY FEE

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ORDINANCE 2021-

AN ORDINANCE OF THE CITY OF ST. AUGUSTINE, FLORIDA, AMENDING THE CODE OF ORDINANCES CHAPTER 21, ARTICLE III, TO BE ENTITLED “MOBILITY PLAN AND MOBILITY FEES”; PROVIDING FOR AUTHORITY; SETTING FORTH GENERAL PROVISIONS FOR MOBILITY FEES, DEFINITIONS, PURPOSE, THE MOBILITY PLAN AND MOBILITY FEE TECHNICAL REPORT, AND RULES OF CONSTRUCTION; PROVIDING FOR IMPOSITION AND A MOBILITY FEE SCHEDULE; PROVIDING FOR THE PROCESS FOR REVIEW OF ALTERNATIVE & SPECIAL FEE DETERMINATIONS, CREDITS, ESTABLISHMENT OF MOBILITY FEE BENEFIT DISTRICTS, FUND ACCOUNTS, EXPENDITURES, REFUNDS, EFFECTS ON LAND DEVELOPMENT REGULATIONS, DEVELOPMENT OF AN ADMINISTRATIVE MANUAL AND SERVICE CHARGES, REQUIREMENTS FOR ANNUAL REPORTING, REVIEW AND UPDATES, AGREEMENTS, INTERLOCAL AGREEMENTS, VESTED RIGHTS, AND PENALTIES FOR VIOLATIONS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR SCRIVENER’S ERRORS; PROVIDING FOR LIBERAL INTERPRETATION; PROVIDING FOR MODIFICATIONS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section (1)(g) of the Florida Constitution and Chapter 166, Florida Statutes, the City has broad home rule powers to adopt ordinances to provide for and operate multimodal transportation systems, including bicycle lanes, greenways, shared-use paths, sidewalks, trails, micromobility facilities, microtransit transit facilities, services and programs, roadways, intersections, shared mobility services, programs, and technology within the City; and

WHEREAS, Section 163.3180(5)(f), Florida Statutes, encourages local governments (including municipalities such as the City) to develop tools and techniques including adoption of long-term strategies to facilitate development patterns that support multimodal solutions, adoption of area wide service standards that are not dependent on any single road segment function, and establish multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility; and

WHEREAS, Section 163.3180(5)(i), Florida Statutes, authorizes local governments to adopt an alternative mobility funding system; and

WHEREAS, the City desires to adopt a mobility fee system, based on the multimodal projects included in a mobility plan, as an alternative mobility funding system consistent with Section 163.3180(5)(i), Florida Statutes; and

WHEREAS, the City intends to replace its transportation concurrency system, with a mobility fee system consistent with the requirements of Section 163.3180(5)(i), Florida Statutes; and

WHEREAS, the mobility fee system focuses on person travel demand, which includes walking, biking, transit, and motor vehicular trips, generated by new development and redevelopment and the resulting impact on multimodal capacity and accordingly requires the expenditure of revenue derived under that system to be used on multimodal projects identified in an adopted mobility plan that increase multimodal capacity; and

WHEREAS, the mobility fee system includes, but is not limited to, considerations of the impact of person travel demand generated by new development and redevelopment on multimodal capacity as well as considerations of the impact of new development on overall mobility within the City; and

WHEREAS, the City is experiencing growth and new development that necessitates the addition and expansion of transportation facilities for a variety of modes to meet the person travel demands of new development and redevelopment including adequate and efficient multimodal facilities along with different personal and shared mobility options; and

WHEREAS, imposition of a mobility fee requiring future growth within the City to contribute its fair share of the cost of growth-necessitated multimodal facilities is necessary and reasonably related to the public health, safety, and welfare of the people of the City; provided that the mobility fee does not exceed the actual amount necessary to offset the demand on multimodal capacity and facilities generated by new development and redevelopment; and

WHEREAS, the City in its Transportation Mobility Element sets out goals, objectives and policies to develop and maintain a safe, convenient, efficient transportation system which: recognizes present need, reflects the Future Land Use Plan, and provides for safe, efficient intermodal transportation linkages; and

WHEREAS, the City Commission of the City (the “City Commission”) finds that this Ordinance supports and furthers goals, objectives and policies of the Transportation Mobility Element of the Comprehensive Plan as follows:

- OVERALL GOAL “THE CITY WILL ENCOURAGE ACCESSIBLE, ENERGY EFFICIENT, SUSTAINABLE AND ECONOMICALLY VIABLE TRANSPORTATION OPTIONS THAT MEET THE NEEDS OF RESIDENTS, EMPLOYERS, EMPLOYEES AND VISITORS THROUGH A VARIETY OF INNOVATIVE METHODS THAT ARE SENSITIVE TO THE ENVIRONMENTAL, HISTORICAL, AND CULTURAL RESOURCES OF THE CITY OF ST. AUGUSTINE;”
- TME GOAL 1 TRANSPORTATION “To maintain a coordinated multimodal transportation system which provides for the safe, efficient, and economical movement of people, goods, and services, which is consistent with the Future Land Use Plan, recognizes the impact resulting from sea level rise and higher, more intense rainfall, conserves energy, and protects the City's natural, cultural, and historical resources;”
- TME Objective 1.1 “The City shall provide a safe, convenient and efficient motorized and nonmotorized transportation system;”
- TME GOAL 2 MOBILITY “Establish a coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, circulator and transit users, motorized vehicle users, rail and trail users, and is sensitive to the City of St. Augustine’s natural, cultural, and historical resources;”
- TME Objective 2.1 “The City shall provide a safe, convenient, connected, visible, and efficient multimodal transportation system. The measurable targets for this objective are based upon the establishment of multimodal quality of service standards for people walking, bicycling, riding transit, and driving;”
- TME GOAL 3 MOBILITY PLANNING “To enhance the quality of life for City residents and reduce congestion by (1) making it safer and more convenient for people to walk and bicycle, (2) creating a park once environment within the multimodal district for longer duration visits, and (3) developing innovative

parking management strategies that improve access to local businesses and reduce the impact of non-city resident traffic on residential streets;”

- TME Objective 3.1 “To develop and implement a 2040 Mobility Plan focused on the movement of people, the provision of multiple multimodal transportation options to move about the community, the pursuit of a park once environment for travel within the City’s multimodal district for longer duration visits, and the development of a Mobility Fee, based upon the projects identified in the Mobility Plan, that allows for new development and redevelopment to equitably mitigate its impact to the multimodal transportation system;”
- TME Policy 3.1.1 “The City will promote an interconnected, multimodal transportation system that transitions from a system focused on quickly moving motor vehicles toward a system that emphasizes the movement of people of all ages and abilities, whether those people choose to walk, bicycle, ride transit, drive a motor vehicle or use a new transportation mobility technology;”
- TME Policy 3.1.2 “The Mobility Plan shall identify multimodal projects that include improvements, services, and programs for people walking, bicycling, riding transit, driving motor vehicles and utilizing new mobility technologies. The projects identified in the Mobility Plan shall be based upon existing demand and projected increases in personal travel demand by 2040, the mobility plan horizon year, from new development, redevelopment, tourism and the growing population in northeast Florida;”
- TME Policy 3.1.21 “A Mobility Fee is one source of revenue to fund the projects identified in the Mobility Plan. Gas, property and sales tax, CRA, County, State and Federal grants and funds, special assessments, higher education student fees, user fees, private party contributions, and parking revenues are all additional sources of revenue that are available to fund projects identified in the Mobility Plan. The City should consider opportunities to combine revenue sources, to the extent permissible, to advance the Mobility Plan, Complete Street, safety and parking management multimodal projects;”
- TME Policy 3.1.22 “The Mobility Plan projects shall serve as the basis for development of a mobility fee. The Mobility Fee shall be a one-time assessment on new development or redevelopment that results in an increase in person travel demand. The Mobility Fee shall be required to meet the dual rational nexus test and shall be reasonably attributable to the person travel demand of new development, infill and redevelopment. Multimodal capacities based upon quality-of-service standards shall be established to ensure fees are reasonably assignable to the impacts of new development or redevelopment;”
- TME Policy 3.1.23 “The Mobility Fee, consistent with Florida Statute, is intended to replace transportation concurrency and proportionate fair-share contributions and would be provided in place of a road impact fee;”
- TME Policy 3.1.24 “The Mobility Fee may include provisions to encourage and incentivize new development, infill and redevelopment within the multimodal district and targeted areas of the City. The Mobility Fee may also include provisions to encourage affordable, workforce housing, mixed-use, multimodal supportive development and desired land uses that increase employment and attract economic development consistent with Florida Statutes;”

- TME Policy 3.1.25 “The Mobility Plan and Fee shall be re-evaluated and updated every five years. The Mobility Fee shall be indexed and adjusted for inflation on an annual basis;” and

WHEREAS, the mobility fees imposed hereby (1) are in compliance with the "dual rational nexus test" developed under Florida case law, (2) meet the "essential nexus" and "rough proportionality" requirements established by the United States Supreme Court, in Nollan v. California Coastal Commission, 483 U.S. 825 (1987) and Dolan v. City of Tigard, 512 U.S. 374 (1994), (3) are consistent with the requirements set forth in Section 163.3180, Florida Statutes, and (4) are consistent with and being imposed in accordance with Section 163.31801, Florida Statutes; and

WHEREAS, the City Council has determined that the proposed Ordinance adopting a mobility fee will help to preserve and enhance the rational nexus between the need for multimodal person travel demands generated by new development and redevelopment in the City and the mobility fees imposed on that development based on the multimodal improvements established in the mobility plan; and

WHEREAS, establishment of a mobility fee benefit district regulates mobility fee expenditures and is the best method of ensuring that the multimodal projects funded by mobility fees have the rational nexus and benefit to the development for which the mobility fees were paid; and

WHEREAS, mobility fees collected will be deposited in the mobility fee fund created for the related mobility fee benefit district established herein and expended for the purposes set forth herein; and

WHEREAS, mobility fees imposed hereunder achieve the goals, objectives and policies of the Comprehensive Plan and utilize the tools and techniques encouraged by Section 163.3180, Florida Statutes; and

WHEREAS, the City has developed a Mobility Plan and Mobility Fee Technical Report dated June 2021 prepared by NUE Urban Concepts, LLC, that provides the technical analysis to determine the mobility fee, based on the multimodal improvements on City, County, and State right-of-way within and adjacent to the City identified in the mobility plan, which constitutes a proper factual predicate for imposition and expenditure of the mobility fees; and

WHEREAS, the City has determined that the enactment of this Ordinance adopting a mobility plan and mobility fee will help to preserve and enhance the rational nexus between the extraordinary increase in multimodal person travel demands generated by new development and redevelopment in the City, and the mobility fees imposed on that development and redevelopment to fund multimodal improvements on City, County, and State right-of-way within and adjacent to the City in the mobility plan that address that demand; and

WHEREAS, the City Commission has determined, based upon project development time frames which are often delayed depending upon economic realities, to authorize the refund of collected mobility fees after seven (7) years; and

WHEREAS, the City shall assess an administrative service charge and may establish fees, based upon a Technical Report accepted by the City Commission, associated with request for mobility fee determinations, special assessments and studies, off-sets and credits, and the administration and implementation, including amendments and updates, to the mobility plan and the mobility fee system, not to exceed actual cost consistent with Section 163.3180, Florida Statutes; and

WHEREAS, the City shall develop policies and procedures, based upon an administrative manual accepted by the City Commission, for the administration, implementation, and update of the mobility plan and mobility fee to include, but not limited to, assessments, credits, determinations, imposition, off-sets, and studies; and

WHEREAS, the mobility fee shall be adjusted annually, based on the most recently published construction cost inflation factor index established by the Florida Department of Transportation, or the Consumer Price Index should the Florida Department of Transportation cease to publish said index, and the County shall publish the adjusted mobility fees, not more than 90 days before the annual adjustment, consistent with Florida Statute Section 163.31801; and

WHEREAS, the City Commission has noticed, advertised, scheduled and held a public hearing in compliance with Florida Statutes on this proposed Ordinance; and

WHEREAS, the City Commission has determined that it is advisable and in the public interest to adopt and implement the proposed Mobility Plan and Mobility Fee Ordinance.

NOW THEREFORE, BE IT ORDAINED by the City Commission of the City of St. Augustine, Florida, that:

SECTION I. Chapter 21, Article III, of the City of St. Augustine Code of Ordinances is amended as follows: [Note: ~~striketrough~~ language deleted, underline language added]

ARTICLE III. - MOBILITY PLAN AND MOBILITY FEES

Sec. 21-61. - Intent and purpose.

- (a) *Imposition.* This section is intended to impose a mobility fee, assessed at building permit planning review and payable prior to planning review approval of a building permit, in an amount based upon the average amount of new person travel demand attributable to new development and the average cost of providing the multimodal capacity needed to serve such new person travel demand. This Section shall not be construed to authorize imposition of fees related to multimodal project needs attributable to existing development.
- (b) *Replacement of transportation concurrency.* This section is intended to allow new development and redevelopment in compliance with the Comprehensive Plan to share in the burdens of growth. New development and redevelopment shares in this burden by paying a pro rata share of the reasonably anticipated costs of multimodal projects needed to accommodate the person travel demands created by new development and redevelopment as well as by complying with other appropriate development approval conditions. This section is intended to provide flexibility to address the needs of individual developments that, because of location, timing, or other characteristics, require different treatment in the form of reduced fees or supplemental requirements.
- (c) *Technical report.* Towards this end, mobility fees are based upon the calculation methodology incorporated in the “City of St. Augustine Mobility Plan and Mobility Fee Technical Report” dated June 2021, prepared by NUE Urban Concepts, LLC.

Sec. 21-62. – Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Assessment area means a geographic area of the City where mobility fees are assessed on new development and redevelopment that generate an increase in person miles of travel above the current use of land.

Autonomous transit shuttle means a vehicle that uses artificial intelligence, sensors and global positioning system coordinates to drive itself with or without the active intervention of a human operator.

Bank with drive-thru means any bank or financial institution with a drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). An ATM inside or attached to a building that has a use open to the public or end user is not assessed a separate fee as a stand-alone ATM. Credit Unions and Savings and Loans are also considered to be banks for purposes of this definition and the applicable mobility fees. Banks without a drive-thru shall be considered a financial institution and would fall under the office land use category.

Benefit district means areas designated in the applicable mobility fee ordinance where fees that are paid by development are expended.

Capacity means the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

Commercial and retail means those activities which provide for sale, lease or rent of products, good, services, entertainment, consumption, accommodations or use of space to individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900, except for land uses otherwise defined separately within the mobility fee schedule, such as a sit-down restaurant or convenience store.

Commercial and retail uses means those commercial activities which provide for sale, lease or rent of products, services, accommodations or use of space to individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

Commercial storage means facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes, subject to allowance by land development and zoning regulations. This use falls under ITE Trip Generation Manual under Land Use Codes in the 100 Series that include Warehouse in the use description.

Community serving means those uses that are operated by a civic origination, governmental entity, non-profit, foundation, or fraternal organization, including places of assembly. Community serving

also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods and services maybe offered for ancillary fundraising and sales to support the community serving use.

Complete streets means a transportation policy and design approach that requires multimodal transportation improvements to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation and to allow for safe travel by those walking, bicycling or using other forms of non-motorized travel, riding public transportation or driving motor vehicles or low speed electric vehicles. Separate and defined spaces are provided for the various modes of travel planned within the street cross-section.

Free-standing ATM means any free-standing Automated Teller Machine ATM with drive-thru lanes or free-standing walk-up ATM. These ATMs are not inside or attached to a bank or retail use. drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an (ATM). The fee shall be based upon the total number of free-standing ATM's. Banks, Credit Unions, Savings and Loans and any Financial Institution with free-standings ATMs would be subject to the mobility fee per ATM.

Indoor commercial recreation means facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, pilates, cross-fit training, fitness and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment and services maybe offered for ancillary sales.

Industrial means those activities which are predominantly engaged in building and construction trades, the assembly, finishing, processing, packaging, or distribution of goods or products, utilities, recycling, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

Industrial uses means those activities which are predominantly engaged in the assembly, finishing, processing, packaging, and/or storage, warehousing or distribution of products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses.

Institutional uses means those public or quasi-public uses that serve one or more community's social, educational, health, cultural, and religious needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses and 580 and 590 falls under Community Serving.

ITE Trip Generation Manual means and refer to the latest edition of the report entitled “Trip Generation” produced by the Institute of Transportation Engineers (ITE), and any official updates hereto, as approved by Public Works.

Land development activity means land development activity including any change in land use, or any construction of buildings or structures, or any change of use of any building or structure.

Level of service (LOS) means a quantitative stratification of the level of service provided to a by a facility, roadway, or service stratified into six letter grade levels, with “A” describing the highest level and “F” describing the lowest level: a discrete stratification of a level of service continuum.

Long term care means communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities and nursing homes, with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

Low speed streets means a multimodal transportation facility based on either the Dutch Woonerf concept that treats all modes equally with no defined spaces for any mode or bicycle boulevards which feature pavement markings, signage and posted speed limits. Low speed streets also include shared streets which typically do not have raised curbs, distinct pavement markings, traffic control devices, defined parking spaces, or vehicular speed limit signs or have posted speed limits 15 MPH or less. Low speed street often features signage and sometimes a speed limit that indicates there are multiple users of the shared street.

Marina means facilities that provide docks and berths for boats. Any buildings for shops, retail, or restaurants would fall under the retail land use and pay the mobility fee rate for retail uses.

Medical office means a building or buildings that provide medical, dental or veterinary services and care. Medical office shall also include any clinics, emergency care uses, hospitals and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

Micromobility means electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit vehicle means low speed vehicles such as autonomous transit shuttles, golf carts neighborhood electric vehicles, or trolleys subject to requirements established by a governmental entity responsible for approval, permitting or regulating said vehicles.

Mobility means the ability to move people and goods from an origin to a destination by multiple modes of travel in a timely (speed) manner.

Mobility fee means a monetary exaction imposed on new development or redevelopment that generates personal miles of travel above the current use of land to fund multimodal projects identified in a mobility plan.

Mobility fee off-set means the equivalent amount of a mobility fee associated with an existing use of a building that is being redeveloped or where a change of occupancy or use is requested. The equivalent mobility fee shall be based on the current use of the building, or the most recent use of the building for a vacant building. Upon demolition of a building, offsets shall be available for up to five years from the date

of demolition, unless otherwise provided for in a written agreement with the City or specified in an implementing ordinance.

Mobility plan means the plan adopted by the City of St. Augustine that identifies multimodal projects to meet the person miles of travel demands of new development and redevelopment.

Mobile Residence means land uses for the temporary or permanent placement of Mobility Homes, RVs, Tiny Homes on Wheels, or Travel Trailers within predefined lots or spaces that have connections for communications, electric, water and wastewater. Mobile residential parks may have common amenities and building with recreation uses, laundry and park office.

Mode means the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

Multimodal means multiple modes of travel including, but not limited to walking, bicycling, jogging, rollerblading, skating, scootering, riding transit, driving a golf cart, low speed electric vehicle or motor vehicle.

Multimodal projects means improvements such as sidewalks, bike lanes, trails, paths, protected bike lanes, transit facilities, streetscape, landscape, roundabouts, raised medians, crosswalks, and high visibility crosswalks. Multimodal projects also include shared mobility programs and services, wayfinding, micromobility devices, programs and services, and microtransit vehicles and lanes. Improvements can include new or additional road travel lanes and turn lanes, complete and low speed streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, engineering and inspection, utility relocation, right-of-way, easements, stormwater facilities. Projects may also include the repayment of bonds, local match for federal, state and county funded projects, repayment of loans from the State of Florida Infrastructure Bank used to front-end the design and/or construction of multimodal improvements.

Multimodal project expenses means expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving multimodal projects; (c) crosswalks, traffic control and crossing warning devices, landscape, trees, multimodal way finding, irrigation, hardscape, and lighting related to projects; (d) micromobility devices, programs and services, (e) transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness; (k) reasonable costs of design, engineering and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of related projects, (l) city administration, implementation updates to the mobility plan and mobility fee, including any assessments, counts or studies needed for projects.

Office means banks without drive-thru, financial services without drive-thru, general office, and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology.

Office uses means those businesses which provide professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540, 550, 911 and 912. Land Use Code 620 is included under institutional uses.

Off-site improvement means improvements located outside of the boundaries of the parcel proposed for development. Access improvements required to provide ingress and egress to the development parcel, which may include rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes and deceleration/acceleration lanes, sidewalks, bike lanes, trails, paths, transit stops along with required traffic control devices, signage, and markings, and drainage and utilities, shall be considered on-site improvements.

Outdoor commercial recreation means means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code 400 series.

Overnight lodging means places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Person miles of capacity (PMC) means the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving or using a mobility assisted device over a defined distance.

Person miles of travel (PMT) means the number of miles traveled by each person on a trip to account for all miles traveled by, but not limited to, motor vehicle, transit, walking, bicycling or some other form of person powered, electric powered or gasoline powered device.

Person travel demand (PTD) means travel demand from new development and redevelopment which results in an increase in travel over the existing use of land based on trip generation, pass-by trips, person trip factor, person trip length, person miles of travel, limited access factor, and origin and destination factor for the uses established in the mobility fee schedule.

Person trip means a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

Quick service restaurant with drive-thru means a quick service restaurant where an order for food is placed or a pick-up / delivery lane where an order is picked-up by a customer that placed an online

order or a delivery service. The vehicle will proceed to one or more common pick-up windows, lockers, stations, or functional equivalent after the order has been placed. Quick service restaurant with drive-thru maybe located in multi-tenant retail buildings, free-standing retail buildings, or free-standing quick service restaurants. This use includes any quick service restaurants that do not offer indoor seating and are intended to primarily be served by vehicle delivery services or pick-up or drive-thru only orders placed online. These uses may provide a walk-up order window.

Quality of service (QOS) means a quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Recreation uses mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

Residential uses mean a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200.

Residential means a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200, except for Land Use Codes 253, 254, and 255. Residential includes tiny homes and accessory dwelling units.

Residential square feet means the sum of the area (in square feet) of each floor of the residential use, measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily hallways, or the centerline of common walls shared with other dwelling units. This square footage does not include unconditioned garages or unenclosed areas under roof.

Residential or lodging uses means a dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and land use code 416. Land use codes 253, 254, and 255 are considered institutional uses.

Service standard means the adopted or desired quality or level of service for a bicycle facility, pedestrian facility, roadway, shared-use multimodal facility, or transit.

Square feet means the sum of the gross floor area (in square feet) of the area of each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) regardless of their use. If a ground level area, or part thereof, within or adjacent to the principal outside faces of the exterior walls is not enclosed and is determined to be a part of the principal use, this gross floor area is considered part of the overall square footage of the building.

Streetscape means hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

Vehicle cleaning means a building, stalls, or stations for the cleaning, detailing, polishing, washing or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900.

Vehicle fueling means the total number of vehicles that can be fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., dollar general), and wholesale clubs (i.e., Costco) are also offering vehicle fueling with or without small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. The mobility fee rate per fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle fueling.

Vehicle sales means buildings for the rental or sale, including any detailing, maintenance, repair, service, or parts and supplies, associated with the sale of new or used boats, construction or farming vehicles, mopeds, motor vehicles, motorcycles, RVs, and any other motorized vehicle used for business or personal mobility.

Vehicle miles of travel (VMT) means a unit to measure vehicle travel made by a private motor vehicle, such as an automobile, van, pickup truck, or motorcycle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle trip means a trip by one person driving a motor vehicle or a motorcycle.

Sec. 21-63. - Adoption of mobility plan and mobility fee technical report.

The mobility plan and mobility fee report entitled "City of St. Augustine Mobility Plan and Mobility Fee Technical Report – June 2021," prepared by NUE Urban Concepts, LLC, is hereby adopted. This adoption includes, but is not limited to, the following: the multimodal projects included in the mobility plan, the basis of the assumptions, conclusions and findings in such study as to the basis of the mobility fee, the methodology for calculating the mobility fee, the person miles of capacity assigned to multimodal capital improvements and the person travel demand assigned to various land use categories. The study presents the technical analysis and detailed methodology supporting the City of St. Augustine Mobility Fees consistent with the multimodal projects included in the 2040 City of St. Augustine Mobility Plan. The 2040 City of St. Augustine Mobility Plan consist of four (4) separate plans, a plan of multimodal projects for future consideration, and tables identifying specific multimodal projects reflected on the plans and multimodal projects consisting of services and programs not reflected on the plans, such as wayfinding programs and autonomous transit shuttles. The technical report shall be maintained and made available by the City upon request.

Sec. 21-64. - Mobility fee imposition.

(a) Applicability. The mobility fee imposed by this section shall apply to new applications for building permits and special use permit applications for a change in use submitted on or after **Day Month Year.**

(1) This section shall not be imposed on building permits otherwise necessary for:

- a. Room additions, remodeling, rehabilitation or other improvements to an existing structure, provided there is no increase in person trips or person travel demand and no increase in square footage for non-residential uses and no increase in the number of dwelling units for residential uses; or
- b. Room additions, remodeling, rehabilitation or other improvements to an existing structure, provided there is a demonstration the changes are needed to an existing

residence to accommodate a mobility impaired person or home care that requires additional space to live or recover for medical reasons; or

c. Rebuilding of a damaged or destroyed structure, whether voluntary or involuntary, provided there is no increase in the intensity of use or no increase in square footage for non-residential uses and no increase in the number of dwelling units for residential uses; or

d. A change in occupancy that does not generate additional person trips or person travel demand or any increase in square footage for non-residential uses or increase in the number of dwelling units for residential uses.

e. Accessory buildings that do not result in an increase in person trips or person travel demand will be exempt from the fee (e.g. detached garage, sheds, parking structures, covered parking).

(2) There is hereby imposed upon all impact generating land development activity as herein defined a mobility fee assessed at the time of planning review of building or special use permit application and due prior to the approval of planning review of a building or special use permit, and no building permit or special use permit shall be issued until said mobility fee shall have been paid except as otherwise herein provided. Mobility fees are assessed at the mobility fee rate in effect at the time of permit application. If the permit is for less than the entire contemplated development, the fee shall be computed for the amount of development covered by the permit. The obligations for payment of mobility fees shall run with the land.

a. Any developer, who, prior to the effective date for mobility fees, paid City proportionate share may be eligible for a pro-rata credit. The administrative manual shall detail the requirements for a proportionate share credit agreement and said agreement shall be required prior to issuance or utilization of any credit. The credit shall also be adjusted to account for service charges, or payment of the service charges based on the amount of credit provided.

b. Additionally, the mobility fee will be imposed for any structure that is altered, expanded or replaced that results in an increase in person trips and person travel demand over the existing land use.

c. The mobility fee is calculated on the basis of the person travel demand generated from the land use. If the person travel demand increases due to a change in size or use, the mobility fee due shall be the incremental difference resulting from the alteration, expansion or replacement as determined by the Mobility Fee Schedule, less the mobility fee that would be imposed under the applicable rate prior to the alteration, expansion or replacement.

d. In the event that there is a change in use that results in a decrease in person travel demand generated by the previously allowed use, the applicant shall not be entitled to a refund or credit.

e. A structure or use of land that is inactive and has been abandoned for a period of more than three (3) years shall not be considered an existing or active use for purposes of calculating mobility fee off-sets. The mobility plan and mobility fee are to be updated

every three (3) years and person travel demand is measured on a yearly basis. Therefore, person travel associated with the use is no longer captured in collected data travel demand which is used to plan for future needed mobility projects. The burden of demonstrating the existence of a use or structure shall be upon the fee payer where an off-set request is made.

f. For uses and structures considered to be active, any previous payment of proportionate share or mobility fees under this article may be credited against the appropriate mobility fees owed as a result of a change of use or reestablishing a use of land or structure that has been vacant but not considered abandoned.

g. Any request for credit or offsets of a mobility fee shall be made prior to submittal of a building permit application and shall be resolved prior to issuance of a building permit, unless otherwise stated in a written agreement per the applicant and the City per the requirements detailed in the administrative manual. Any off-sets or credits not so claimed shall be deemed waived by the fee payer.

h. Vacation rentals shall pay a mobility fee per room, except for kitchens and bathrooms or unenclosed accessory spaces. The conversion of any existing residential use shall be required to pay the difference between a mobility fee based on the square footage of the home and the mobility fee based on the number of rooms for the vacation rental.

(b) Mobility fee schedule. Any person who shall initiate any new impact generating land development activity, except as otherwise provided for herein, shall pay a mobility fee, based on the applicable assessment area established in the mobility plan and mobility fee technical report, as set forth in the following Mobility Fee Schedule:

MOBILITY FEE SCHEDULE

<u>Use Categories, Land Uses Classifications, and Representative Land Uses</u>	<u>Multimodal District Assessment Areas</u>	
	<u>Within</u>	<u>Outside</u>
<u>Residential & Lodging Uses per unit of measure</u>		
<u>Residential per sq. ft.</u>	<u>\$0.76</u>	<u>\$1.00</u>
<u>Overnight Lodging (Bed & breakfast, Hotel, Inn, Motel, Vacation Rental) per room</u>	<u>\$1,240</u>	<u>\$1,638</u>
<u>Mobile Residence (Mobile Home, RV, Home on Wheels, Travel Trailer) per space or lot</u>	<u>\$490</u>	<u>\$647</u>
<u>Institutional Uses per sq. ft.</u>		
<u>Family Care (Child Care, Day Care)</u>	<u>\$4.91</u>	<u>\$6.65</u>
<u>Long Term Care (Assisted Living, Congregate Care, Nursing Facility)</u>	<u>\$0.89</u>	<u>\$1.21</u>
<u>Places of Worship</u>	<u>\$1.00</u>	<u>\$1.36</u>
<u>Private Education (Pre-K to 12)</u>	<u>\$1.40</u>	<u>\$1.90</u>
<u>Secondary Education (College, Trade, University)</u>	<u>\$1.91</u>	<u>\$2.58</u>
<u>Industrial Uses per sq. ft.</u>		

<u>Commercial Storage (Boats, RVs & Outdoor Storage, Mini-Warehouse, Warehouse)</u>	<u>\$0.33</u>	<u>\$0.45</u>
<u>Industrial (Assembly, Fabrication, Manufacturing, Trades, Utilities)</u>	<u>\$0.41</u>	<u>\$0.54</u>
<u>Recreational Uses per sq. ft., unless otherwise indicated</u>		
<u>Community Serving (Civic, Gallery, Museum, Place of Assembly, Theater)</u>	<u>\$1.39</u>	<u>\$1.96</u>
<u>Indoor Commercial Recreation (Fitness, Gym, Health, Recreation)</u>	<u>\$1.97</u>	<u>\$2.77</u>
<u>Marina (Including dry storage) per berth</u>	<u>\$260</u>	<u>\$365</u>
<u>Movie Theater per seat</u>	<u>\$190</u>	<u>\$267</u>
<u>Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Tennis) per acre</u>	<u>\$2,997</u>	<u>\$4,215</u>
<u>Office Uses per sq. ft.</u>		
<u>Office (Financial, General, Professional, Real Estate)</u>	<u>\$1.14</u>	<u>\$1.53</u>
<u>Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)</u>	<u>\$2.13</u>	<u>\$2.76</u>
<u>Commercial & Retail Uses per sq. ft., unless otherwise indicated</u>		
<u>Bank with Drive-Thru</u>	<u>\$5.19</u>	<u>\$7.14</u>
<u>Bar or Club</u>	<u>\$3.26</u>	<u>\$4.36</u>
<u>Commercial or Retail (Not otherwise listed in schedule)</u>	<u>\$2.04</u>	<u>\$2.67</u>
<u>Convenience Store with-out Gas</u>	<u>\$20.55</u>	<u>\$26.91</u>
<u>Convenience Store with Gas</u>	<u>\$25.09</u>	<u>\$34.53</u>
<u>Free-Standing ATM per ATM</u>	<u>\$5,966</u>	<u>\$8,213</u>
<u>Furniture or Mattress Store</u>	<u>\$0.76</u>	<u>\$1.00</u>
<u>Grocery Store</u>	<u>\$5.33</u>	<u>\$6.98</u>
<u>Personal & Business Services (Not otherwise listed in schedule)</u>	<u>\$1.76</u>	<u>\$2.30</u>
<u>Pharmacy or Dispensary</u>	<u>\$5.37</u>	<u>\$7.03</u>
<u>Quick Service Restaurant (Fast Casual, Fast Food) without Drive-Thru</u>	<u>\$10.85</u>	<u>\$14.51</u>
<u>Quick Service Restaurant (Fast Casual, Fast Food, Ghost Kitchen) with Drive-Thru / Up</u>	<u>\$30.77</u>	<u>\$41.14</u>
<u>Sit Down Restaurant</u>	<u>\$4.82</u>	<u>\$6.45</u>
<u>Superstore</u>	<u>\$4.10</u>	<u>\$5.37</u>
<u>Variety Store or Dollar Store</u>	<u>\$3.42</u>	<u>\$4.48</u>
<u>Vehicle Cleaning (Detail, Vacuum, Wash, Wax) per lane or stall</u>	<u>\$6,852</u>	<u>\$9,433</u>
<u>Vehicle Fueling (Non-Convenience Store) per fueling position</u>	<u>\$6,033</u>	<u>\$8,304</u>
<u>Vehicle Sales (Boats, Motorcycle, New, Off-Road , RVs, Used)</u>	<u>\$2.96</u>	<u>\$4.07</u>
<u>Vehicle Service (Maintenance, Quick Lube, Repair, Tires)</u>	<u>\$6.85</u>	<u>\$9.43</u>
<u>Wholesale Club</u>	<u>\$2.13</u>	<u>\$2.76</u>

Sec. 21-65. - Mobility fee determination.

- (a) Determination. The mobility fee shall be determined using the land use classifications in the mobility fee schedule per section 21-64.(b).
- (b) Closest use determination. In the event a project involves a use not contemplated under the mobility fee land use classifications in section 21-64.(b), the mobility fee administrator shall determine the mobility fee utilizing the closest land use classifications in the mobility plan and mobility fee technical report adopted in section 21-63 and the administrative manual.
- (c) Mixed-use. In the event of a development that involves a mixed-use project, the mobility fee administrator shall determine the mobility fee based on each separate mobility fee land use classification included in the proposed mixed-use project.
- (d) Assessment. The mobility fee will be determined using the appropriate use category, land use classification, assessment rate and rate established per Section 3.04.04 B.
- (e) Alternative determination. Alternative mobility fee or special mobility fee determinations authorized. In the event an applicant believes that the cost to mitigate the impact of the development of improvements needed to serve the applicant's proposed development is less than the fee established in this Section, the applicant may request consideration of and submit an alternative mobility fee or special mobility fee determination request, along with an application and review fee as determined by the County, and support materials to substantiate the request to the mobility fee administrator pursuant to the provisions of this section. If the mobility fee administrator finds that the data, information, assumptions, formulae and methodology used by the applicant to calculate the alternative mobility fee or special mobility fee satisfy the requirements of this section, the alternative mobility fee or special mobility fee shall be deemed the mobility fee due and owing for the proposed development.
- (1) The mobility fee administrator is responsible for calculating mobility fees in accordance with the provisions of this Section. If an applicant believes project impacts are lower than justified by the findings of this Section, or believes the proposed use is incorrectly assigned as identified in the mobility fee schedule, or that the assumptions that derive the mobility fee are not applicable to a specific proposed land use, an adjustment to the fees may be requested along with an application and review fee. The mobility fee administrator shall determine whether the request shall be reviewed as either an alternative mobility fee determination or a special mobility fee determination, based upon the impact of the proposed land use on the County mobility. The process for reviewing alternative mobility fee determinations is listed below in section 21-65.(e)(2). The process for special mobility fee determinations for minor projects with significantly less impacts is found in section 21-65.(f).
- (2) Alternative mobility fee determination.

- a. The alternative mobility fee determination shall be based on data, information, assumptions, formulae and methodology contained in this article and the mobility fee study referred to in Section 3.04.04 herein, or independent sources, provided that:
 1. The independent source is (an) accepted standard source of transportation engineering or planning data or information; or
 2. The independent source is a local study carried out by a qualified planner or engineer pursuant to an accepted methodology of planning or engineering; or
 3. Where different data, information, assumptions, formulae or methodology are employed such differences shall be specially identified and justified.
- b. An alternative mobility fee calculation shall be undertaken through the submission of an application for review of an alternative mobility fee determination for the mobility fee component for which an alternative mobility fee calculation is requested. A developer shall submit such an application prior to submittal of a building or special use permit application or as otherwise agreed to in a mobility fee agreement. The City may submit such an application for any proposed land development activity for which it concludes the nature, timing or location of the proposed development makes it likely to generate impacts costing substantially more to remedy than the amount of the fee that would be generated by the use of the mobility fee schedule in section 21-64.(b).
- c. Within twenty (20) days of receipt of an application for review of an alternative mobility fee determination, the mobility fee administrator, shall determine if the application is complete. If the mobility fee administrator determines that the application is not complete, a written statement specifying the deficiencies shall be sent to the applicant. The application shall be deemed complete if no deficiencies are specified. The mobility fee administrator shall take no further action on the application until it is deemed complete.
- d. When the mobility fee administrator determines the application is complete, the application shall be reviewed and a written decision shall be render in thirty (30) days on whether the mobility fee should be modified, and if so, what the amount should be.
- e. If the mobility fee administrator finds that the data, information, assumptions, formulae and methodology used by the applicant to compute the alternative mobility fee calculation satisfies the requirements of this article, the re-determined mobility fee shall be deemed the mobility fee due and owing for the proposed land development activity. This adjustment in the fee shall be set forth in a mobility fee agreement which shall be entered into pursuant to sections 21-66.(b) and (c).
- f. A determination by the mobility fee administrator that the alternative mobility fee re-determination does not satisfy the requirements of this article may be appealed to the City Commission.

- g. The applicant shall be responsible for the full costs that the City may incur to review the alternative mobility fee data and methodology which may include consultant and legal costs. Payment will be due at the time of the request for the alternative calculations.
- h. An applicant who submits a proposed alternative mobility fee pursuant to this section and desires the issuance of a building permit or special use permit prior to the resolution of the pending alternative mobility fee shall pay the applicable mobility fee prior to, or at the time said applicant desires the building permit. Said payment shall be deemed paid “under protest” and shall not be construed as a waiver of any rights. Any difference in the amount of the mobility fee after the determination of the pending alternative mobility fee shall be refunded to the applicant.
- (f) *Special mobility fee determination.* An applicant may request a special mobility fee determination for smaller, less intense projects when data and information are presented that substantiates that a project has unique characteristics other than those upon which the mobility fee calculation was based. It is the applicant's responsibility to submit adequate justification and support data to substantiate a lower impact to mobility fee administrator. The mobility fee administrator may review the request and ask for additional information. The applicant is responsible for additional costs that the City may incur to review these special requests, including consultant and legal costs. Payment will be due at the time of request for the determination.

Sec. 21-66. - Presumptions, agreements and security requirements.

- (a) *Impact.* A proposed development shall be presumed to generate the maximum impact generated by the most intensive use permitted under the applicable land development regulations such as the Comprehensive Plan or zoning regulations or under applicable deed or plat restrictions.
- (b) *Mobility Fee Agreement.* In lieu of the payment of fees as calculated in sections 21-64.(b) or 21-65.(e), any applicant may propose to enter into a mobility fee agreement with the City designed to establish just and equitable fees or their equivalent and standards of service appropriate to the circumstances of the specific development proposed. Such an agreement may include, but shall not be limited to, provisions which:

 - (1) Modify the presumption of maximum impact set forth in section 21-66.(a) and provide a mobility fee which may differ from that set forth in sections 21-64.(b) or 21-65.(e), by specifying the nature of the proposed development for purposes of computing actual impact, provided that the agreement shall establish legally enforceable means for ensuring that the impact will not exceed the impact generated by the agreed upon development;
 - (2) Permit the construction of specific improvements in lieu of or with a credit against the mobility fees assessable and/or pursuant to a payback schedule, allow the developer to recover the actual cost of such improvements in excess of the amount which would have been assessed by section 21-64.(b) as subsequent users of such improvements obtained building permits and pay mobility fees.
 - (3) Permit a schedule and method for payment of the mobility fees in a manner appropriate to the particular circumstances of the proposed development in lieu of the requirements for payment of the fees as set forth in section 21-64., provided that security is posted ensuring

payment of the fees, in a form acceptable to the City, which security may be in the form of a cash bond, surety bond, irrevocable letter of credit, negotiable certificate of deposit or escrow account, or lien or mortgage on lands to be covered by the building permit.

(c) *Mobility fee agreement approval.* Any agreement proposed by an applicant pursuant to section 21-66 shall be presented to and approved by the City Manager for amounts less than one million dollars and the City Commission for amounts of one million or more prior to the issuance of a building permit. Any such agreement may provide for execution by mortgages, lienholders or contract purchasers in addition to the landowner, and may permit any party to record such agreement in the official records of St. Johns County, whichever applicable. The City Manager or City Commission shall approve such an agreement only if it finds that the agreement will apportion the burden of expenditure for new facilities in a just and equitable manner.

Sec. 21-67. - Mobility fee credits.

(a) *Capital Improvements Program.* Only multimodal projects included in the capital improvements program are eligible for mobility fee credits, except as provided for in section 21-67.(b). An applicant may request that the City Commission add multimodal projects to the capital improvements program. The multimodal projects requested for inclusion in the capital improvements program shall be based upon the mobility plan. The administrative manual shall detail the information required to request multimodal projects be added to the capital improvements program for purposes of establishing mobility fee credits.

(b) *Adopted plans.* Multimodal projects included in plans adopted by the City Commission, a Community Redevelopment Agency, the North Florida Transportation Planning Organization (TPO), the Florida Department of Transportation (FDOT), St. Johns County, a Transit Authority, a State of Florida Department, a Regional Planning Council, or other governmental entity or utility provider may be eligible for credit if the mobility fee administrator, in consultation with the City's Planning and Public Works Department, determines the multimodal project implements the mobility goals of the Comprehensive Plan. The administrative manual shall detail the information required to request consideration for multimodal projects identified in an adopted plan for purposes of establishing mobility fee credits.

(c) *Development orders or permits.* An applicant may request mobility fee credit against any mobility fee assessed pursuant to section 21-64. (b) in an amount equal to the cost of multimodal projects or contributions of land, money or services for multimodal projects contributed or previously contributed, paid for or committed to by the applicant or his predecessor in interest where the multimodal project is a condition of a development order or permit. The administrative manual shall detail the information required to request establishing mobility fee credits for off-site multimodal projects or the upgrade of on-site multimodal projects in excess of plan or code requirements per section 21-67.(d) that are a condition of a development order or permits issued by the City, County, or FDOT, or requested by the City Engineer, that increase person capacity above and beyond that needed to serve the development may request credit. Mobility fee agreements per sections 21-66.(b) and (c) shall be required.

(d) *Plan and code requirements.* Multimodal projects required to meet minimum Comprehensive Plan and Land Development Code requirements are not eligible for any mobility fee credit. Site

access improvements for turn lanes, sidewalks, bike lanes, paths, trails, mobility hubs, roundabouts or traffic signals internal to the development, along the adjacent boundary of the development, at development entrances, or immediately adjacent to the development and considered site-related are not eligible for any credit, except as provided for in section 21-67.(c).

(e) Amount of mobility fee credit. The amount of developer contribution credit to be applied to the mobility fee shall be determined according to the following standards of valuation:

(1) The appraised fair market land value of the contributed parcel as of the date of building permit, agreement to contribute, or contribution, whichever is earlier. The administrative manual shall detail requirements for qualifications of appraisers and establish a process if the City disagrees with the appraised value. No credit should be granted pursuant to this section unless the cost of the improvements or dedication of land were paid for and the contributions made within the last three (3) years; and

(2) The cost of multimodal projects shall be based upon documentation certified by a professional engineer or registered planner, and such documentation shall be reviewed and approved by the City Engineer. The City reserves the right to require the developer to competitively bid in accordance with the City Code, in which case the credit shall be limited to the actual cost or 100 percent of the lowest responsible bid amount, whichever is less. All bidders shall be qualified to construct the multimodal projects. The administrative manual shall provide additional detail on the types of documentation to be provided and detail the cost components of multimodal projects that may be eligible for credit; and

(3) The administrative manual shall detail additional requirements for mobility fee credit documentation and the options available and process for any excess mobility fee credit.

(e) Transfer of mobility fee credit. Credit for contributions, payments, construction or dedications of a mobility fee shall not be transferable to another property where a mobility fee is imposed, unless provided for in a developer agreement, mobility fee agreement, or as provided for in Florida Statute. Credit shall first be used for the full development potential of the land development activity for which a development order was approved, before any excess credit can be considered for transfer to another property. The establishment, tracking and agreement to allow credit transfer shall be consistent with the processes and requirements detailed in the administrative manual or as specified in a developer agreement or mobility fee agreement.

Sec. 21-68. - Mobility fee benefit district.

(a) Intent. The establishment of mobility fee benefit district is the best method of ensuring that the mobility fees paid by new development provide a benefit to the new development which paid the mobility fees as required in the benefits test of the dual rational nexus test.

(b) Expenditure. The mobility fee benefit district provides a clearly defined boundary for the expenditure of mobility fee revenue. Using the mobility fee benefit district ensures that funds paid by new development are spent on multimodal projects to accommodate person travel demand within the benefit district, providing a reasonable nexus between the expenditure of mobility fee revenue and the development for which the mobility fees are paid.

(c) Establishment. The extent of the mobility fee benefit district shall be all areas within City limits, including existing County enclaves. For purposes of mobility fee expenditures, the Northeast Florida Regional Airport or City limits shall form the northern boundary, the Tolomato River, St. Augustine Inlet, and Atlantic Ocean shall form the eastern boundary, SR 312 or City limits to the south, and the SR 313 or City limits extension to the west. The benefit district boundaries may expand or contract due to annexation or de-annexations.

Sec. 21-69. - Mobility fee fund account.

There is hereby-established a mobility fee fund account for the mobility fee benefit district. For accounting purposes, mobility fees shall be considered special revenue funds. Mobility fees collected from property located within the mobility fee benefit district shall be deposited into the corresponding mobility fee fund. Funds withdrawn from these accounts shall be used solely in accordance with the provision of sections 21-68. and 21-70. The mobility fee fund account is subject to audit and reporting requirements of Florida Statute Section 163.31801, or as amended by the Legislature.

Sec. 21-70. - Mobility fee expenditures.

(a) Expenditure of funds. Amounts on deposit in the mobility fee fund account shall be used by the City solely for developing multimodal projects or for financing directly, or as a pledge against bonds, revenue certificates and other obligations of indebtedness, the costs of multimodal projects, or portions thereof, that are located in the mobility fee benefit district from which the funds were collected, that are included in the capital improvement element or program, an adopted plan, as a development order or permit condition, or where the City Commission agrees to add the multimodal project to the capital improvements program.

(b) Prohibition. The amounts on deposit in the mobility fee fund shall not be used for an expenditure that would be classified as a transportation operation and maintenance expense, unless expressly included in the capital improvements program or mobility plan with justification for using funds for operation and maintenance of a multimodal project.

(c) Use of funds. Funds withdrawn from the mobility fee account must be used solely in accordance with the provisions of this article. The disbursement of such funds shall require the approval of the City Commission upon recommendation of the City Manager.

(d) Interest bearing accounts. Any mobility fee funds on deposit not immediately necessary for expenditure shall be invested in interest-bearing accounts. Funds may be pooled for investment provided all income derived from the fund's assets shall be deposited in the applicable fund account.

Sec. 21-71. - Mobility fee refunds.

(a) Refund required. The mobility fees collected pursuant to section 21-64.(b) shall be returned to the then present owner of the development if the fees have not been encumbered or spent by the end of the calendar quarter immediately following seven (7) years from the date the fees were collected, or if the development for which the fees were paid was never begun.

(b) Refund process. For purposes of section 21-70., mobility fees collected shall be deemed to be encumbered or expended on a "first in-first out" basis (i.e., the first money placed in a fee fund

shall deemed to be the first money expended or encumbered). The following procedure will apply for requests for eligible refunds:

- (1) The then present owner must petition the City Commission for the refund within one (1) year following the end of the calendar quarter immediately following seven (7) years from the date on which the fee was received.
- (2) The petition must be submitted to the City Manager and must contain:
 - a. A notarized sworn statement that the petitioner is the current owner of the property or his authorized agent; and
 - b. A copy of the dated receipt issued for payment of the fee or other competent evidence of payment; and
 - c. A certificate of title or attorney's title opinion showing the petitioner to be the current owner of the property or his authorized agent; and
 - d. A copy of the most recent ad valorem tax bill; and
 - e. A copy of the building permit or development agreement pursuant to which the mobility fees were paid.
- (3) Within sixty (60) days from the date of receipt of petition for refund, the City Manager or designee shall advise the petitioner and the City Commission of the status of the fee requested for refund. For the purposes of determining whether fees have been spent or encumbered, the first money placed in a trust fund account shall be deemed to be the first money taken out of that account when withdrawals have been made in accordance with section 21-70.
- (4) When the money requested is still in the mobility fee fund account and has not been spent or encumbered by the end of the calendar quarter immediately following seven (7) years from the date of the fees were paid, the money shall be returned with interest at the rate of one (1) percent per annum.
- (5) When a refund is requested because construction was never begun, all development order approvals shall have expired, and the applicant shall execute an agreement acknowledging the expiration of development order approval.
- (6) A request for a refund of mobility fees must be made one (1) year from the issuance of the building permit or special use permit or six (6) months from the expiration of the permit whichever is later only if no development activity has started. The refund amount will be less ten (10) percent of the fees that were ultimately to have been paid, regardless of the amount actually paid, to cover administrative cost. If the applicant does not apply within the time limits stated above, there will be no refund.

Sec. 21-72. - Effect on land use and development regulations.

- (a) Land use. The listing of a use in the mobility fee schedule is solely for purposes of establishing the applicable mobility fee schedule for such use, and such listing does not mean that the use is

permitted or available under applicable zoning and Comprehensive Plan Future Land Use requirements. In addition, the listing of the use in the mobility fee schedule shall not be considered evidence that the use is appropriate in any existing or future land use classification or zoning district.

(b) *Land development code.* The payment of mobility fees does not ensure nor grant compliance with the City's land development code, including regulations relating to site access, corridor access management, substandard roads, secondary access, timing and phasing, or mobility impact or site impact review. However, if such regulations require transportation mitigation for the same travel demand impacts addressed through the payment of mobility fees, such regulations shall be deemed to provide for mobility fee credit against imposed mobility fees consistent with Federal and State laws and this article.

Sec. 21-73. - Administrative manual and service charges.

(a) *Administrative manual.* The City shall prepare and periodically update a mobility fee administrative manual that addresses administration, implementation, and update of the mobility plan and mobility fee. The administrative manual shall address assessments, credit and off-set request, fee and land use determinations, special studies, expenditures and monitoring. The administrative manual shall require acceptance by resolution of the City Commission.

(b) *Service charge.* The City shall prepare and periodically update mobility fee service charges to ensure that the City's general fund does not bear the full burden of administering and implementing the mobility fees, provided that the service charges does not exceed the City's actual costs of administration and implementation of the mobility fee system per Florida Statute Section 163.31801. Mobility fee service charges shall be in addition to the imposed mobility fee and shall account for future updates of the mobility plan and mobility fee in the service charge determination. The mobility fee service charge shall require acceptance by resolution of the City Commission.

Sec. 21-74. - Annual report.

The City shall comply with all audit requirements of Florida Statutes. The County shall include in its annual Capital Improvements Plan update an accounting of projects funded by mobility fees. The annual budget shall indicate mobility fee revenues and expenditures.

Sec. 21-75. Review and update.

(a) *Mobility plan and fee update.* The mobility plan and mobility fee shall be updated by the City at least once every four (4) years with no more than five (5) years between adoption. The mobility plan and mobility fee shall be reviewed annually during either the capital improvements budget process or the preparation of the mobility fee annual report. The review shall include a recommendation regarding the need to update the mobility lan and mobility fee earlier than the four (4) year schedule due to factors such as increased cost, amendments to the Future Land Use Element and Map that result in the need for additional infrastructure, the addition or subtraction of multimodal projects to the Mobility Plan and Capital Improvements Program with a cumulative cost of more than \$20 million, and the update of professional technical reports such as the ITE Trip Generation Manual or Highway Capacity Manual used in the calculation of a mobility fee. The

review and updates shall consider all factors utilized in the most recent computation of mobility fees. However, in the event that a full reevaluation and updates are not complete within the required four (4) year period, the last adopted mobility fee shall remain in effect until the reevaluation is complete.

(b) Annual Inflation adjustment. To ensure that mobility fees keep pace with inflation, on October 1st or January 1st of each calendar year, starting in 2022, the mobility fees in section 21-64.(b) shall increase by the projected rate of inflation for the upcoming calendar year as determined by the most recent FDOT Transportation Cost Report Construction Cost Inflation Factors released on or about August of each calendar year. Should FDOT cease to report, then annual inflation factor adjustments shall be based on either the national Producers Price Index for transportation projects or the Consumer Price Index.

(c) Annual update. The City shall update the mobility fees in section 21-64.(b) on or before September 30th of each calendar year, starting in 2022, and shall advertise the fees in a publication of general circulation available to City residents and businesses or as permitted by State Statute, on the City's website. The advertisement shall be published and/or posted 90 days prior to the increase of the mobility fees.

(d) Notice provided. The requirements of section 21-75.(b) and (c) shall serve as the statutorily required notice to the public that mobility fees will increase on an annual basis, adjusted for inflation, and that section 21-75. shall be deemed to address Statutory requirements that notice be provided 90 days prior to an increase in a mobility fee. The notice requirement of section 21-75.(c) is provided as a courtesy reminder only.

(e) Required notice for increase. Updates to the mobility plan and mobility fee that result in an increase in mobility fees shall be required to provide 90 days' notice before the increased fees are assessed on new development and redevelopment per Florida Statute Section 163.31801.

Sec. 21-76. - Development agreements.

(a) Applicability. An applicant may enter into a development agreement with the City to establish mobility fees or to provide equivalent multimodal projects necessary to serve new development.

(b) Approval. Any agreement proposed by an applicant pursuant to section 21-76. shall be presented to and approved by the City Commission prior to the issuance of a building permit or special use permit. Any such agreement shall provide for execution by any mortgagees, lienholders, or contract purchasers in addition to the landowner, and shall require the applicant to record such agreement in the public records of St. Johns County. The City Commission shall approve such an agreement only if it finds that the new agreement will apportion the burden of expenditure for new facilities in a just and equitable manner, consistent with applicable Florida Statutes, case law and this article.

Sec. 21-77.- Vested rights

(a) Request. It is not the intent of section 21-77. to abrogate, diminish or modify the rights of any persons that have vested rights pursuant to a valid governmental act of the City. An applicant may petition the City Commission for a vested rights determination which could exempt the applicant

from portions of this Section. The City shall evaluate the petition and submit a recommendation to the City Commission based upon the following criteria:

- (1) A valid, unexpired governmental act of the City, authorizing the building for which applicants seeks a certificate of occupancy, exists.
- (2) Expenditures or obligations made or incurred in reliance upon the authorizing act are reasonably equivalent to the fee required by Section 21-64.(b)
- (3) That it would be inequitable to deny the applicant the opportunity to occupy a previously approved building under the conditions of the previous approval by requiring the applicant to comply with the provisions of this article.

(b) Developer agreement amendment. If an applicant has previously entered into a development agreement with the City with conditions regarding off-site multimodal projects, the applicant or applicant's successor in interest may request an amendment of the prior development agreement in order to bring the conditions into consistency with this article. Applicant must file a request for such modification with the development review committee within one year of the effective date of this article.

Sec. 21-78. – Penalty.

Violations of this article shall constitute a misdemeanor enforceable in accordance with City Code, or by an injunction or other legal or equitable relief in the circuit court against any person violating this article, or by both civil injunctive and criminal relief.

Sec. 21-79. To 21-100. - Reserved

SECTION II. CONFLICT WITH OTHER ORDINANCES OR CODES.

All Ordinances or parts of Ordinances of the Code of Ordinances of the City of St. Augustine, Florida, in conflict with the provisions of this Ordinance are hereby repealed to the extent of such conflict.

SECTION III. SEVERABILITY.

If any provision of this Ordinance is held to be illegal, invalid, or unconstitutional by a court of competent jurisdiction, the other provisions of this ordinance shall remain in full force and effect.

SECTION IV. SCRIVENER'S ERRORS.

It is the intention of the City Commission of the City of St. Augustine, Florida and it is hereby provided that the provisions of this Ordinance shall become and be made a part of the Code of Ordinances of St. Augustine, Florida and to that end, the sections of this ordinance may be renumbered or re-lettered and the word "ordinance" may be changed to "section" or "article" or other appropriate designation. Additionally, corrections of typographical errors which do not affect the intent of this Ordinance may be authorized by the City Attorney without public hearing, by filing a corrected or re-codified copy with the Clerk of Courts.

SECTION V. ORDINANCE TO BE LIBERALLY CONSTRUED.

This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed not to adversely affect public health, safety, or welfare.

SECTION VI. MODIFICATIONS.

It is the intent of the City Commission of St. Augustine County, Florida, that the provisions of this ordinance may be modified as a result of considerations that may arise during a public hearing. Such modifications shall be incorporated into the final version of the ordinance adopted by the Commission.

SECTION VIII. EFFECTIVE DATE.

The effective date shall be as provided by law.

Duly enacted by the City Commission of St. Augustine, Florida, at a regularly scheduled public hearing on the _____ day of _____, 2021.

CITY COMMISSION
ST. AUGUSTINE, FLORIDA

ATTEST: _____ By: _____

name of person, Chairman
Board of County Commissioners

name of person
Clerk of Court

Comprehensive Plan Update (Adopted and effective late summer 2020)

Attached: 2040 Comprehensive Plan Transportation and Mobility
Element Goals, Objectives and Policies (GOPs)

Attached: 2040 Comprehensive Plan Transportation and Mobility
Element Data and Analysis

Included in Comprehensive Plan TME GOPs:

- Update to general transportation framework and programming for the city
- Establishing mobility Quality of Service standards for different modes of transportation
- Adopting an actual statutorily required series of Goals, Objectives and Policies to establish a “Mobility Plan” for the city

Included in the Comprehensive Plan TME Data and Analysis:

- Updated data
- Discussion linking transportation and mobility needs to changes within the city since the previous plan, such as, the 2014 Vision, population, tourism, and growth impacts
- Discussion and outline of the new mobility planning and programming perspective adopted in the TME GOPs

City of St. Augustine Comprehensive Plan 2040

Transportation and Mobility Element Goals, Objectives and Policies

Note: Unless indicated proposed Goals, Objectives and Policies replace previously adopted.

July 2020

Transportation and Mobility Element

Goals, Objectives and Policies

Chapter 163.3177(6)(b) F.S.

Transportation and Mobility Summary

The new Transportation and Mobility Element of the Comprehensive Plan is a required element. The element is the chapter of the Comprehensive Plan that establishes the overall plan and framework for a long-term transportation network, addressing impacts of traffic, and establishing a program to encourage multiple modes of transportation for the City. It is the element that outlines all of the important issues to try to address traffic, livability, tourist volume, and a potential balance of modern transportation needs in an ancient city.

The Mobility Plan for the City of St. Augustine includes a range of options to manage vehicular traffic and congestion, reduce pressure and improve the transportation experience downtown, while simultaneously encouraging the use of multimodal transportation and other associated improvements.

Management strategies include establishing a park once environment, access to short and long-term parking that encourages the use of the existing historic district parking garage, and implementation of variable parking pricing to encourage the efficient use of the existing parking in the downtown area.

Downtown management also includes shared streets, pedestrian, bicycle and accessibility improvements, along with a potential circulator system.

Encouraging multimodal transportation includes developing peripheral parking facilities, which may be surface initially and/or garages, improving regional road, rail and trail connections, providing safe and connected facilities for pedestrian and bicycle usage, and utilizing water taxis on the City's waterways.

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Transportation and Mobility Element

Goals, Objectives and Policies

Chapter 163.3177(6)(b) F.S.

Overall Goal

The City will encourage accessible, energy efficient, sustainable and economically viable transportation options that meet the needs of residents, employers, employees and visitors through a variety of innovative methods that are sensitive to the environmental, historical, and cultural resources of the City of St. Augustine.

Transportation

TME Goal 1Transportation

To maintain a coordinated multimodal transportation system which provides for the safe, efficient, and economical movement of people, goods, and services, which is consistent with the Future Land Use Plan, recognizes the impact resulting from sea level rise and higher, more intense rainfall, conserves energy, and protects the City's natural, cultural, and historical resources.

TME Objective 1.1

The City shall provide a safe, convenient and efficient motorized and nonmotorized transportation system. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.1.1

The city may, as appropriate, encourage and incorporate policies as part of its transportation and mobility planning including, but not limited to the following:

- Transportation demand management programs;
- Transportation systems management programs;
- Revised parking standards and regulations;
- Transit services that may include community circulators, buses, autonomous transit vehicles and rail;
- Community bike share programs;
- Alternative vehicle shared-use paths for low speed vehicle types;
- Parking facilities, that also safely and conveniently accommodate pedestrian, bicycle, and transit accessibility and connectivity;
- “Complete streets” policies that consider all users of the transportation system by providing choices to make walking, bicycling, and riding transit, convenient, safe and attractive;
- Transit and pedestrian-oriented site design standards and regulations; and,

- Pedestrian, bicycle, and transit facility amenities and enhancements, such as landscaped and shaded routes and shelters.

TME Policy 1.1.2

Proposed roadway improvement projects shall be evaluated, ranked, and added to the improvement program based on the need to:

- Protect the public health and safety;
- Fulfill the City's legal commitment to provide facilities and services;
- Meet, maintain or enhance Quality of Service standards;
- Preserve or achieve full use of existing facilities;
- Promote efficient use of existing facilities;
- Prevent or reduce future maintenance or improvement costs;
- Provide service to development areas consistent with the Future Land Use Element and the Transportation and Mobility Element;
- Provide and facilitate partnerships for a community circulator or transit services; and
- Provide sidewalks and bike paths where none currently exist.

TME Policy 1.1.3

The City shall continue to use Florida Department of Transportation (FDOT) counts on all state facilities, and work with St. Johns County to collect traffic count data for County roadways within the City limits. The analysis of these counts will focus first on constrained facilities, then on segments nearing maximum level of service, and then on other roadways. The studies will be conducted using the methodology from the most recent version of FDOT Quality/Level of Service Handbook to provide an understanding of the volume of traffic moving in and through the city.

TME Policy 1.1.4

Continue to implement provisions of the adopted Mobility Plan related to traffic circulation (one-way and two-way streets), satellite parking areas, public transportation, and on-street parking.

TME Policy 1.1.5

Continue to maintain programs to license trams and other forms of paratransit. Continue to work with the Sunshine Bus Company and other providers to determine service routes that can provide enhanced mobility as an alternative to the single-occupant automobile. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.1.6

The City shall continue to provide signage and traffic signals on City streets which conform with the Manual on Uniform Traffic Control Devices standards. The City shall continue to support both the St. Johns County and FDOT practice of providing signage and traffic signals on State and County roadways in the City which conform with the Manual on Uniform Traffic Control Devices standards. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.1.7

The City shall continue to consider the development of bicycle and pedestrian routes taking into consideration roadway widths, traffic volumes and accident rates, with the safety of the cyclists being the primary concern. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.1.8

The City establishes the following priorities for transportation and roadway improvement projects:

- 1st priority projects which are needed to protect the public health and safety;
- 2nd priority projects which are needed to preserve or achieve full use of existing facilities, to promote efficient use of existing facilities, or to prevent or reduce future maintenance or improvement costs;
- 3rd priority projects which are needed to promote infill development and redevelopment; and
- 4th priority projects which are needed to provide facilities and services to new developments.

TME Objective 1.2

Protect existing and future rights-of-way from building encroachment, through the continued enforcement of the subdivision regulations, right-of-way permitting regulations and development regulations. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.2.1

The City shall continue to enforce Chapter 23 of the City Code (subdivisions) which requires that all subdivisions platted in the future designate permanent rights-of-way providing access to each lot or parcel in the subdivision on the subdivision plat. The City shall continue to enforce the Right-of-Way permitting process established in Chapter 22 (streets, sidewalks, parks and miscellaneous public places) of the City Code which regulates connections and access points of driveways to roadways, the installation, repair or replacement of utilities and prohibits the construction of any buildings or structures in any public right-of-way. Connections to City roadways shall be regulated according to local standards. Connections to state roadways shall be regulated by FDOT standards. The City shall continue to enforce Chapter 28 of the City Code (zoning and on-site parking) which requires all structures and buildings to be constructed on private property, and which also establishes minimum required yards (setbacks) in the zoning districts associated with each land use classification. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.2.2

For all new subdivisions and new developments requiring or providing public or private roadways, rights-of-way of sufficient width shall be provided for adequate stormwater management and utilities facilities, and to accommodate the Complete Street design standards as implemented in the Land Development Code.

TME Objective 1.3

The Transportation and Mobility Element system shall be consistent with and support the Future Land Use Plan as depicted on the Future Land Use Map series and all subsequent amendments.

TME Policy 1.3.1

The City shall continue to implement the adopted comprehensive plan by including all land development regulations governing the use of land in the City Code. All applications for development shall be subject to site plan review by the City. Site plan review shall consist of review of the development proposal for compliance with all applicable chapters of the City Code. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.3.2

The City shall continue to maintain or improve existing pedestrian facilities at a minimum by: repairing and replacing sidewalks as needed, including handicap accessible curb cuts at crosswalks; continuing to provide benches for public seating in the Plaza, along the bayfront and other areas; and continuing to provide signs and maps directing pedestrians in the downtown area to public restrooms and other points of interest.

TME Policy 1.3.3

The City shall continue to discourage urban sprawl and encourage efficient, compact, infill and redevelopment within the existing “urban” area of the city including existing commercial corridors.

TME Policy 1.3.4

The City recognizes that certain roadway corridors will be congested, and that congestion will be addressed by means other than solely considering adding capacity for single occupant automobiles.

TME Policy 1.3.5

The City shall coordinate transportation planning with the Future Land Use Element to provide multi-modal transportation facilities which are adequate to accommodate the uses shown on the Future Land Use Map (FLUM). The City shall determine, on a case-by-case basis, if a proposed development is consistent with the Transportation and Mobility Element and the FLUM through the site plan review process.

TME Policy 1.3.6

The City may require new development and redevelopment to support alternative modes of transportation through such measures including, but not limited to, the provision of sidewalks, bikeways, transit stops or other facilities that support alternative modes of transportation, such as parking management systems and park-and-ride facilities.

TME Policy 1.3.7

The City may require developers of commercial property to provide for convenient and safe access to bicyclists and pedestrians and may provide a secure location for the storage of bicycles on-site.

TME Policy 1.3.8

The City shall revise its Land Development Code to ensure consistency with the policies contained in this Plan. Development review will ensure predictable evaluation criteria for assessing site plan design.

TME Policy 1.3.9

The City shall ensure that all new development and redevelopment is designed and required to: safely promote increased walking, bicycling, low speed alternative vehicles and a circulator or community transit use while reducing vehicle trip lengths and vehicle miles of travel, as outlined in the Future Land Use and Transportation and Mobility Elements of the Comprehensive Plan. This will also be implemented in the Land Development Code, and potentially funded through either collection of fees or improvements to the multi-modal transportation system that further the achievement of multi-modal performance measures established by the City's Mobility Plan.

TME Policy 1.3.10

The city shall further support pedestrian, bicycle, and a community circulator or transit use by:

- Considering an increase in residential density and non-residential intensity in locations that serve to help meet the goals of the Comprehensive Plan;
- Planning for an appropriate mix of residential, commercial, educational, recreational, institutional and other complimentary uses allowing residents and visitors to meet their daily needs more efficiently while minimizing travel distances;
- Requiring that sites be designed in a manner that provide safe, and convenient access for pedestrians, cyclists and circulator or transit users;

- Increasing sidewalk connectivity to reduce trip lengths and create a more walkable system of short blocks; and
- Providing complete streets that foster neighborhood connectivity to nearby commercial retail areas.

TME Objective 1.4

The city shall use design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, consolidation of driveways and turn lanes, traffic calming, prominent crosswalks, modest building setbacks, and signal timing, where feasible, to achieve more modest average vehicle speeds in order to create a more balanced and livable street system that supports transportation choice, energy efficiency, and enhanced quality of life.

TME Policy 1.4.1

The city shall consider adopting standards for constructing “context-sensitive” local streets that support walking, bicycling and a circulator or transit use while continuing to accommodate safe vehicular travel. “Context-sensitive” design recognizes that not all streets should be designed to move high-speed traffic, and that many local streets should be designed with a higher priority to calming traffic and promoting multi-modal transportation. Cross-sections will be designed to maximize rights-of-way to discourage excessive speeds, and provide on-street parking, bicycle lanes, and sidewalks. The city shall encourage FDOT and St. Johns County to apply these standards for streets within the city limits.

TME Policy 1.4.2

The multi-modal network shall be designed to avoid, minimize, and mitigate adverse impacts upon cultural, natural and historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system. Use of the transportation system to enhance cultural, natural and historic resources and preserve neighborhood character and scenic quality shall be considered where possible.

TME Policy 1.4.3

Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and mitigate adverse impacts to conservation and open space areas consistent with the Conservation and Coastal Management Element and the Recreation and Open Space Element of the Comprehensive Plan.

TME Policy 1.4.4

Appropriate conservation, arboricultural, and horticultural standards shall be used in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, reduce heat-island effect, enhance the creation of corridors by connecting habitats, and providing the safe passage of wildlife, and improve scenic quality consistent with the Conservation and Coastal Management Element and the Recreation and Open Space Element of this Comprehensive Plan.

TME Policy 1.4.5

Traffic calming shall be used, where appropriate, to reduce the negative impacts of vehicle volume or speed on neighborhood streets and any streets that provide service to non-motorized travelers.

TME Policy 1.4.6

Intersections shall be designed to slow vehicular traffic and promote safe pedestrian crossing.

TME Policy 1.4.7

The city shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick imprinted paver or painted crosswalks, where feasible. If not a city project, the city shall recommend that FDOT, St. Johns County, or private developers make such enhancements.

TME Policy 1.4.8

Future development or redevelopment shall make provisions for safe, convenient on-site traffic flow, adequate parking shall be provided and designed so as not to be a detriment to pedestrian, bicycle and circulator or transit access.

TME Objective 1.5

Coordinate the City's Transportation and Mobility Element plan with the plans and programs of the Florida Department of Transportation (FDOT) and St. Johns County.

TME Policy 1.5.1

The City shall continue to maintain staff level communication with the FDOT to keep informed of FDOT regulations, plans, schedules and activities concerning traffic signs and signals, roads, bridges and access management related to the state highway system in the City limits. The City shall continue to maintain staff level communication with St. Johns County to keep informed of County regulations, plans, schedules and activities concerning traffic signs and signals, roads, bridges and access management related to County roads in the City limits.

TME Policy 1.5.2

Continue to improve the aesthetic appearance of the gateways into the City, such as West Castillo Drive through installation and maintenance of landscaping, street lighting and other appurtenances.

TME Policy 1.5.3

Maintain the present street pattern and restore colonial street widths where practical in the area bounded by Orange, Cordova, and St. Francis Streets and the bay front.

TME Policy 1.5.4

The City shall work with FDOT to limit the use of roadways other than San Marco Avenue, King Street, Avenida Menendez and the Bridge of Lions in the area of the City of St. Augustine National Register District(s) as arterials in the State highway system.

TME Policy 1.5.5

All traffic control signs, traffic signals, transformers, switching gear and related accessory equipment to be installed in the public right-of-way in locally designated historic preservation zoning districts shall be approved by the Historic Architectural Review Board (HARB).

TME Objective 1.6

The City recognizes that the use of gasoline creates a large portion of the greenhouse gas emissions and shall incorporate transportation strategies to address the reduction of these greenhouse gas emissions. The City shall identify and pursue strategies to reduce the vehicle miles traveled.

A) Establish locations for compact mixed-use development.

B) Increase opportunities for job creation proximate to higher density residential.

C) Facilitate future opportunities for transit-oriented developments.

D) The City shall encourage existing and new developments to be connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.6.1

The City shall employ Transportation System Management Strategies to protect the right-of-way, improve efficiency and enhance safety. The City will continue efforts to coordinate and participate in, when feasible, regional transportation studies which encourage and promote transit initiatives. The City will continue to work with St. Johns County, Jacksonville Transportation Authority (JTA), North Florida TPO, Northeast Florida Regional Council (NEFRC) and FDOT and other transportation agencies to educate and encourage transit in the region including rail and a possible commuter stop within the city limits.

TME Objective 1.7

The City shall take steps to improve its transportation system that protects the lives and property of its residents from the effects of natural disasters including high tide events, storm surge, flash floods, stormwater runoff and sea level rise.

TME Policy 1.7.1

When evaluating new development proposals or redevelopment proposals, the City will require developers to build in a manner that lessens risk to transportation public investments and private property, particularly in those areas identified in the Conservation and Coastal Management Element and the Coastal High Hazard Area shown in the Future Land Use Element map series.

Mobility

TME Goal 2 Mobility

Establish a coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, circulator and transit users, motorized vehicle users, rail and trail users, and is sensitive to the City of St. Augustine's natural, cultural, and historical resources.

TME Objective 2.1

The City shall provide a safe, convenient, connected, visible, and efficient multimodal transportation system. The measurable targets for this objective are based upon the establishment of multimodal quality of service standards for people walking, bicycling, riding transit, and driving.

TME Policy 2.1.1

The establishment of quality of service standards shall be used to periodically measure mobility provided within the City.

TME Policy 2.1.2

The quality of service standards shall be used for multimodal transportation planning to identify needed improvements for future updates of the Mobility Plan.

TME Policy 2.1.3

The quality of service standards shall also be used to develop multimodal capacities for projects included in the Mobility Plan that will serve as the basis for development of a Mobility Fee to be paid by new development and redevelopment with an increase in person travel demand.

TME Policy 2.1.4

The established quality of service standards maybe used for Complete Street Design and to establish requirements for new development and redevelopment to achieve for multimodal facilities internal to the project and along external on-site property boundaries.

TME Policy 2.1.5

The City adopts the following quality of service standards for streets and roads based upon posted speed limits that encourage slower vehicle speeds and creates a safer environment for people to walk, bicycle and access transit.

Posted Speed Limit	Street and Road Quality of Service Standard
15 MPH or less	A
20 MPH	B
25 MPH	C
30 MPH	D
35 MPH or greater	E

TME Policy 2.1.6

The City adopts the following quality of service standards for sidewalks, paths and trails that accommodate travel demand for people walking, jogging, running, skating, riding a bicycle, scooter or micromobility device based on the width of the facility and the type of physical separation from motor vehicle travel lanes. The land development code shall further define the types of physical separation.

Facility Type	Limited Separation	Street Trees	On-Street Parking	Landscape Buffer
Trail 12' or wider	B	A	A	A
Path 10'	C	B	B	B
Path 8'	D	C	C	C
Sidewalk 7' or less	E	D	D	D
The presence of two or more physical separation features, such as on-street parking and street trees would result in an increase in one letter grade. For example, a 10' wide path with street trees and on-street parking would achieve a quality of service of "A", a 5' wide sidewalk with street trees and a landscape buffer would achieve a quality of service of "C"				

TME Policy 2.1.7

The City adopts the following quality of service standards for bike lanes that accommodate travel demand for people skating, riding a bicycle, scooter, skateboard, or micromobility device based on the width of the facility and either the level of physical separation from motor vehicle travel lanes, the visibility of the facility or the posted speed limit. The land development regulations shall further define the types of physical separation and pavement markings.

Facility Type	Limited Separation	Protected	Buffered	Green Lane	Posted Speed Limit
Bike lane 6' or more	B	A	A	A	30 mph – A
Bike lane 5'	C	A	B	B	25 mph – B
Bike lane 4'	D	A	B	C	20 mph – C
Paved Shoulder	E	B	C	D	20 mph – D
The presence of a physical separation features, along with pavement markings and posted speed limits would result in an increase in one letter grade.					

TME Policy 2.1.8

The City adopts the following quality of service standards for transit based upon frequency of service. The service standards are only for roadways or corridors that feature transit service. The City may elect to establish target transit quality of service standards for public/private partnership proposals and during the annual capital improvements planning process.

Frequency of Service	Trolley	Bus	Streetcar	Aerial Tram
10 minutes or less	A	A	A	A
15 minutes	B	B	B	B
30 minutes	C	C	C	C
45 minutes	D	D	D	D
60 minutes	E	E	E	E

TME Goal 3 Mobility Planning

To enhance the quality of life for City residents and reduce congestion by (1) making it safer and more convenient for people to walk and bicycle, (2) creating a park once environment within the multimodal district for longer duration visits, and (3) developing innovative parking management strategies that improve access to local businesses and reduce the impact of non-city resident traffic on residential streets.

TME Objective 3.1

To develop and implement a 2040 Mobility Plan focused on the movement of people, the provision of multiple multimodal transportation options to move about the community, the pursuit of a park once environment for travel within the City's multimodal district for longer duration visits, and the development of a Mobility Fee, based upon the projects identified in the Mobility Plan, that allows for new development and redevelopment to equitably mitigate its impact to the multimodal transportation system.

TME Policy 3.1.1

The City will promote an interconnected, multimodal transportation system that transitions from a system focused on quickly moving motor vehicles toward a system that emphasizes the movement of people of all ages and abilities, whether those people choose to walk, bicycle, ride transit, drive a motor vehicle or use a new transportation mobility technology.

TME Policy 3.1.2

The Mobility Plan shall identify multimodal projects that include improvements, services, and programs for people walking, bicycling, riding transit, driving motor vehicles and utilizing new mobility technologies. The projects identified in the Mobility Plan shall be based upon existing demand and projected increases in personal travel demand by 2040, the mobility plan horizon year, from new development, redevelopment, tourism and the growing population in northeast Florida.

TME Policy 3.1.3

Mobility Plan projects within the City's multimodal district shall prioritize walking and bicycling and the provision of safe, visible, connected and convenient ADA compliant facilities to encourage people walking and bicycling.

TME Policy 3.1.4

The Mobility Plan shall promote a park once environment with parking garages located outside of the multimodal district for longer duration visits generally exceeding three or more hours. Surface parking lots maybe initially provided with the intent of constructing parking garages. The Mobility Plan shall include transit circulator routes and identify water taxi docks, for public and/or private water taxi service, that connect the parking garages to destinations within the multimodal district. As more parking spaces are located in parking garages along the periphery of the multimodal district and frequent multimodal transportation options are provided, longer duration visits may include visits of two or more hours in length.

TME Policy 3.1.5

The City shall evaluate opportunities to partner with private transit companies to provide services and shall also consider water taxi services, and new transit technology including autonomous microtransit vehicles and aerial tramways. The City shall maintain and expand programs to license transit providers and water taxi services, along with paratransit services. The City shall continue to work with the Sunshine Bus Company and other transit providers to determine service routes that can provide enhanced mobility.

TME Policy 3.1.6

The addition of motor vehicle capacity, turn lanes, or upgrades to enhance the flow of vehicles within the multimodal district shall be discouraged, except for access improvements from US 1 to the Historic Downtown Parking Garage. Mobility Plan projects for motor vehicles shall be focused on the diversion of cut-through and regional traffic away from the multimodal district and onto US 1, SR 207, SR 312, and SR 16, with an emphasis on further diversion of trips away from US 1 and SR 207 once the SR 313 extension is completed.

TME Policy 3.1.7

The Mobility Plan projects shall further the multimodal quality of service standards established in TME Objective 1.1

TME Policy 3.1.8

The Mobility Plan projects may include, but are not limited to, sidewalks, paths, trails, bike lanes, protected bike lanes, buffered bike lanes, bicycle boulevards, bicycle racks, shared streets, speed reduction programs, shared-use multimodal lanes, flexible lanes, dedicated transit lanes, high-occupancy vehicle lanes, mobility hubs, pavement markings, traffic control devices, enhanced crosswalks, advanced warning systems, streetscape, hardscape, landscape, turn lanes, intersection improvements, safety improvements, roundabouts, bridges, transit stops, shelters, stations and pull-out bays, transit vehicles, and new motor vehicle travel lanes.

TME Policy 3.1.9

The Mobility Plan projects may include repurposing existing right-of-way from motor vehicle travel lanes to lanes for shared streets, dedicated transit facilities, high-occupancy lanes, protected bicycle facilities, flexible 15 MPH lanes, shared-use multimodal lanes, expansion of sidewalks, trails and paths, and the integration of green infrastructure.

TME Policy 3.1.10

The objectives and subsequent policies in the Transportation and Mobility Element related to Complete Streets, reduced fatalities and injuries of transportation system users and parking management are components of the overall Mobility Plan. Multimodal projects include those identified in the Mobility Plan and future multimodal projects developed under Complete Streets, safety programs, and parking management strategies.

TME Policy 3.1.11

The City establishes the following priorities for multimodal projects:

- 1st priority projects which are needed to protect the public health and safety;
- 2nd priority projects which are needed to preserve or achieve full use of existing facilities, to promote efficient use of existing facilities, or to prevent or reduce future maintenance or improvement costs;
- 3rd priority projects which are needed to promote infill development and redevelopment; and
- 4th priority projects which are needed to provide facilities and services to new developments.

TME Policy 3.1.12

Utility providers shall coordinate repairs, replacements and upgrade of utilities within public rights-of-way and publically accessible easements with the City to identify opportunities to incorporate the Mobility Plan, Complete Street, safety, and parking management multimodal projects into the utility projects.

TME Policy 3.1.13

Right-of-way use permits issued, renewed, or extended by the City shall include requirements that all utility projects within rights-of-way and easements be coordinated with the City to identify opportunities to incorporate the Mobility Plan, Complete Street, safety, and parking management multimodal projects.

TME Policy 3.1.14

The City shall coordinate resurface, restoration, and rehabilitation, collectively known as (3R) projects, with the County and the State to identify opportunities to incorporate the Mobility Plan, Complete Street, safety, and parking management multimodal projects with 3R projects.

TME Policy 3.1.15

The City shall require that all right-of-way use and access connection permits issued to new development and redevelopment of any land use include an evaluation of impacts to and opportunities to coordinate with the Mobility Plan, Complete Street, safety, and parking management multimodal projects with 3R projects.

TME Policy 3.1.16

The City shall coordinate with the County and the State on driveway and access connection permits to evaluate the impacts to and opportunities to coordinate with the Mobility Plan, Complete Street, safety, and parking management multimodal projects with 3R projects.

TME Policy 3.1.17

The City shall require all comprehensive plan amendments, rezonings, final development engineering plans and changes of land uses evaluate the impacts to and opportunities to coordinate with the Mobility Plan, Complete Street, safety, and parking management multimodal projects.

TME Policy 3.1.18

The City shall consider opportunities for public/private partnerships and for agreements with third parties and other local government entities to advance the Mobility Plan, Complete Street, safety and parking management projects; including the consideration of both front ending and reimbursement agreements, from lawfully available revenue sources, to advance multimodal projects.

TME Policy 3.1.19

The City shall account for sea level rise in the planning and design of the Mobility Plan, Complete Street, safety, and parking management multimodal projects.

TME Policy 3.1.20

The City shall evaluate the provision of safe routes to school in the planning and design of Mobility Plan, Complete Street, safety, and parking management multimodal projects.

TME Policy 3.1.21

A Mobility Fee is one source of revenue to fund the projects identified in the Mobility Plan. Gas, property and sales tax, CRA, County, State and Federal grants and funds, special assessments, higher education student fees, user fees, private party contributions, and parking revenues are all additional sources of revenue that are available to fund projects identified in the Mobility Plan. The City should consider opportunities to combine revenue sources, to the extent permissible, to advance the Mobility Plan, Complete Street, safety and parking management multimodal projects.

TME Policy 3.1.22

The Mobility Plan projects shall serve as the basis for development of a mobility fee. The Mobility Fee shall be a one-time assessment on new development or redevelopment that results in an increase in person travel demand. The Mobility Fee shall be required to meet the dual rational nexus test and shall be reasonably attributable to the person travel demand of new development, infill and redevelopment. Multimodal capacities based upon quality of service standards shall be established to ensure fees are reasonably assignable to the impacts of new development or redevelopment.

TME Policy 3.1.23

The Mobility Fee, consistent with Florida Statute, is intended to replace transportation concurrency and proportionate fair-share contributions, and would be provided in place of a road impact fee.

TME Policy 3.1.24

The Mobility Fee may include provisions to encourage and incentivize new development, infill and redevelopment within the multimodal district and targeted areas of the City. The Mobility Fee may also include provisions to encourage affordable, workforce housing, mixed-use, multimodal supportive development and desired land uses that increase employment and attract economic development consistent with Florida Statutes.

TME Policy 3.1.25

The Mobility Plan and Fee shall be re-evaluated and updated every five years. The Mobility Fee shall be indexed and adjusted for inflation on an annual basis.

TME Objective 3.2

The City shall develop context sensitive Complete Street policies within its Land Development Code. Complete Streets are designed to accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit riders, and mobility impaired individuals. The quality of service standards established under Objective 1.1 may be utilized in the development of Complete Street design requirements.

TME Policy 3.2.1

Complete Street policies shall require that pedestrian, bicycle, transit, motorist and other anticipated users of a multimodal street are included in evaluation and design of street cross-sections based upon anticipated mobility and accessibility needs.

TME Policy 3.2.2

Complete Street policies shall address both travel along the street, as well as crossing the street mid-block and at intersections. The Complete Street policies shall address the need for more high visibility mid-block crosswalks that reduce crossing distances for people walking and bicycling and the use of advanced warning devices such as rectangular rapid reflective beacons (RRFB).

TME Policy 3.2.3

Complete Street policies shall be developed with the flexibility to ensure streets are designed in a context sensitive manner, based upon the existing and future environment in which the street is located.

TME Policy 3.2.4

Complete Street design requirements shall be based upon the premise that each street is unique in form and function and should avoid establishing standardized one-size fits all design requirements.

TME Policy 3.2.5

The Complete Street policies shall include street cross-sections that reduce travel lane widths and allow for innovative cross-sections such as shared streets, yield streets, bicycle priority streets and low speed local streets. Complete Street designs should minimize the width of motor vehicle travel lanes to the greatest extent feasible, while still providing access for emergency response and sanitation vehicles.

TME Policy 3.2.6

The Complete Street policies shall include allowances for reimagining and repurposing right-of-way from the movement of motor vehicles to the movement of people through the development of innovative concepts such as shared streets, bicycle priority streets, dedicated transit lanes, high-occupancy vehicles lanes, shared-use multimodal ways, low speed multimodal lanes, adding on-street parking and widening facilities for people walking, and for people bicycling where on-street facilities are not available.

TME Policy 3.2.7

Complete Street policies shall prioritize the provision of areas for people walking in the design of local streets through use of separated facilities where right-of-way is available. Where right-of-way is limited, shared streets or the use of pavement markings, signage, and vertical barriers where feasible, shall be prioritized to provide safe places for people to walk. Policies for facilities for people walking on collector and arterial roads shall emphasize the physical separation from motor vehicle travel lanes and the incorporation of streetscape, hardscape and landscape within that physical separation.

TME Policy 3.2.8

Complete Street policies for people bicycling should focus on innovative use of speed limits, pavement markings and signage to create safe and comfortable spaces for people bicycling on local streets in a mixed traffic environment. Policies for collector and arterial streets shall first evaluate the provision of protected, physically separated facilities for people on bicycles and allow for innovative use of vertical barriers to separate people on bikes from motor vehicle travel lanes. Where physical barriers are not feasible on collector and arterial roads, the buffering of facilities for people riding on bicycles shall be provided to the maximum extent feasible. For restricted right-of-way along collector and arterials, high visibility pavement markings shall be used on facilities for people bicycling where protected or buffered facilities cannot be provided. Sharrows for bicycles shall be prohibited from use on any road with a speed limit greater than 25 MPH. Where safe and visible facilities for people bicycling cannot be provided, sidewalk, paths or trails shall be designed to accommodate bicycles with high visibility crossings or a level, continuous facility treatment across driveways and intersecting roads and streets.

TME Policy 3.2.9

The Complete Street policies shall incorporate streetscape, hardscape, landscape, street trees, street lights and the integration of architectural features and art work within street and road right-of-way. The provision of shade for people walking and bicycling shall be incorporated into cross-sections to the maximum extent feasible.

TME Policy 3.2.10

Complete Street policies shall incorporate on-street parking, once safe, connected, visible, and convenient facilities for people walking and bicycling have been provided within the right-of-way. On-street parking should be provided on both sides of all streets and roads with speed limits of 35 MPH or slower where right-of-way is available, and spaces have been provided for people walking and bicycling. The width of on-street parking may vary and the use of drop curbs, pavers, brick or other treatments other than asphalt is encouraged to visually delineate on-street parking areas and motor vehicle travel lanes.

TME Objective 3.3

The City will seek to improve the safety of the multimodal transportation system and reduce the number of traffic fatalities and severe injuries for all users of the transportation system on City streets, and County and State Roads within the City by 2040.

TME Policy 3.3.1

The City supports a multi-disciplinary approach to reduce the number of traffic fatalities and severe injuries that includes engineers, planners, law enforcement, fire rescue, public health representatives and other community stakeholders.

TME Policy 3.3.2

The City, in coordination with FDOT, St. Johns County and the North Florida Transportation Planning Organization (TPO) shall identify high collision locations, and identify appropriate operational and safety improvements for all users of the transportation system, with priority given to improvements for people walking, bicycling and riding transit.

TME Policy 3.3.3

The City shall consider development of a safety plan that integrates components of Engineering, Enforcement, Encouragement, Equity and Evaluation.

TME Policy 3.3.4

The City shall consider a neighborhood speed limit program that reduces posted speed limits on local residential streets to 15 MPH and 20 MPH, collector streets to 20 MPH and 25 MPH, and arterial roads to 25 MPH, 30 MPH and 35 MPH, depending upon the context, design and street network and innovative traffic calming techniques to encourage lower motor vehicle speeds and provide a safer environment for people to walk and bicycle through shared streets and bicycle priority streets.

TME Policy 3.3.5

The City shall consider a speed limit program for the Historic Districts that reduces posted speed limits on streets to 15 MPH, 20 MPH and a maximum of 25 MPH on collector streets and arterial roads, depending upon the context, design and land uses adjacent to the street network and the reduction in travel lane widths, the extension of curbs, the addition of high visibility enhanced crosswalks, greater allowance of on-street parking and the development of shared streets and bicycle priority streets.

TME Objective 3.4

The City shall develop parking management strategies in the Land Development Code (LDC) that encourages park once environments, protect residential neighborhoods and provides sufficient on-site parking and maneuvering to meet the travel demands of the land-use for which the on-site parking is provided.

TME Policy 3.4.1.

The City will establish parking requirements for new development and redevelopment based on industry standards and the latest edition of the Institute of Transportation Engineers Trip Generation Manual.

TME Policy 3.4.2

The City will establish policies that allow for a private development to conduct a shared parking plan and program for mixed-use development and redevelopment.

TME Policy 3.4.3

The City shall encourage on-street parking on residential streets, collectors and arterials, where adequate right-of-way exists, to slow down traffic, provide greater separation between sidewalks and travel lanes, encourage infill and redevelopment, and accommodate new growth.

TME Policy 3.4.4

The City shall continue to acquire and require smaller emergency vehicles and sanitation vehicles to service residential neighborhoods to better navigate neighborhood streets with on-street parking on one or both sides of the street.

TME Policy 3.4.5

The City shall establish a program that permits a development to make a payment to in-lieu-of fee to the City instead of providing on-site parking once parking garages have been constructed that provide adequate parking to accommodate a fee in-lieu of program.

TME Policy 3.4.6

The City shall establish policies in the Land Development Code that encourage park once environments within the multimodal district and mixed-use developments.

TME Policy 3.4.7

The City shall explore the acquisition of underutilized retail parcels to establish high turn-over parking lots with maximum time limits of no more than two hours to serve commercial businesses within the historic districts that are not able to provide on-street parking or where on-street parking is removed on San Marco Avenue, Anastasia Boulevard and King Street. The parking lots shall employ dynamic parking technology to ensure the spaces are reserved to provide quick turnover to serve local businesses.

TME Policy 3.4.8

The City shall establish landscape requirements and green infrastructure requirements to address heat island impacts and stormwater run-off for private developments that construct parking lots that serve an attraction or a transit or tram service or for lease or fee payment parking.

TME Policy 3.4.9

The City shall establish access, design, circulation, landscape, buffering, screening, lighting, pavement, pervious pavement, and stormwater management design standards. The standards shall allow for innovations such as tandem parking, podium parking, compact parking and efficient drive aisle width requirements.

TME Policy 3.4.10

The City shall establish bicycle parking requirements for development and redevelopment. The City shall consider establishing scooter, moped and motorcycle parking requirements. The City may consider allowances for parking reductions for developments that provide bicycle, scooter and car sharing programs.

TME Policy 3.4.11

The City shall consider establishing drop-off, pick-up and loading requirements for deliveries, ride hailing services, shared mobility services and transit.

TME Policy 3.4.12

The City shall establish parking management strategies within the multimodal district that utilizes dynamic parking rates for events and peak season parking demands to encourage parking once in either the Historic Parking Garage or in peripheral parking garages identified in the Mobility Plan. Strategies shall include the use of variable message technology on major corridors entering the multimodal district that provides real time information on the availability of parking and indicates the price for on-street parking and parking in the Historic Parking Garage. On-street parking shall charge the highest hourly rate during events and peak season to discourage visitors from congesting streets while searching for parking. On-street parking shall also include limited duration parking, typically two hours or less, to encourage higher turnover and improve access to local businesses.

TME Policy 3.4.13

The City shall establish a residential parking permit program that only allows on-street parking in certain neighborhoods to residents of the neighborhood. The maximum number of permits for each residential unit shall be limited. The program may provide a program where temporary visitor permits may be purchased. Visitors and short term rental visitors will be encouraged to park in garages and in periphery parking structures and lots.

TME Policy 3.4.14

All public and private parking garages with more than 250 parking spaces, shall be directly served by a four-lane divided road that provides direct access to US 1, SR 207, SR 16 and Anastasia Blvd. Four lane divided roads included on the Mobility Plan and programmed in the Capital Improvements Program shall meet the requirement that the parking structures are directly accessed by a four-lane divided road. No development order approvals shall be approved for a parking structure that does not have direct access to a four-lane divided road or where a four-lane divided road is included on the Mobility Plan and fully funded in the Capital Improvements Program.

TME Policy 3.4.15

The City shall consider the development of mobility hubs that help create park once environments and provide shared parking spaces for a variety of land uses that may not have available land to provide on-site parking to encourage infill, redevelopment and increased residential densities. Mobility hubs also serve as locations to provide pick-up and drop-off locations for transit, carpool and ride-hailing services and centralized areas to provide shared mobility programs such as car sharing, bicycles, electric bicycles and electric scooters. The City will evaluate multiple funding sources including the leasing of spaces by private development, federal and state grants, CRA funds, mobility fees and fees assessed on shared mobility programs.

TME Policy 3.4.16

The City may designate future transit oriented developments along future commuter rail corridors. To the greatest extent feasible, the City should evaluate opportunities for public private partnerships to locate parking garages within transit oriented developments in furtherance of creating a park once environment. The transit oriented developments shall be designed to accommodate multimodal access and connectivity with the City's existing and planned multimodal improvements.

TME Objective 3.5

The City will establish access management, cross-access, and curbside management standards in the Land Development Code.

TME Policy 3.5.1

The City shall develop land development regulations for access management, driveway access reductions and design, cross-access connections that account for redevelopment and infill development of adjacent properties, internal vehicle circulation, vehicle queue storage and multimodal access to adjacent developments and existing roads and streets.

TME Policy 3.5.2

The City shall evaluate developing land development regulations for curbside management that includes drop-off and pick-up areas for ride hailing services, car/van pools and requirements for areas designated for bike share and car share, including provisions for electric charging of bikes, cars, and other new mobility technologies.

TME Policy 3.5.3

The City may consider the development of criteria for development to conduct site impact assessments to address access connections to the existing transportation system and connectivity between developments.

TME Objective 3.6

The City shall evaluate the establishment of requirements to regulate new mobility technologies, including rental vehicle services, ride hailing services, transportation network companies (TNC), mobility as a service (MaaS) providers, and car, bike and mobility sharing services as well as any existing or new mobility technology, system, program or service that operates within the City on publicly owned right-of-way and publicly accessible easements.

TME Policy 3.6.1

The City shall have the right to license, permit, and regulate the operations for mobility technology providers, systems and programs.

TME Policy 3.6.2

The City shall have the right to require data from mobility technology providers, systems and programs.

TME Policy 3.6.3

The City shall have the right to establish fees on mobility technology providers, systems and programs to offset the capital, operation and maintenance of the transportation system, including transit operations and mobility services and programs within the City that are utilized by such mobility technology providers, systems and programs.

TME Policy 3.6.4

The City shall evaluate the establishment of land development regulations and mobility strategies to regulate and control the curb of public and private right-of-way for drop-off and pick-up of users, deliveries and packages, parking, docking requirements, accessibility requirements, maintenance and operations, and dockless e-mobility transport devices, such as bicycles and scooters.

Transportation and Mobility Element Data & Analysis

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Transportation and Mobility Element

Chapter 163.3177 (6)(b) F.S.

Introduction

The new Transportation and Mobility Element of the Comprehensive Plan is a required element under Florida's Local Government Community Planning Act (Chapter 163, Florida Statutes). The element is the chapter of the Comprehensive Plan that establishes the overall plan and framework for a long-term transportation network, addressing impacts of traffic, and establishing a program to encourage multiple modes of transportation for the City. It is the element that outlines the important issues to try to address traffic, livability, tourist volume, and a potential balance of modern transportation needs in an ancient city. To this end, the Transportation and Mobility Element contains the Mobility Plan for the city and a set of Goals, Objectives and Policies.

Purpose

The Mobility Plan for the City of St. Augustine includes a range of options to manage vehicular traffic and congestion, reduce pressure and improve the transportation experience downtown, while simultaneously encouraging the use of multimodal transportation and other associated improvements.

Management strategies include establishing a park once environment, access to short and long-term parking that encourages the use of the existing historic district parking garage, and implementation of variable parking pricing to encourage the efficient use of the existing parking in the downtown area. Downtown management also includes shared streets, pedestrian, bicycle and accessibility improvements, along with a potential circulator system.

Encouraging multimodal transportation includes developing peripheral parking facilities, which may be surface initially and/or eventually parking garages, improving regional road, rail and trail connections, providing safe and connected facilities for pedestrian and bicycle usage, and utilizing water taxis on the City's waterways.

Background

For over 450 years St. Augustine developed from a Spanish military outpost to a modern city with a tourism-influenced economy driven by historical and natural resources and a community that honors its local heritage. The journey to define its image and promote the city's opportunities began more than 450 years ago, the city has withstood many hardships and challenges including enemy attacks, changes in governmental control, human and natural hazards, cultural shifts and transformations, and economic fluctuations. All these events have influenced the unique character of St. Augustine.

As far back as the early nineteenth century, St. Augustine has been recognized as unique from the rest of the United States with a Spanish Colonial Town Plan and Fort, and supporting neighborhood, commercial, and institutional development expanding from this central context. The preservation of its architectural heritage and archaeological record are a high priority as well as its continued viability as a livable community with a balance of culture and economy.

The impacts and pressures of a modern society within a significant historic environment requires considerable effort to balance priorities of protecting the quality of life and cultural resources against a booming tourist economy and rapidly growing St. Johns County. The small town, mixed-use urban context deserves protection to maintain its industrious and charming character for future generations.

Visioning

The City initiated a visioning process that began in 2014 where volunteers worked together to garner input and provide feedback to develop a vision plan. The *Vision 2014 & Beyond* document was adopted in June 2015 including a set of governing principles that encouraged a livable and vital community. Providing a balanced, resilient and sustainable environment to encourage livability and vitality is a strategic priority.

Effective transportation planning and investment can support desired qualities in a community. Defining those qualities to enhance them and encourage a “livable”, sustainable community is the key. Sustainable transportation issues include environmental responsibility, and promoting areas where people can live, work, learn, play and shop.

Analysis of Existing Conditions

The existing conditions on the roadways within and through St. Augustine are unique. St. Augustine is one of a few historic downtowns that are crisscrossed with State and federally designated highways. In hindsight this has caused a lot of stress and destruction to the colonial downtown. Ironically though, it has probably also contributed to its evolution as a city and its ability to survive as a living city.

SR A1A, US Highway 1, SR 207, SR 16, SR 312 and State designated 5a (King Street and San Marco Avenue) pass right through the city. This encourages “cut through” traffic, contributes to congestion and makes it difficult for residents, and local traffic to access the downtown. It is understood that almost 20% of the traffic driving through the city do not stop or do not have a destination within the city. This has become more of a problem as the growth in St. Johns County has continued. In 1970 the population of the city was approximately 14,000 people, similar to today, but it represented 40% of the population living within the entire County. Now the same population in 2010 represents only approximately 7% of the County population. This has a significant impact on the volume of traffic on the roads within the city.

Additionally, given the nature of the historic environment there is little to no ability to structurally change or widen the main roadways through the city, especially King Street and San Marco Avenue, and the historic core area. Graphics 1 and 2 illustrate the actual dangers associated with the traffic volumes by representing the crash data between 2009-2019. This data illustrates the number of crashes and the severity of the crashes in the downtown area.

It is through this update that the City has realized the need to consider transportation and mobility planning from a small urban perspective and look at the city as a functionally urban area with urban conditions. This perspective has helped to realize the need to change from a “traditional” transportation concurrency analysis to more context sensitive mobility planning.

Current Level of Service

Table 1 below represents the City of St. Augustine 2011 adopted Comprehensive Plan adopted levels of service for roadways within the city. These levels cannot be maintained under current conditions and within the typical “concurrency management” system previously established.

Table 1. Current Level of Service

Road Classification	Adopted LOS	Adopted LOS Transitioning Areas	AADT two-way traffic count
Principal Arterials	C	D	
SR 16			25,500
SR 16 W. of San Marco			5,800
US 1 (Ponce Blvd)			
S. of SR 207			39,500
N. of Spencer			47,400
S. of Daniels			46,500
N. of King			34,000
S. of San Carlos			40,000
S. of SR 16			33,500
N. of SR 16			23,500
Minor Arterials	D	E	
SR A1A E. of Vilano Bridge			14,900
SR A1A E. of San Marco			15,100
SR A1A E. of Bridge of Lions			19,500
SR A1A S. of Gerado			19,500
SR A1A S. of Comares			21,000
SR A1A S. of Anastasia Park			22,500
SR A1A N. of Old Quarry			21,500

SR A1A N. of SR 3			8,200
CR A1A S. Old Beach Road			4,900
King Street (SR5A)			
SR 5A W. of Malaga			18,500
SR 5A W. of Iberia			18,000
SR 5A W. of ML King			12,500
SR 5A E. of St George (one-way)			7,000
			7,200
SR 5A Cathedral Place			
Avenida Menendez/San Marco (SR5A)			
SR 5A N. of Treasury			17,100
SR 5A N. of Old Mission			14,500
SR 5A S. of May Street			13,500
SR 5A N. of May Street			13,000
SR 5A S. of SR 16			11,000
SR 207 SW of US 1			11,600
SR 312 W. end of Bridge			37,500
SR 312 E. of SR A1A			7,200
Collectors (Major and Minor)	D	D	
San Marco Avenue N. of SR 16			6,100
W. King Street W. of Whitney			11,000
Masters Drive N. of McWilliams			6,100
Fullerwood Drive			
S. Dixie Hwy N. of Davis			1,700
Cordova Street S. of King			3,800
Cordova Street N. of Cathedral			4,200
Marine Street			
Palmer Street			
S. Whitney St N. of Old Spanish Tr			1,400
St. Augustine Blvd			
Comares Avenue E. of Murat			400
S. Matanzas Blvd S. of Anastasia			1,100
Inlet Drive			
Grove Avenue			
Iberia Street N. of King Street			2,200
Leonard Street			
Coquina Avenue			
South Street			

Park Avenue E. of San Marco Ave		500
Menendez Road		
Evergreen Avenue		
A1A South		
Lewis Speedway Rd N. of School House Rd		5,100
Martin Luther King Avenue S. of King St		3,800

Source: FDOT, City of St. Augustine 2030 Comprehensive Plan – Transportation Element

The traffic counts for 2016 also demonstrate a typical peak season in St. Johns County, which was from February 28, 2016 – May 28, 2016 countywide. The peak season on I95 through the county for 2016 was February 21, 2016 – May 21, 2016. This substantiates the spring break tourist season in the area.

Description of Changes since Previous Plan

Several issues have changed or evolved over time since 2011. The St. Johns County population has continued to increase steadily, which impacts the city. It now seems that the county population considers St. Augustine its own downtown. And the tourism industry has continued to boom for the county and the city, as well.

Population

Based on an analysis consistent with methodology suggested by the Department of Community Affairs (DCA) in 2011 the following Table 2 illustrates population and unit projections for the City of St. Augustine based on the assumption that the City population will continue to be a consistent proportion of the County population, as applied to the BEBR medium projected population for St. Johns County.

Table 2: BEBR Medium Population Projections & Need for Residential Units

Year	St. Johns County	City of St. Augustine	Population Change	Units Needed
Census 1990	83,829	11,692		
Census 2000	123,135	11,592	(100)	
Census 2010	190,039	12,975	1,383	601
Projected 2015	213,566	13,590	615	267
Projected 2020	255,300	12,765	(825)	(358)
Projected 2025	295,800	14,790*	2,025	880
Projected 2030	329,600	16,480*	1,690	735
Projected 2035	359,600	17,980*	1,500	652
Projected 2040	386,600	19,330*	1,350	587
Projected 2045	412,780	20,635*	1,305	567
		Total	9,043	3,931**

Sources: 1. 2015 BEBR Statistical Abstract

2. Florida Department of Community Affairs (DCA) in 2011

*Projections including and after 2025 are based on a steady rate of 5% of the projected St. Johns County population.

**Based on 2.30 persons per household in the City of St. Augustine, 2010 U.S. Census.

The analysis included in this Comprehensive Plan revision is based on a steady growth rate of 5% of the St. Johns County's population. However, based on the vacant land analysis residentially designated vacant land will only accommodate 1,552 dwelling units. If the City increases population at the calculated growth rate through 2045 the additional required units will potentially be provided through redevelopment of property at a higher density than is currently existing or some other means.

The potential for higher density or intensification of infill and redevelopment support the "urbanization" of St. Augustine proper, which in turn supports multimodal transportation options and context sensitive alternatives to transportation planning.

Tourism

Tourism is a large part of the economy in St. Augustine. The St. Johns County Tourist Development Council (TDC) spends millions of dollars promoting the County for tourist opportunities in six (6) areas: outdoor recreation, family, arts and culture, history, romance, and golf. In 2016 a total of 6,780,462 visitors came to St. Johns County, 2,581,292 just for the day.

The TDC reports that:

- 62% of the visitors stayed more than one or more nights;
- 73% of the overnight visitors stayed in hotels or B&Bs;
- 96% walked historic St. Augustine (6,509,244 people);
- 86% Dined in restaurants;
- 55% Paid admission to visit a historical site or museum (3,729,254 people);
- 46% Took a trolley, walking or ghost tour (3,119,013 people); and,
- 23% Engaged in beach activities.

These statistics emphasize the importance of St. Augustine to the tourist industry in St. Johns County. A total of 854,664 people toured the fort in downtown St. Augustine in 2016, which is almost 13% of all of the visitors to the County during that year. Between 2006-2017, 8.8 million people, averaging 734,664 people a year toured the Castillo de San Marcos (fort). Since 1934 over 45 million people have toured the fort. In 2017 876,975 people toured the fort, the most recorded since 1934, and one of the top four (4) years (1992, 2015, 2016, 2017). The Fort is centrally located to the downtown.

The volume of tourists through the City is a huge impact on the economy, but is also a huge strain on the livability of a real City for the people that live here. This issue creates strains for mobility, infrastructure impacts, historic resources, and neighborhood quality of life.

Given the limitations and inability to widen the main roadways through St. Augustine tourists in single occupancy vehicles contribute to the congestion on the roadways, and emphasize the need for alternative forms of parking, transportation, multimodal planning and ultimately mobility planning.

Mobility Planning – Programming

The proposed amendments to the Transportation Element (TE) of the Comprehensive Plan seek to implement changes related to transportation concurrency, existing roadway level of service standards, and policies that largely emphasize the movement of motor vehicles, rather than the movement of people by multiple modes of transportation.

The first proposed amendment is renaming the Element to the Transportation and Mobility Element (TME) emphasizing the importance of mobility and multimodal forms of transportation for the future. Therefore, the proposed amendments establish multimodal quality of service standards for streets and people walking, bicycling, and riding transit. The proposed amendments also establish the policies to develop and implement a mobility plan and for the future adoption of a mobility fee as an alternative funding system per Florida Statute. The mobility plan and proposed amendments integrate parking management strategies to address congestion and enhance mobility.

Parking is a significant issue that impacts congestion and mobility and is not really addressed in the 2011 Comprehensive Plan, except for the need to establish standards in the land development regulations. The proposed amendments also establish policy direction for addressing safety, Complete Streets, curbside management, and the regulation of new mobility technology. The management of curbside space and new micromobility and microtransit technologies are significant emerging issues that should be addressed by the City's updated Comprehensive Plan.

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida to adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated transportation "concurrency" was adopted to ensure the health, safety and general welfare of the public by ensuring that adequate roadway capacity would be in place to accommodate the travel demand created by new development.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from the new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka "deficient" or "backlogged") and to add new capacity through new roads and widening roads to meet the travel demand impacts of the new development and be deemed "concurrent".

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth, where road capacity was unavailable or cost prohibitive to build, and encouraged sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct.

In the late 1990's, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternative means to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA). The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees and require significant transportation capacity improvements. In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did not meet requirements to qualify for TCEAs or TCMAs.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and mobility fees and report the finding to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The City of St. Augustine was designated as a DULA as part of the 2009 legislation. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees. However, the Legislature did not take any formal action on mobility plans and mobility fees as the State was in the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity roadways were to be addressed in concurrency analyses.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades. The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (FDEO).

The Act essentially removed the FDEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process. Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, the calculation of proportionate share and how local governments address backlogged roads.

Florida Statute 163.3180 (1) provides local governments with the flexibility to establish concurrency requirements and states:

“Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. Additional public facilities and services may not be made subject to concurrency on a statewide basis without approval by the Legislature; however, any local government may extend the concurrency requirement so that it applies to additional public facilities within its jurisdiction”.

Florida Statute 163.3180 (1)(b) requires that local governments that implement optional concurrency requirements, such as transportation concurrency, are required to demonstrate that the improvements necessary to achieve adopted level of service standards are funded in the capital improvements program and states:

“The local government comprehensive plan must demonstrate, for required or optional concurrency requirements, that the levels of service adopted can be reasonably met. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified pursuant to the requirements of s. 163.3177(3). The comprehensive plan must include principles, guidelines, standards, and strategies for the establishment of a concurrency management system”.

The Florida Legislature provides further requirements for local governments that continue to implement transportation concurrency through Florida Statute 163.3180 (5)(a) thru (e):

“(a) If concurrency is applied to transportation facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service to guide its application.

(b) Local governments shall use professionally accepted studies to evaluate the appropriate levels of service. Local governments should consider the number of facilities that will be necessary to meet level-of-service demands when determining the appropriate levels of service. The schedule of facilities that are necessary to meet the adopted level of service shall be reflected in the capital improvement element.

(c) Local governments shall use professionally accepted techniques for measuring levels of service when evaluating potential impacts of a proposed development.

(d) The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level of service standard. A comprehensive plan that imposes transportation concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan, consistent with the requirements of s. 163.3177(3). The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period.

(e) If a local government applies transportation concurrency in its jurisdiction, it is encouraged to develop policy guidelines and techniques to address potential negative impacts on future development:

- 1. In urban infill and redevelopment, and urban service areas.*
- 2. With special part-time demands on the transportation system.*
- 3. With de minimis impacts.*
- 4. On community desired types of development, such as redevelopment, or job creation projects”.*

The City of St. Augustine 2011 Comprehensive Plan currently has adopted roadway level of service standards (LOS) of “D” on most streets and roads within the City. A roadway LOS of “D” is a typical standard adopted by most communities prior to the 2013 Community Planning Act adoption. A roadway LOS of “D” recognizes some level of traffic congestion during peak hours, however, traffic still flows at a fairly uniform rate. As the oldest City in the United States with a transportation network designed by the Spanish dating back to the mid 1500’s, the opportunity to widen roads to achieve a roadway LOS “D” cannot be achieved without causing significant disruption to the City’s gridded transportation network and negative impact on historic buildings, structures, and sites. Maintaining roadway LOS standards and transportation concurrency requirements that cannot be achieved is inconsistent with state statute.

The Florida Legislature recognized that many cities in Florida face similar issues related to meeting roadway LOS standards adopted into comprehensive plans intended to implement transportation concurrency. The 2013 Legislative Session brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt alternative concurrency systems. House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and established mobility plans and associated mobility fees as an alternative to transportation concurrency by which local governments can allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact. The Legislature also clarified in the Community Planning Act that any backlog facility is the responsibility of local governments; new development shall not be charged for backlog (aka deficient or over capacity roads) and that new developments can assume any backlog facility will be addressed by local governments when calculating its proportionate share mitigation.

The Community Planning Act, which was amended by the Florida Legislature in 2019, provides the following guidance for local governments that elect to repeal transportation concurrency and adopt an alternative mobility funding system using one or more of the tools and techniques identified in Florida Statutes 163.3180(5)(f) such as:

- “1. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density.*
- 2. Adoption of an areawide level of service not dependent on any single road segment function.*
- 3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.*
- 4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.*
- 5. Establishing multimodal level of service standards that rely primarily on nonvehicular modes of transportation where existing or planned community design will provide adequate level of mobility.*
- 6. Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.”*

The Community Planning Act provides the following guidance for local governments, for adopting an alternative to transportation concurrency through Florida Statute 163.3180 (5) (i), which states:

“If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development’s identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government’s plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with s. 163.31801 governing impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)”.

Florida Statute 163.3180 (5)(f)(2) suggest exploring areawide roadway LOS standards as an alternative to segment specific roadway LOS standards. Initial drafts provided, areawide roadway LOS standards as a replacement of segment specific roadway LOS standards. The areawide road LOS standards were provided as a possible transition from the 2011 transportation concurrency system to a mobility plan and mobility fee system. The intent of the City’s Mobility Plan is to move away from a focus on the movement of vehicles towards emphasizing and planning for the movement of people through a multimodal transportation system. This includes the intent of the

City to explore adopting mobility fees as a replacement for transportation concurrency and proportionate share.

The intent of a mobility plan and mobility fee is to provide an alternative to transportation concurrency. Especially with the fact that the ability to widen roads or improve intersection capacity is extremely limited within the City, without negatively impacting the historic street grid, historic buildings, structures, and cultural resources. The City has no plans to add road capacity within its historic district. There are two future roadway projects along State Road 312 and parallel to State Road 16 included in the Mobility Plan for future consideration by FDOT (See project list). However, both would be beyond the 2040 Mobility Plan horizon year. Further, both of those improvements are largely outside the historic districts and would serve more regional traffic, rather than traffic generated by the City of St. Augustine.

Mobility Plan

Since the City no longer intends to implement transportation concurrency and since it cannot widen roads to provide more capacity, the updated comprehensive plan seeks to eliminate segment specific roadway LOS standards and to not adopt areawide roadway LOS standards. The updated comprehensive plan includes a unique approach to evaluating the quality of service (QOS) on a street/road. This QOS is based upon the street/road speed limit. The design speed limit is one of the most important factors in determining the design of a street or road. The lower the speed limit, the greater the emphasis on the safe movement of people, whether they are walking, bicycling, or driving. For purposes of the proposed Goals, Objectives and Policies (GOPs), the quality of service standards will use posted speed limits which is more readily available data than original design speeds. The proposed street QOS are focused on making it safer to walk and bicycle, and they more appropriately reflect the function of different classifications of streets and roads, especially within the historic districts (for purposes of mobility, the historic districts have been included in an overall proposed multimodal district, See Figure 1).

For local streets and shared streets which emphasize walking and bicycling and provide direct access to homes and businesses, quality of service (QOS) standards will be set at either QOS of "A", which would be equivalent to a posted speed limit of 15 MPH or less, or a QOS of "B", which would be equivalent to a posted speed limit of 20 MPH. Collector streets, which connect local and shared streets to arterial roads, will be set at either QOS of "B", which would be equivalent to a posted speed limit of 20 MPH, or a QOS of "C", which would be equivalent to a posted speed limit of 25 MPH.

Arterial roads, which are focused on moving higher volumes of traffic and consist of roads maintained and owned by the Florida Department of Transportation (FDOT), will have either a QOS of "C", "D" or "E". Arterial roads within the historic downtown district would have a QOS standard of "C". Arterial roads on the periphery of the multimodal district would have a QOS of "C" or a QOS standard of "D", which would be equivalent to a posted speed limit of 30 MPH. Arterials outside of the multimodal district, which are intended to carry higher volumes of traffic and serve more through movements, would have either a QOS of "D" or a QOS standard of "E", which would be equivalent to a posted speed limit of 35 MPH or greater. For arterial roads with a

QOS Standard of “E”, design speeds are typically between 5 to 10 MPH above the posted speed limit.

Establishing QOS standards based on posted speed limits more accurately reflects the intended purpose of a street or road and the desired level of people walking and bicycling, along with access to adjacent land uses. The lower the speed, the greater the accessibility to adjacent land uses and an emphasis on safely walking and bicycling. The higher the speed limit, access to adjacent land uses becomes more restrictive, with a greater emphasis on the movement of vehicles. The proposed QOS standards also more accurately reflect the speed of travel that motorists should expect to achieve during normal travel. Motorists should not expect to be able to achieve posted speed limits during peak hours or special events.

The following are the proposed street/road QOS standards based upon posted speed limit included in the Goals, Objectives and Policies (GOPs):

Table 3: Speed limit Quality of Service Standards

<u>Posted Speed Limit</u>	<u>Street and Road Quality of Service Standard</u>
<u>15 MPH or less</u>	<u>A</u>
<u>20 MPH</u>	<u>B</u>
<u>25 MPH</u>	<u>C</u>
<u>30 MPH</u>	<u>D</u>
<u>35 MPH or greater</u>	<u>E</u>

Source: City of St. Augustine, 2040 Mobility Plan, NUE Urban Concepts, 2019

The establishment of street and road QOS standards provides an opportunity for the City to implement street and road designs that can create safer conditions for people to walk and bicycle and allow for smaller lane widths, shared streets, Complete Streets and innovative designs to lower motor vehicle speeds. The QOS standards also allow for greater levels of neighborhood traffic calming to improve safety and potentially reduced cut through traffic. The following table provides the street and road QOS for major local, collectors and arterials within the City:

Table 4: Roadway Quality of Service Standards

Road	From	To	Posted Speed Limit	Street & Road QOS
King Street	City Limits	Palmer Street	25	C
King Street	Palmer Street	Ponce De Leon Blvd (US 1)	25	C
King Street	Ponce De Leon Blvd (US 1)	Riberia Street	25	C
King Street	Riberia Street	Cordova Street	25	C
King Street	Cordova Street	Avenida Menendez	25	C
Bridge of Lions (A1A)	Avenida Menendez	Dolphin Drive	30	D
Anastasia Blvd (A1A)	Dolphin Drive	Arredondo Avenue	30	D
Anastasia Blvd (A1A)	Arredondo Avenue	Comares Avenue	40	E
Anastasia Blvd (A1A)	Comares Avenue	SR 312	40	E
Dixie Hwy (US 1)	SR 312	SR 207	45	E
Ponce De Leon Blvd (US 1)	SR 207	Lewis Blvd	45	E
Ponce De Leon Blvd (US 1)	Lewis Blvd	King Street	35	E
Ponce De Leon Blvd (US 1)	King Street	Castillo Drive	35	E
Ponce De Leon Blvd (US 1)	Castillo Drive	May Street	40	E
Ponce De Leon Blvd (US 1)	May Street	SR 16	40	E
Ponce De Leon Blvd (US 1)	SR 16	San Marco Avenue	45	E
Ponce De Leon Blvd (US 1)	San Marco Avenue	Lewis Speedway	45	E
Avenida Menendez (A1A)	St. Francis Street	King St	20	B
Avenida Menendez (A1A)	King Street	Cuna Street	25	C
Castillo Drive (A1A)	Cuna Street	San Marco Avenue	25	C
Castillo Drive	San Marco Avenue	Ponce De Leon Blvd (US 1)	25	C
San Marco Avenue (A1A)	Castillo Drive	May Street	25	C
San Marco Avenue	May Street	Ponce De Leon Blvd (US 1)	30	D
Cordova Street	St. George Street	King Street	20	B
Cordova Street	King Street	Orange Street	20	B
Bridge Street	Cordova Street	Riberia Street	20	B
South Street	Marine Street	Riberia Street	20	B
Orange Street	Castillo Drive (A1A)	Ponce De Leon Blvd (US 1)	20	B
ML King Avenue	South Street	King Street	20	B
Riberia Street	South Street	King Street	25	C
Riberia Street	King Street	Orange Street	20	B
Riberia Street	Orange Street	Castillo Drive (A1A)	25	C
May Street (A1A)	San Marco Avenue (A1A)	Magnolia Avenue	30	D
May Street (A1A)	Magnolia Avenue	Coastal Highway (A1A)	40 / 45	E
SR 312	Dixie Hwy (US 1)	Matanzas River	45	E
SR 312	Matanzas River	Anastasia Blvd (A1A)	50	E
SR 16	Lewis Speedway	Ponce De Leon Blvd (US 1)	35	E
Picolata Drive	Ponce De Leon Blvd (US 1)	San Marco Avenue	35	E
Dixie Highway	SR 207	Pellicer Lane	25	C
Pellicer Lane	Dixie Highway	King Street	25	C

Palmer Street	King Street	Evergreen Avenue	25	C
Evergreen Avenue	Palmer Street	Masters Drive	25	C
Masters Drive	Evergreen Avenue	SR 16	25	C

Source: City of St. Augustine, 2040 Mobility Plan, NUE Urban Concepts, 2019

Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal service standards as part of an alternative to transportation concurrency. The proposed GOPs establish multimodal QOS standards for sidewalks, paths and trails that accommodate travel demand for people walking, jogging, running, skating, riding a bicycle, scooter or micromobility device based on the width of the facility and the type of physical separation from motor vehicle travel lanes. The proposed GOPs also establish multimodal QOS for bike lanes that accommodate travel demand for people skating, riding a bicycle, scooter, skateboard, or micromobility device based on the width of the facility and either the level of physical separation from motor vehicle travel lanes, the visibility of the facility or the posted speed limit. The proposed GOPs also establish multimodal QOS standards for transit based upon frequency of service. The service standards are only for roadways or corridors that feature transit service. The City proposes to achieve this goal through development of a mobility plan and a mobility fee.

Plan Projects

The mobility plan projects are intended to meet the growing demand for person travel between 2020 and 2040. While St. Augustine itself is growing as a City as illustrated by the projected population and employment growth provided in the Future Land Use Element data and analysis, the real demand is occurring from the growth of unincorporated St. Johns County and Northeast Florida in general. To evaluate future travel demand, the Northeast Regional Planning Model (NERPM) developed by the North Florida Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan (LRTP) was evaluated. The NERPM model includes Baker, Clay, Duval, Nassau, Putnam, and St. Johns Counties. The analysis revealed that there is robust growth in vehicle and person travel demand within the City, the County, and Northeast Florida. The growth in vehicle and person travel demand in the City is influenced by both increases in development, as well as overall growth in St. Johns County. Vehicle miles of travel within St. Augustine is projected to increase by roughly 268,300, while person travel demand is projected to increase by roughly 496,360 between 2020 and 2040.

Table 5: Miles Travelled

Year	City of St. Augustine	City of St. Augustine to SR 313 Extension	St. Johns County	Northeast Florida
Vehicle Miles of Travel (VMT)				
2020	831,951	1,336,391	9,285,903	58,713,783
2040	1,100,251	2,052,333	14,609,704	78,011,647
Increase	268,301	715,942	5,323,801	19,297,864
Person Miles of Travel (PMT)				
2020	1,539,109	2,472,323	17,178,920	108,620,500
2040	2,035,465	3,796,817	27,027,952	144,321,546
Increase	496,356	1,324,494	9,848,032	35,701,046
Notes: The base year of the NERPM is 2010, the horizon year is 2040. The 2020 model volumes were derived from the base year and future year model volumes. The person miles of travel were derived by multiplying the VMT by a PMT factor of 1.85 based on data from the 2017 National Household Travel Survey (NHTS) for Florida. It should be noted, that the data provided in this analysis may be revised and refined for final inclusion in the mobility fee technical report.				

Source: NUE Urban Concepts, 2019

It should be noted that the current City of St. Augustine city limits varies. The model data used is based on all roads within the City, and those in which City limits crossed or the road segment ended at a logical terminus, such as including all of US 1 from SR 312 to King Street and all of SR 312 from SR 207 to Anastasia Blvd (A1A). The data was also evaluated out to the proposed SR 313 extension, as one primary purpose of the extension is to provide regional traffic with an alternative to driving through the City of St. Augustine. Extending out to SR 313 also included the rest of SR 312 from US 1 to SR 207, SR 207 from the SR 313 extension to US 1, SR 16 from the SR 313 extension to Lewis Speedway, and US 1 North from Lewis Speedway to the SR 313 extension north of St. Augustine.

The data illustrated a significant increase in VMT by extending the analysis out to SR 313 and illustrated the importance of the corridor in serving regional traffic. There is also induced demand that is likely occurring, essentially build it and they will come. While the SR 313 extension is not within the City of St. Augustine, it has been included on the 2040 Mobility Plan, Figure 2, in recognition that it will serve as a major component to moving vehicles and people. The projected increase in vehicle and person travel demand was used as a baseline to develop the projects for inclusion in the 2040 Mobility Plan.

Table 6: List of Potential Mobility Projects

I	Proje	Fro	To	Length	Project	Time
1	King Street	Avenida Menendez	N Rodriguez Street	1.45	Multimodal Way	2020--
2	Avenida Menendez	King Street	W Castillo Drive	0.60	Trail	2020--
3	Avenida Menendez	King Street	St. Francis Street	0.30	Trail	2020--
4	Vilano Causeway /	San Marco Avenue	Coastal Highway (A1A)	1.85	Trail	2020--
5	North City Trail	S Castillo Dr (A1A)	May Street (A1A)	1.20	Trail	2020--
6	Bridge of Lions	Avenida Menendez	N St. Augustine Blvd	0.40	Trail	2020--
7	Cuna Street	Avenida Menendez	Charlotte Street	0.05	Shared Street	2020--

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8	Cuna Street	Charlotte Street	Cordova Street	0.20	Shared Street	2020
9	Hypolita Street	Avenida Menendez	Charlotte Street	0.05	Shared Street	2020
1	Spanish Street	Cuna Street	Orange Street	0.15	Shared Street	2020
1	Anastasia Blvd (A1A)	Red Cox Rd	SR 312	1.46	Trail	2020
1	North City Trail	May Street (A1A)	Rambla St	1.40	Trail	2020
1	S Leonardi Street	King Street	South Dixie Highway	0.20	Shared Street	2020
1	West Garage	Kings St --- SR 207 --- US 1 Vicinity --- subject to		n/a	Parking Garage	2020
1	West Castillo Drive	San Marco Ave (A1A)	North Ponce De Leon Blvd	0.31	Widen to four lanes	2020
1	Park & Ride	SR 312 @ Anastasia		n/a	Park & Ride Station	2020
1	Multimodal	Anastasia Blvd @ Red Cox Road		n/a	Improve multimodal	2020
1	Water Taxi Docks	Various locations --- subject to environmental and		n/a	Water Taxi Docks	2020
1	Bike Share Program	Citywide		n/a	Bicycle Share	2020
2	Multimodal	Citywide		n/a	Wayfinding Plan	2020
2	High Visibility	Citywide		n/a	Crosswalks	2020
2	Intersection	Citywide		n/a	Turn lanes and safety	2020
2	Parking Management	Citywide		n/a	Dynamic Parking	2020
2	Sidewalk	Citywide		n/a	Improving sidewalks	2020
2	Safety Improvements	Citywide		n/a	Intersection Upgrades	2020
2	Transit / Trolley	Connecting existing and future parking garages		n/a	Proposed transit /	2020
2	Multimodal	May Road @ Magnolia Blvd		n/a	Improve multimodal	2025
2	Anastasia Blvd (A1A)	N St. Augustine Blvd	Comares Avenue	0.68	Multimodal Way	2025
2	Anastasia Blvd (A1A)	Comares Avenue	Red Cox Road	0.72	Multimodal Way	2025
3	Cathedral Place	Avenida Menendez	Cordova Street	0.20	Shared Street	2025
3	Charlotte Street	King Street	S Castillo Dr	0.27	Shared Street	2025
3	Cordova Street	King Street	Orange Street / Clock	0.40	Complete Street	2025
3	North Ponce De Leon	King Street	Charles Usinas Memorial	1.95	Protected Bike Lane	2025
3	Orange Street	Avenida Menendez	North Ponce De Leon Blvd	0.45	Complete Street	2025
3	Carrera Street	Cordova Street	North Ponce De Leon Blvd	0.40	Complete Street	2025
3	Granada Street	King Street	Bridge Street	0.20	Complete Street	2025
3	Cordova Street	King Street	St. Francis Street	0.32	Complete Street	2025
3	Cordova Street	St. Francis Street	St. George Street	0.25	Shared Street	2025
3	St. George Street	Cordova Street	South Street	0.10	Shared Street	2025
4	St. Francis Street	Avenida Menendez	Cordova Street	0.20	Shared Street	2025
4	San Sebastian	King St	Ice Plant Road (Shipyards)	1.15	Riverwalk	2025
4	South Dixie Highway /	King St	SR 207	0.75	Complete Street	2025
4	Anastasia Blvd (A1A)	Red Cox Rd	SR 312	1.46	Protected Bike Lane /	2025
4	South Garage	South of SR 207 --- Ice Plant Road & US 1 Vicinity		n/a	Parking Garage	2025
4	San Macro Avenue	W Castillo Drive	May Street (A1A)	0.75	Multimodal Way	2025
4	San Macro Avenue	May Street (A1A)	SR 16	0.55	Multimodal Way	2025
4	San Marco Avenue	SR 16	Rambla Street	0.61	Multimodal Way	2025
4	ML King Ave	King Street	South Street	0.70	Complete Street	2030
4	Bridge Street	Avenida Menendez	Riberia Street	0.54	Complete Street	2030
5	North Ponce De Leon	Charles Usinas	San Sebastian View	1.15	Protected Bike Lane	2030
5	East Garage	Anastasia Blvd --- Comares Avenue --- Red Cox Drive		n/a	Parking Garage	2030
5	Old Moultrie Road	SR 207	SR 312	0.95	Complete Street	2035
5	Masters Drive / Palmer	SR 16	King St	1.75	Complete Street	2035
5	North Garage	Florida East Coast Rail /		n/a	Parking Garage	2035
5	Dixie Highway (US 1)	San Sebastian View	Lewis Speedway	0.65	Protected Bike Lane	2035
5	SR 312	Anastasia Blvd (A1A)	Matanzas River	1.50	Protected Bike Lane /	2035
5	San Sebastian	Ice Plant Road	Matanzas River	1.25	Riverwalk	2035
5	Regional Rail	Future regional rail service along existing FEC		6	Regional Rail	2035
5	North San Sebastian	Charles Usinas	North Ponce De Leon Blvd	0.75	New Multimodal	2040
6	SR 312	Sgt Tutten Drive	Lakeside Ave	0.75	Limited Access	2040
6	Aerial Tramway	East Parking Garage	West Parking Garage	2.0	Aerial Tramway	2040

Source: City of St. Augustine, NUE Urban Concepts, 2019

The proposed policies in the Goals, Objectives and Policies provide guidance for the development of the mobility plan, as well as future updates. The policies also include requirements to coordinate road and utility work, as well as the review of developments, with the projects identified in the 2040 Mobility Plan. This will provide the City with opportunities to combine projects to potentially advance construction. For example, where utility upgrades are proposed on a street identified as a shared street, the City could coordinate the project to address both the utility upgrade and the construction of a shared street. The City has had success with this approach and the proposed policies require that this coordination is required in the Comprehensive Plan. Policies also include requirements to account for sea level rise and climate change in the development of mobility plan projects and coordinate with Safe Routes to Schools to identify opportunities to improve safety for students. Proposed policies also establish the foundation for the adoption of a mobility fee intended to replace transportation concurrency and provide the City with a funding source for the projects identified in the 2040 Mobility Plan.

As a major tourist destination, St. Augustine also experiences a significant increase in congestion during peak seasons and for special events. Further, the City functions as the downtown for St. Johns County, with its unique cultural and culinary offerings and boutiques. The City itself has seen steady population and employment growth and is projected to continue to experience steady growth. Meanwhile, St. Johns County continues to be one of the fastest growing Counties in Florida and the United States. City residents can take short trips down local streets, walk, or bike, most of the residents of unincorporated St. Johns County travel to the City by car on the major state roads. Combined with tourist travel demand, travel from unincorporated residents in St. Johns County results in increased congestion.

The ability to add road capacity within the multimodal district is limited, without significant impacts. Thus, the 2040 Mobility Plan also includes a parking component that seeks to eventually divert trips into the City where visits are expected to exceed two or three hours from on-street parking and surface parking lots to parking garages located on the periphery of the multimodal district (Figure 3).

The effective management of parking demand is a major component of the 2040 Mobility Plan and the proposed amendments to the Transportation and Mobility Element (TME). This is specifically reflected in the proposed Goals, Objectives and Policies.

The Mobility Plan proposes to establish a park once environment within the City's historic downtown, districts and neighborhoods, collectively referred to as the multimodal district as part of the Mobility Plan and TME. A park once environment consists of directing County residents, visitors, students, and employees parking for more than two or three hours to use the existing Historic Parking Garage, and eventually to use future parking garages or lots located on the periphery of the multimodal district. The parking garages are intended to provide a variety of mobility options to access destinations within the multimodal district. The existing Comprehensive Plan does not currently contain policies related to parking, other than some general design guidance for off-street parking to be included in the land development regulations.

Currently, on-street parking is cheaper than parking in the Historic Parking Parage and offers parking up to four hours in length. The TME includes policies to have the City develop innovative

parking management strategies, as a follow-on effort, after adoption of the Mobility Plan and TME. Strategies include increasing hourly parking rates and establishing variable pricing, based on demand, for on-street and off-street surface parking lots. Additional strategies include limiting the length of using on-street parking and off-street surface parking lots. Some spaces would be limited to thirty (30) minutes to promote high turnover and access to local business. Others may be limited to one (1) hour or two (2) hours in high demand areas with a higher concentration of restaurants or shops where visits exceed 30 minutes, but are less than two (2) hours. This would result in employees, students, and visitors that intend to stay in the multimodal district longer than two to three hours parking at the Historic Parking Garage initially and eventually in peripheral parking garages. The mobility plan envisions micromobility and microtransit technology such as electric bikes and autonomous transit vehicles eventually being included as part of the multimodal aspect of the Mobility Plan.

Parking management strategies will also include providing variable message signs at the major gateways to the City that direct visitors to parking garages and provide real time information on the availability and pricing of on-street and off-street surface parking within the multimodal district. While County residents may know that there is parking available, including private lots, the variable message signs have the potential to direct visitors to periphery parking locations. The City may also explore establishing a City resident parking permit plan that limits parking on residential streets to City residents only and could also include providing City residents discounted rates for on-street parking. Providing outreach to parking options for St Johns County residents who live outside the City, and who essentially think of St. Augustine as the Downtown for St. Johns County, is also a strategy that may be included in future parking management initiatives.

The Complete Street policies in the proposed policies go beyond just check box planning and engineering. Check box planning is essentially considering adding a five-foot sidewalk, a four-foot bike lane and maybe a transit stop as addressing the needs for people walking, bicycling, and accessing transit. The proposed policies consider the context for street improvements as well as existing and projected demand and stipulate that one-size fits all approach. The policies are intended to provide the City and other local governments some creative flexibility to expand the safety, connectivity and viability of the multimodal transportation system.

The proposed Complete Street policies also go beyond the standard approach by specifically addressing crossing streets and intersections. Most crashes and fatalities that occur involving people walking and bicycling happen at intersections and crossing streets, not mid-block, where most Complete Street design policies focus.

The safety of people walking and bicycling is the first component of TME Goal 2. Originally, the proposed policies included an objective and policies to implement a Vision Zero program. There was concern expressed over the use of the term Vision Zero. It was explained that the intent of Vision Zero is zero fatalities or serious injuries on the transportation system. Vision Zero has been extremely successful in European Countries. The implementation of Vision Zero in the U.S. has met with mixed results. To address the comments and feedback, the use of the term Vision Zero was scaled back and further defined to entail reasonable attempts, but recognize limitations and cost, to achieving the vision of zero fatalities or serious injuries on the transportation system.

The proposed safety policies also address speed limits of local streets, City Streets and ideally County and State Roads. The policies seek to encourage speed limits that make it safer for people to walk and bicycle and access transit. Reduced speed limits allow for more flexibility with lane width and different approaches to traffic calming and improving overall safety of the transportation system users. The proposed policies also encourage coordination with other governmental entities to improve overall safety and to reduce crashes and fatalities.

The creation of a park once environment is a significant component of the 2040 Mobility Plan. In addition, the proposed GOPs seek to provide additional parking management strategies. The subsequent policies include direction to look at the allowance for shared parking for mixed-use development, a fee-in-lieu program to allow development to pay for off-site parking instead of providing on-site parking, more innovative designs in parking to reduce stormwater impact and to allow compact parking spaces, expansion of drop-off and pick-up areas to address new shared mobility services, and the establishment of dynamic on-street parking. The proposed GOPs also provide direction to further develop access management, cross-access and curbside management policies within the Land Development Regulations.

Curbside management and new mobility technology are becoming a significant component of the overall transportation system. Neither the current Comprehensive Plan or the Land Development Regulations address curbside management.

New mobility technology including ride share services, bicycle and scooter share programs will be a primary component towards moving people by means other than single occupant motor vehicles. Neither the current Comprehensive Plan or the Land Development Regulations address new mobility technology or new mobility technology providers.

Policies recognize the ability of the City to regulate and permit new mobility service providers and programs. The policies incorporate specific requirements that the City should address if it elects to regulate these new mobility technology providers. The policies also recognize the ability of the City to require that the new mobility technology providers pay fees to offset administrative cost and the impact to the multimodal transportation system.

Discussion of Urban Sprawl

Given the fact that St. Johns County is experiencing rapid growth, especially in residential development where people move here for quality schools, quality of life, and jobs in the surrounding areas, the City of St. Augustine is reasonably compact, and limited in opportunity for annexations that encourage sprawl. Most development, even on the outer edges of the City would be considered infill development in relationship to the sprawling unincorporated County areas adjacent to the City.

The City's primary focus is encouraging quality infill development and redevelopment to sustain the City's livability, and "urban" mix of uses. This potential concentration of uses helps to create a favorable environment for alternative modes of transportation.

Analysis of Character and Magnitude of Existing Vacant Undeveloped Land

Vacant or undeveloped land is a significant issue for the City of St. Augustine not because of a large amount of available vacant land, but because there are so few large pieces of developable vacant land left within the city limits. Most parcels of vacant land are scattered throughout the City and would be considered ripe for infill development. The City recognizes the potential impact that infill may have, including compatibility of new development within the city's historic neighborhoods, while balancing the need for necessary and accessible local commercial services, as well as, the overall economy.

Gross Vacant or Undeveloped Land

The vacant or undeveloped land in the City of St. Augustine, outlined below was identified based on parcel data from the St. Johns County Property Appraiser. There are approximately 473.14 acres of vacant land or undeveloped land in the City. There are 130.90 acres of vacant residential land. Non-residential vacant land can be divided into Vacant Commercial, 221.50 acres, Vacant Industrial, 15.38 acres, and other undeveloped land, 105.36 acres.

Table 7: City of St. Augustine Vacant & Undeveloped Land

St. Johns County Property Appraiser Records		Acres
	Vacant Residential	130.90
	Vacant Commercial	221.50
	Vacant Industrial	15.38
Sub-total		367.78
	Rivers, Lakes & Submerged	62.08
	Vacant Institutional	6.88
	Right-of-way	36.40
Sub-total		105.36
Total		473.14

Source: 2018 St. Johns County Property Appraiser

This vacant designated area is illustrated in more detail in Table 8 outlined below. Based on the existing land use categories and an analysis of the vacant land within the City approximately 1,552 additional residential units, and 154.63 additional acres of commercial and industrial uses may be developed.

The Public/Semi-Public land use may also allow an additional 4 acres of development.

Table 8: City of St. Augustine Vacant Land Analysis

Vacant Land Analysis	Acreage	Density	Intensity	Existing
Residential				
Low Density	52.23	8 du per 1		417 du
Medium Density	35.73	16 du per 1		571 du
Low Density Mixed Use	21.27	8 du per 1		170 du
Medium Density Mixed Use	21.27	16 du per 1		340 du
Sub-total (Residential)	130.90			1,552 du
Historic Preservation				
Commercial				
Low Intensity	110.75		60%	66.45 acres
Medium Intensity	110.75		70%	77.53 acres
Sub-total (Commercial)	221.50			143.98 acres
Industrial				
Industrial	7.69		80%	6.15 acres
Marine	7.69		65%	4.50 acres
Sub-total (Industrial)	15.38			10.65 acres
Open Land				
Recreation				
Public/Semi-Public	6.88 (4.13 ac)			
Rivers/Lakes/Submerged	62.08			
Right-of-way	36.40			
Vacant Land Total	473.14			

Source: Planning and Building Department

Growth Impacts/Resiliency/Sustainability

The citizens of St. Augustine have included protection of natural resources as part of their vision for the future. Awareness of environmental issues affecting the City are even more important, specifically through previous comprehensive planning and visioning processes. As a result, there is a greater understanding of the delicate balance between economic development and environmental stewardship and the ecological impacts of land uses. Policies and regulations that appropriately preserve or conserve valuable natural resources, while allowing for orderly economic growth should continue to be implemented. In addition, complementing these strategies with a strong commitment to maintaining working partnerships with citizens, agencies and organizations, will add important dimensions to an increasingly comprehensive approach to environmental conservation in St. Augustine. The City's perspective on resiliency and sustainability help to raise awareness for environmental protection and impacts of development on

environmentally sensitive areas, and the need to reduce the community's reliance on motor vehicles and encourage other modes of transportation.

Economic Discussion

The City has a real economy and looks to diversify instead of relying solely on tourism. This information is a summary and not a complete analysis.

Community Profile

• In labor force (% of Population Aged 18 and older)	67.3%
• Median household income	\$69,523
• Median household income (in 2016)	\$45,612*
• Per capita income (in 2016)	\$61,423
• Per capita income (in 2016)	\$27,787*
• All ages in poverty	7.7%
• Individuals below poverty level	20.4%*
• Unemployment Rate (in 2016)	3.7%
• Number of Companies (in 2012)	3,431*
• Annual employment all industries, 2016 preliminary total	69,752
Leisure & Hospitality	20.4%
[Total accommodation and food service sales, 2012 (\$1,000)]	191,883*
Trade, Transportation & Utilities	19.1%
Education & Health Services	15.8%
[Total health care and social assistance receipts/revenue, 2012 (\$1,000)]	105,092*
Government	13.5%
Professional & Business Services	10.3%
Construction	5.4%
Financial Activities	4.9%
Other Services	4.7%
[Total manufacturers shipments, 2012 (\$1,000)]	31,379*
[Total merchant wholesaler sales, 2012 (\$1,000)]	37,229*
[Total retail sales, 2012 (\$1,000)]	545,501*

Source: U.S. Census and/or Florida Legislature Office of Economic and Demographic Research

*Indicates information specific to City of St. Augustine, all other information references are St. Johns County in total

The City's median household income is approximately 34% lower than the overall County rate, and it appears that a significant number of individuals below the poverty level live within the City limits. The highest employment industry in the County is the Leisure & Hospitality industry with Trade, Transportation & Utilities a close second with approximately 19% of the 2016 annual employment. The other largest employment industries are Education & Health Services, Government and Professional & Business Services. According to the Census, 42% of workers, work outside of St. Johns County, and commute an average of approximately 27 minutes to their work, within the City workers commute approximately 21 minutes to their work. The State of

Florida rate of workers that work outside of their county of residence is only 17.5%, considerably less than St. Johns County workers.

Education Attainment

- Persons aged 25 and older (% HS graduate or higher) 95%
- Persons aged 25 and older (% HS graduate or higher) **90%***
- Persons aged 25 and older (% Bachelor's degree or higher) 43%
- Persons aged 25 and older (% Bachelor's degree or higher) **38%***

Source: U.S. Census and/or Florida Legislature Office of Economic and Demographic Research

*Indicates information specific to City of St. Augustine, all other information references are St. Johns County in total

Table 9: St. Johns County Education Statistics

Total School-Age Population	39,278	85.61% white	7.10% black	4.23% Asian
Students Eligible for Free/Reduced Lunch	24%			
High School Dropout Rate	2.9% dropout rate			
Readiness for College	42% of graduates			

Source: St. Johns County School District

The County School District tested First in State Reading, First in State Math, First in State FCAT Science, and tied for First in State History EOC, it is a very well performing school district, which is part of the appeal of St. Johns County for residential development. Two (2) of the 19 Elementary Schools, both Alternative Schools, and two (2) of the three (3) Charter Schools in the district are within the City limits.

It appears that it would benefit the County and the City of St. Augustine to diversify the local economy and provide jobs for the relatively well educated high school graduates within the County or to attract those pursuing higher education back to the County with a job, as well as, the perceived quality of life, and livability of the area. The high quality of the local education should support diverse employment opportunities, and local opportunities that reduce required commute times.

Energy Efficiency and Greenhouse Gas Reduction Strategies

In 2008 the Florida legislature set forth requirements that the Future Land Use Element of a local comprehensive plan include energy-efficient land use patterns and greenhouse gas reduction strategies. The Energy Conservation Map (Figure 5, Map 20 of the Future Land Use Map Series) depicts three (3) forms of energy conservation/greenhouse gas reduction strategies: carbon sequestration, environmental preservation, and public transportation and bicycle/pedestrian pathways.

Vegetation, soils and wetlands are widely recognized as terrestrial carbon sinks. Carbon sinks facilitate either the net removal of carbon net emissions from the atmosphere or the prevention of carbon net emissions from the terrestrial ecosystem into the atmosphere. As a result, all wetlands are identified as carbon sequestration areas, and should help alleviate concentrations of greenhouse gas emissions.

Public transportation and bicycle/pedestrian routes fall under alternative transportation methods. By using an alternative method of transportation, residents can reduce carbon emissions. Reductions in carbon emissions are realized through reduced traffic congestion and energy consumption. Additional detail and policies are discussed in the Housing, and Conservation and Coastal Management Elements.

Land Use Analysis

Vision

Over the past 30 years, the City of St. Augustine has completed several planning exercises. The first and largest effort in the late 1980's and early 1990's included the submittal of the first statutory Comprehensive Plan and a complete compatible rezoning effort. This established the majority of the City's existing Comprehensive Plan, and the current zoning district pattern for the City.

Since that initial Comprehensive Plan the City has mainly reacted to specific proposals, annexations, and circumstances that included potential impacts on the Comprehensive Plan. The City has also gone through two (2) required evaluation processes, but no major changes were made to the City's "Plan".

In 2014 a major visioning process was initiated. It included an open dialogue with the community to understand the trends and forces that will potentially shape the future of the City of St. Augustine. For well over a year volunteers worked together to garner input, and provide feedback to develop a Vision Plan that was adopted in June 2015, the *Vision 2014 & Beyond* document.

The Vision Plan developed from this process helped to guide the direction and purpose of the City's updated Comprehensive Plan.

In looking at all of the forces impacting the quality of life in the historic city the Land Use Plan has to balance residents, local commercial needs, broader economic commercial needs, and the life of neighborhoods in an urbanized area within a growing County, and increasing development and tourism pressures.

The perspective on the Land Use Plan includes focusing on the core downtown historic area, the historic neighborhoods, and corridors radiating out of the downtown, and the evolution of the more typical suburban development along the main arterials through the City. It is expected that with limited remaining vacant land the majority of new development will include infill, and intensification or redevelopment of existing properties within the existing City limits.

Land Use Plan

The Future Land Use Plan for the City is the outline for the planned development of the City. The categories are defined in an effort to encourage the type of development, redevelopment or infill development as envisioned by the data and analysis and the citizens of St. Augustine. More specific uses, stipulations, and regulations are outlined in the City's adopted land development code, Comprehensive Plan Goals, Objectives and Policies, as well as, depicted in the Future Land Use Map Series.

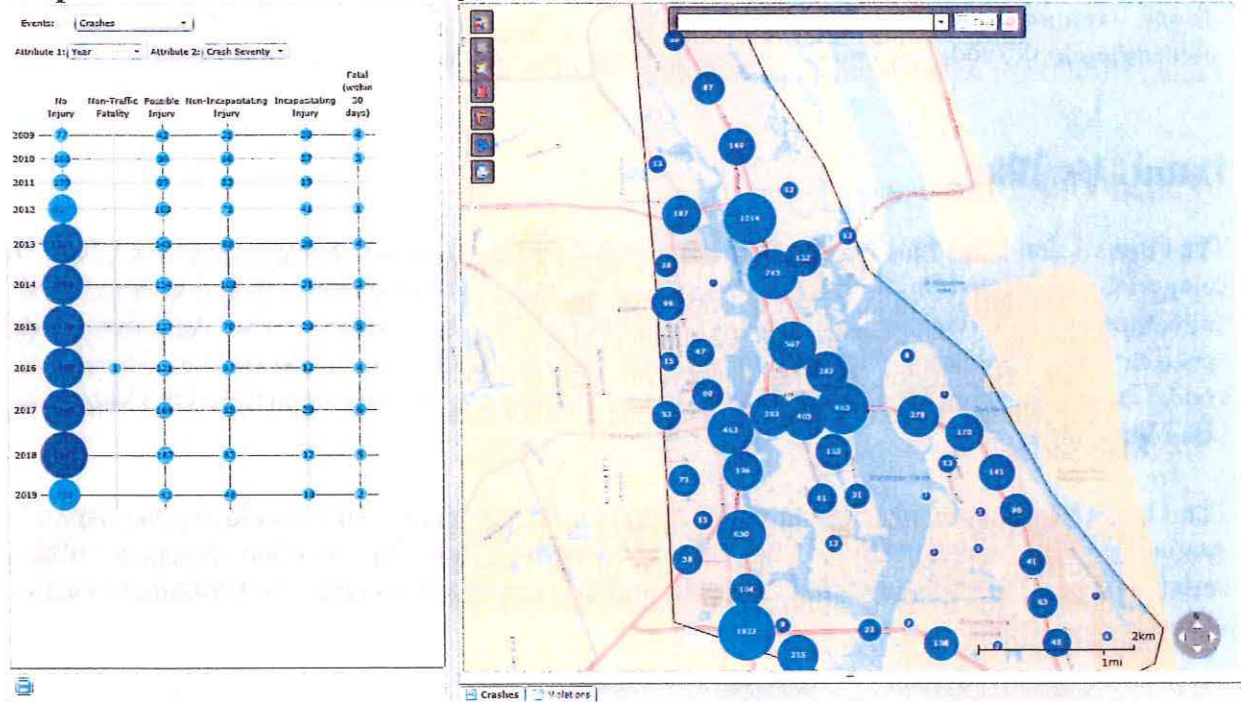
The Land Use Plan emphasizes the need to look at transportation and mobility in the City of St. Augustine from a perspective of the context of the local area, the individual property within a certain context, the transportation corridors, and the core downtown area, and continue to build an historic small town.

Conclusion

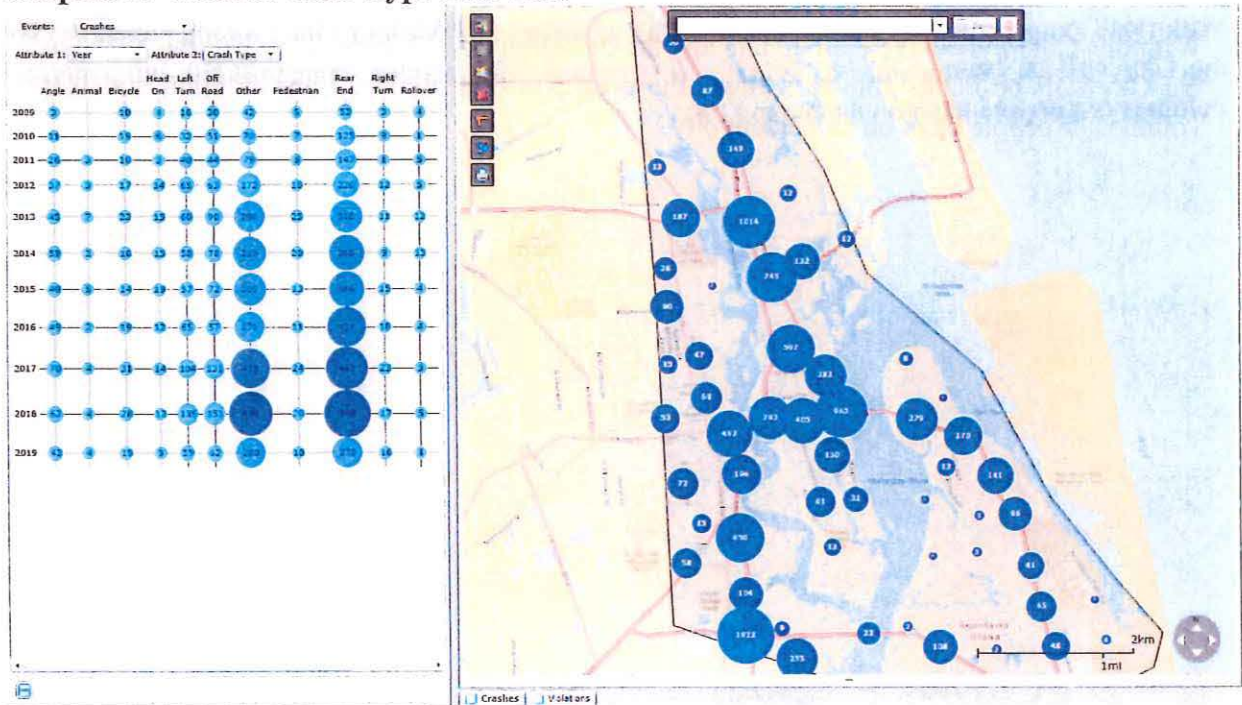
With this Comprehensive Plan update and the inclusion of a Mobility Plan looking ahead to 2040 the City will be better able to address the pressures that modern transportation and increased volumes of people have on an ancient city.

Graphics

Graphic 1: Crashes-Year-Severity 2009-2019



Graphic 2: Crashes-Year-Type 2009-2019



Figures

- Figure 1. Mobility Planning Area**
- Figure 2. 2040 Mobility Plan**
- Figure 3. 2040 Mobility Plan: Proposed transit Circulators and Parking Garages**
- Figure 4. City of St. Augustine FDOT Context Classification**
- Figure 5. Energy Conservation Map**

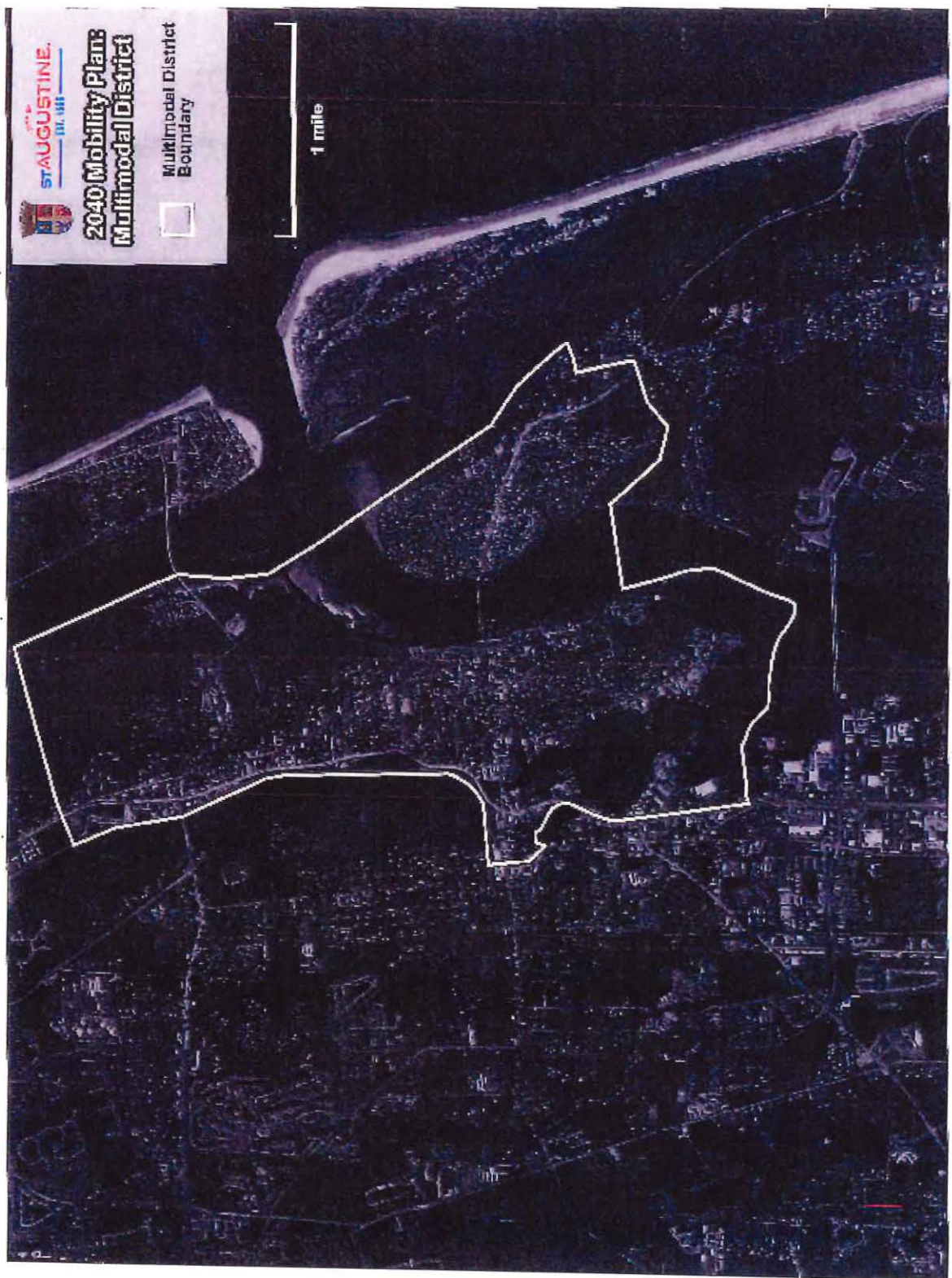


Figure 1. Mobility Planning Area

Figure 2: 2040 Mobility Plan

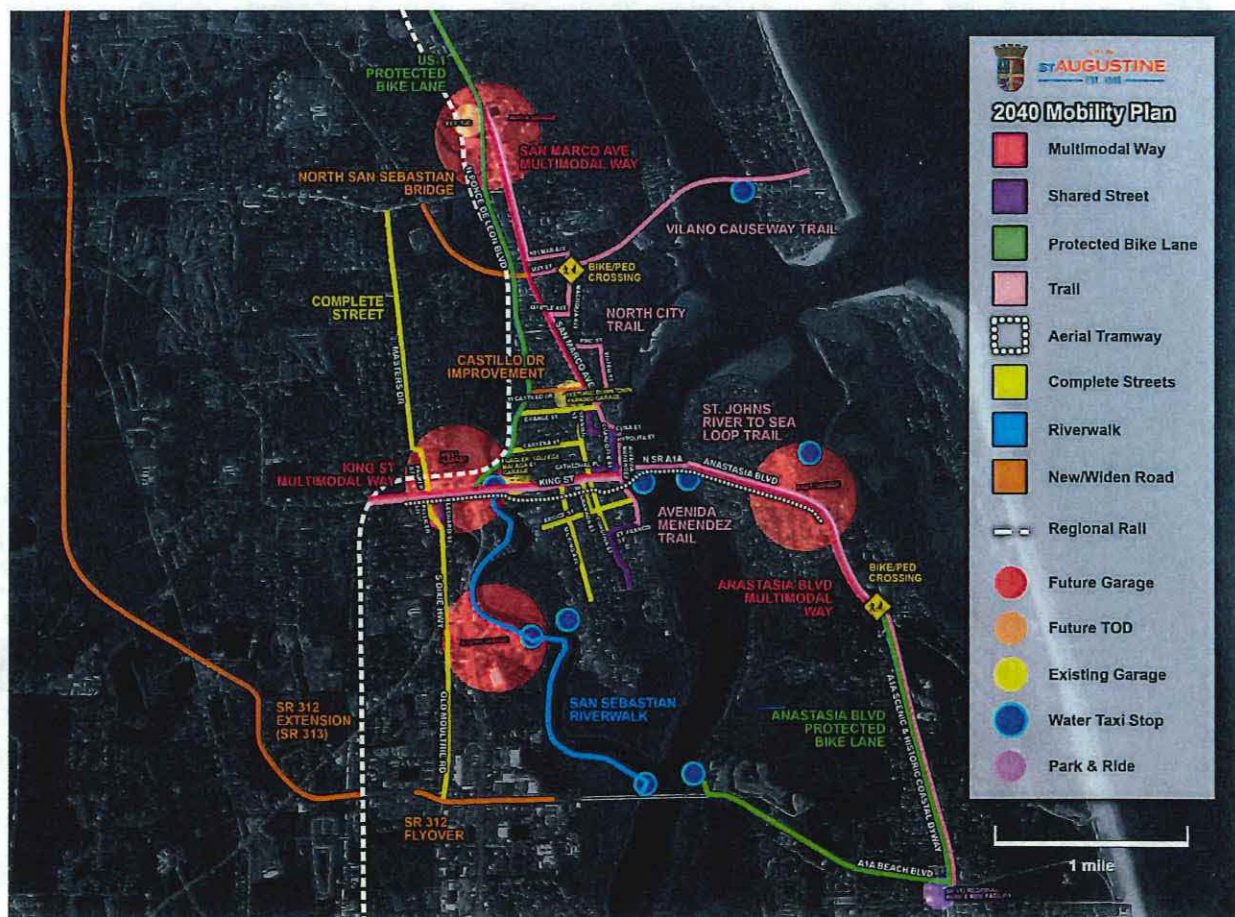


Figure 3: 2040 Mobility Plan: Proposed Transit Circulators and Parking Garages

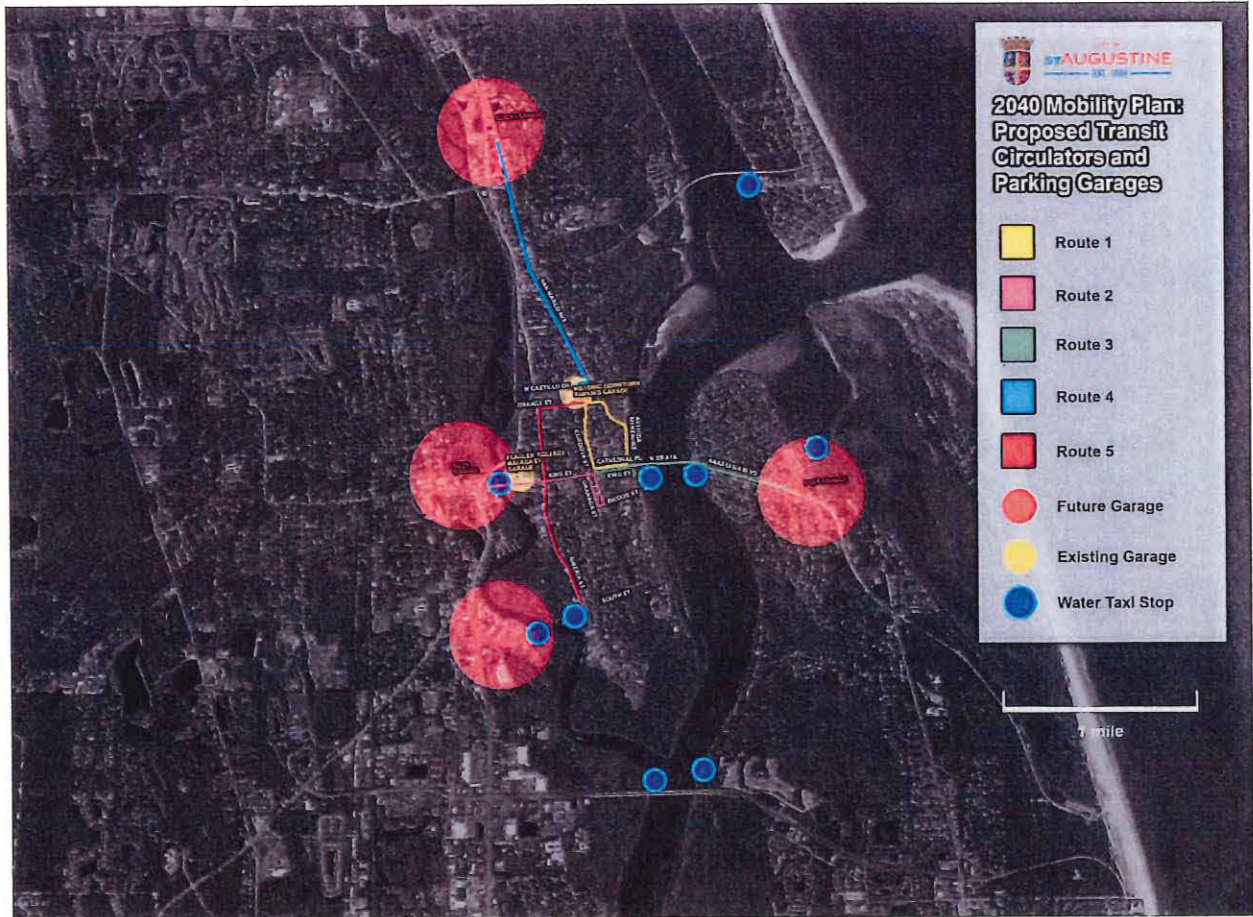


Figure 4. City of St. Augustine FDOT Context Classification

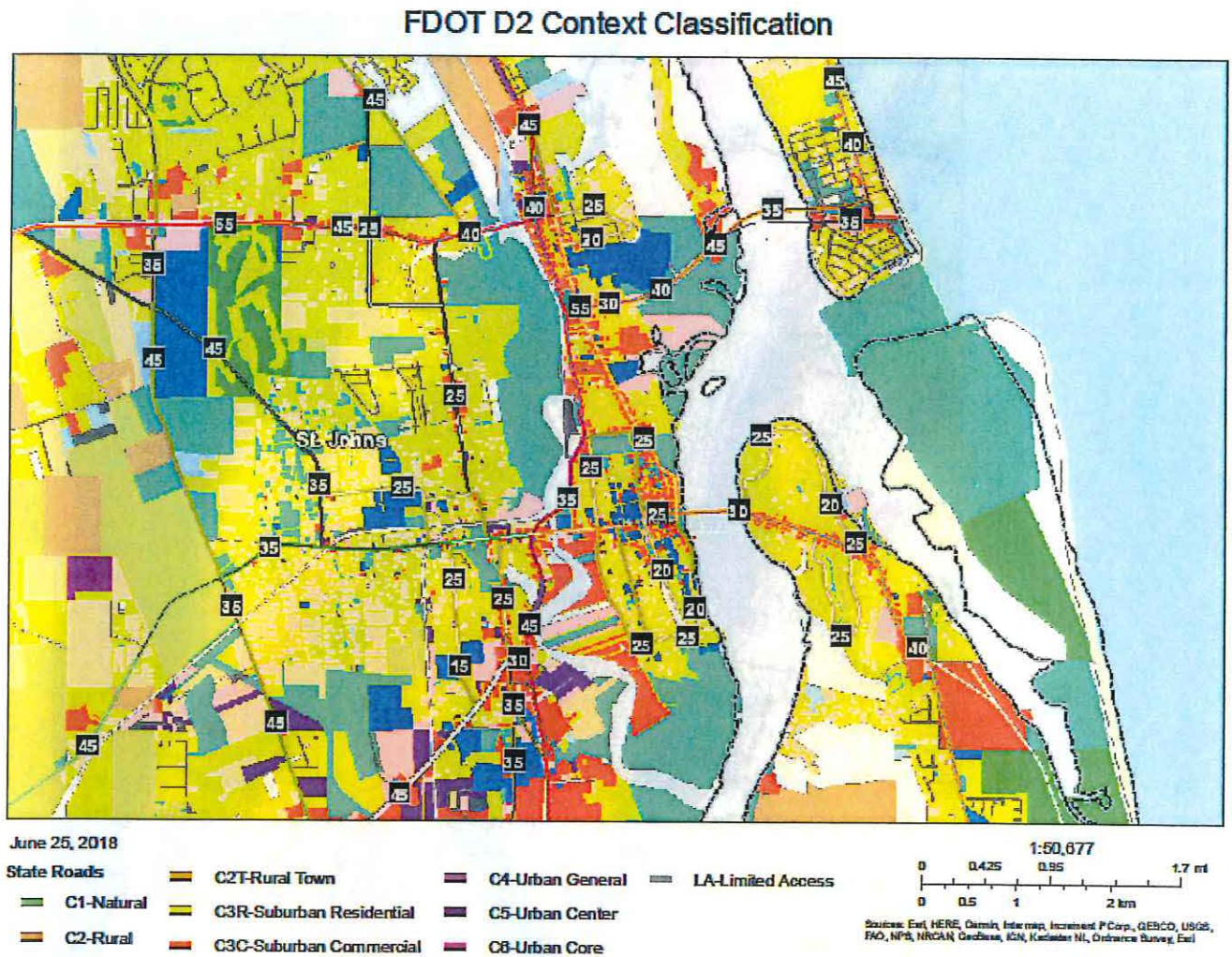
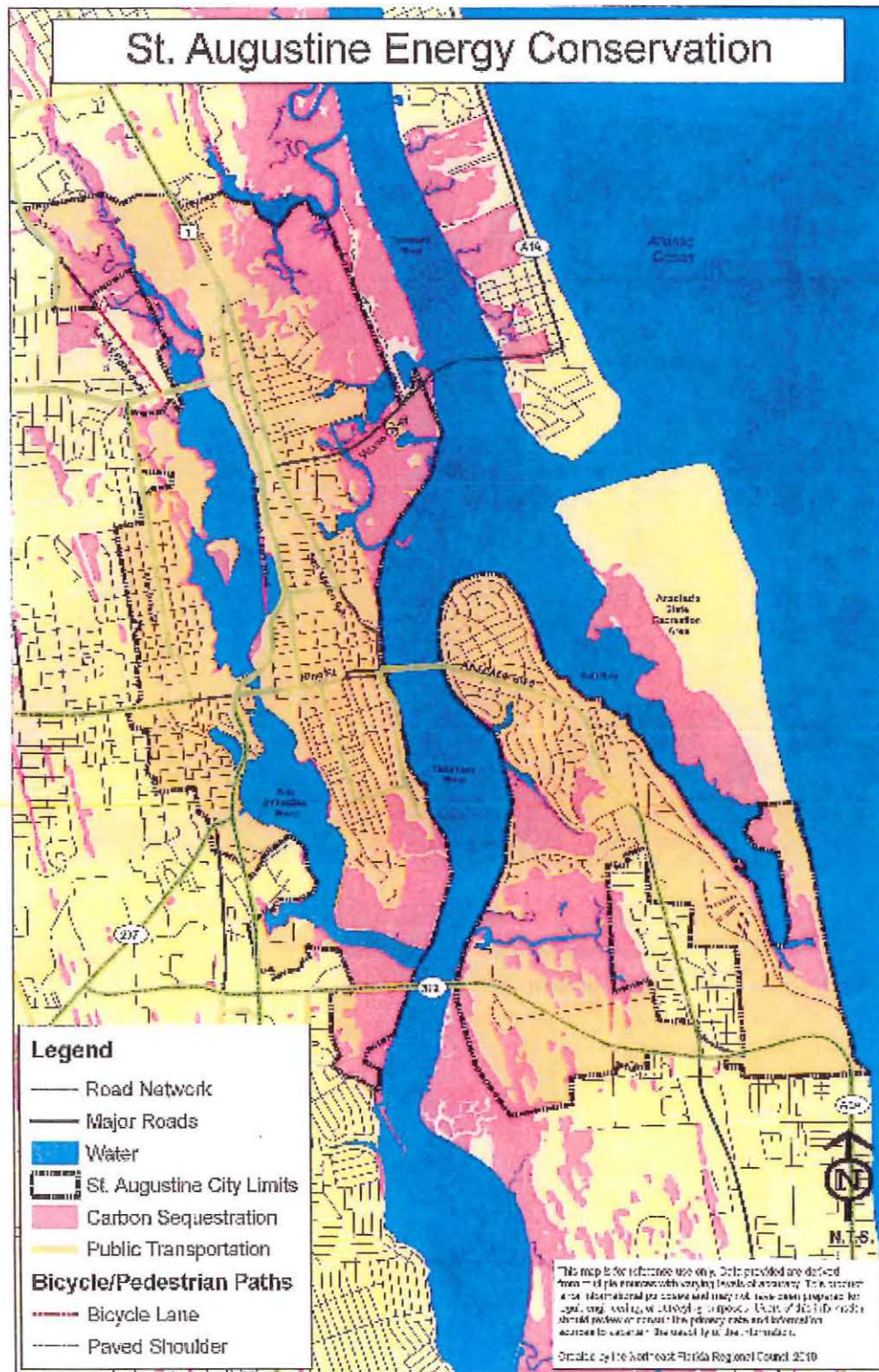


Figure 5. Energy Conservation Map



Map FLU-6 Energy Conservation