



SPECIAL MEETING AGENDA

Planning and Zoning Board City of St. Augustine, Florida

Alcazar Room

Tuesday, April 25, 2023, 1:00 pm

Agenda

- 1. Roll Call**
- 2. General Public Comments for Items Not on the Agenda**
- 3. Consideration and Discussion Related to Updating the City's Parking Code Regulations**
 - a. Presentation regarding the results of the recently conducted Parking Code Survey
 - b. Discussion with city Mobility Consultant Jonathan B. Paul, AICP, MA2 NUE Urban Concepts related to potential updates to the City's Parking Code to incorporate mobility concepts adopted in the City's Mobility Plan and the Comprehensive Plan
 - c. Planning and Zoning Board discussion
- 4. Discussion and Recommendation Related to Drafted Ordinance Updating Sections in the Land Development Code Regarding Food Truck Regulations**
- 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.

The materials prepared and presented are part of the City's ongoing Florida Public Records and Government in the Sunshine compliance and are not intended to be relied upon or to reach investors or the trading markets.

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Planning and Zoning Board

DATE: April 25, 2023

RE: **Item 3(a)**

Presentation regarding the results of the recently conducted Parking Code Survey

This Special Meeting of the Planning and Zoning Board (PZB) provides an opportunity for the Board to discuss and eventually recommend the adoption of an Ordinance to update the city's existing parking code to be more consistent with the city's recently adopted Mobility Plan.

As suggested in February by the PZB the city launched a simple survey to begin the discussion on potential parking code updates and possible solutions and preferences regarding parking in the city. For all of those that took the time to participate in the survey it is greatly appreciated the insight and feedback is extremely important.

The survey was available from Monday, March 27, 2023, through Sunday, April 16, 2023. This provided three (3) weeks for people to participate, **1,954** surveys were completed.

Attached you will find the results of the survey as shown by SurveyMonkey, and all the written comments provided by the participants. The written comments are very inciteful and provide a lot of input and context regarding concerns, tolerances, and potential options.

This item provides some thoughts and feedback from the survey participants for the PZB to consider and discuss and eventually help set the direction moving forward, but also to garner public comment, and provide an opportunity for staff to respond to any questions and concerns.

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.



Amy McClure Skinner, AICP
Director
Planning and Building Department

In summary according to the responses:

Most respondents (57%) live outside of the city limits of St. Augustine, only 43% of the respondents live within the city limits.

Of those who participated living outside of the city limits 73% live in St. Johns County.

What is lacking are:

- downtown parking lots (54%),
- parking next to small businesses (53%),
- downtown street parking (50%),
- parking garages [satellite and downtown (46%)], and
- satellite parking lots (42%).

Parking lots are not necessarily blighted, but they do contribute to congestion and could be improved with landscaping and other design improvements.

Participants ranked alternatives and indicated that they were willing to use them in the same order of preference –

- Satellite parking within walking distance to downtown (58% avg)
- Satellite parking with shuttle drop-off (50% avg)
- Satellite parking with an organized and timely circulator (47% avg)
- Riding a bike (31% avg)

Conclusions that are consistent with the Mobility Plan:

On-street parking can be better controlled and managed to encourage timely turnover, notification, and encourage availability for ease and accessibility.

Improvements can be made to direct people to available parking.

Pedestrian improvements are a priority for walkability; and

Bicycle improvements are a priority for biking safety, accessibility, and bike parking at or near destinations.

Parking Code Update

Monday, April 17, 2023

Powered by  SurveyMonkey®

1956

Total Responses

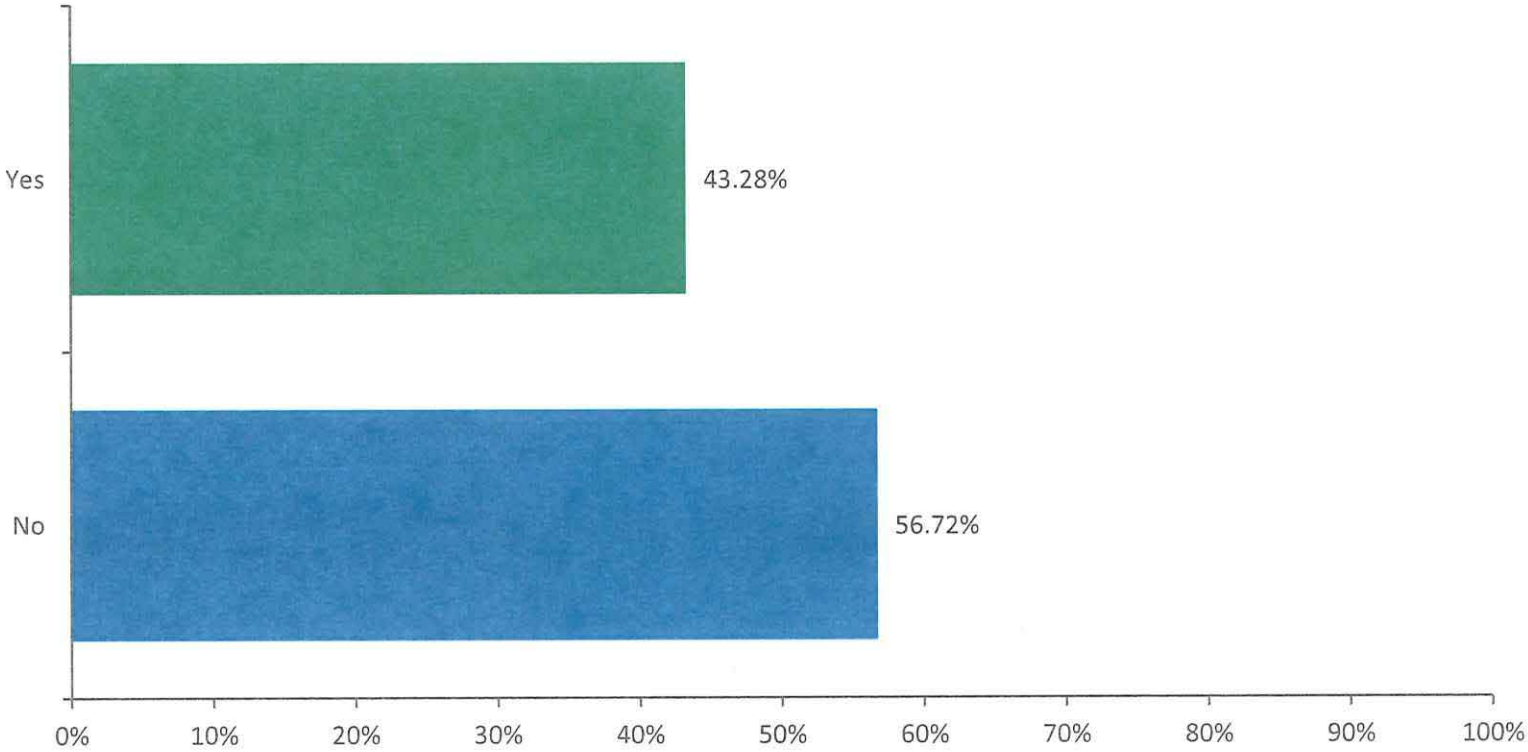
Date Created: Monday, March 27, 2023

Complete Responses: 1956

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Q1: Do you live within the City Limits of St. Augustine

Answered: 1943 ,: 13



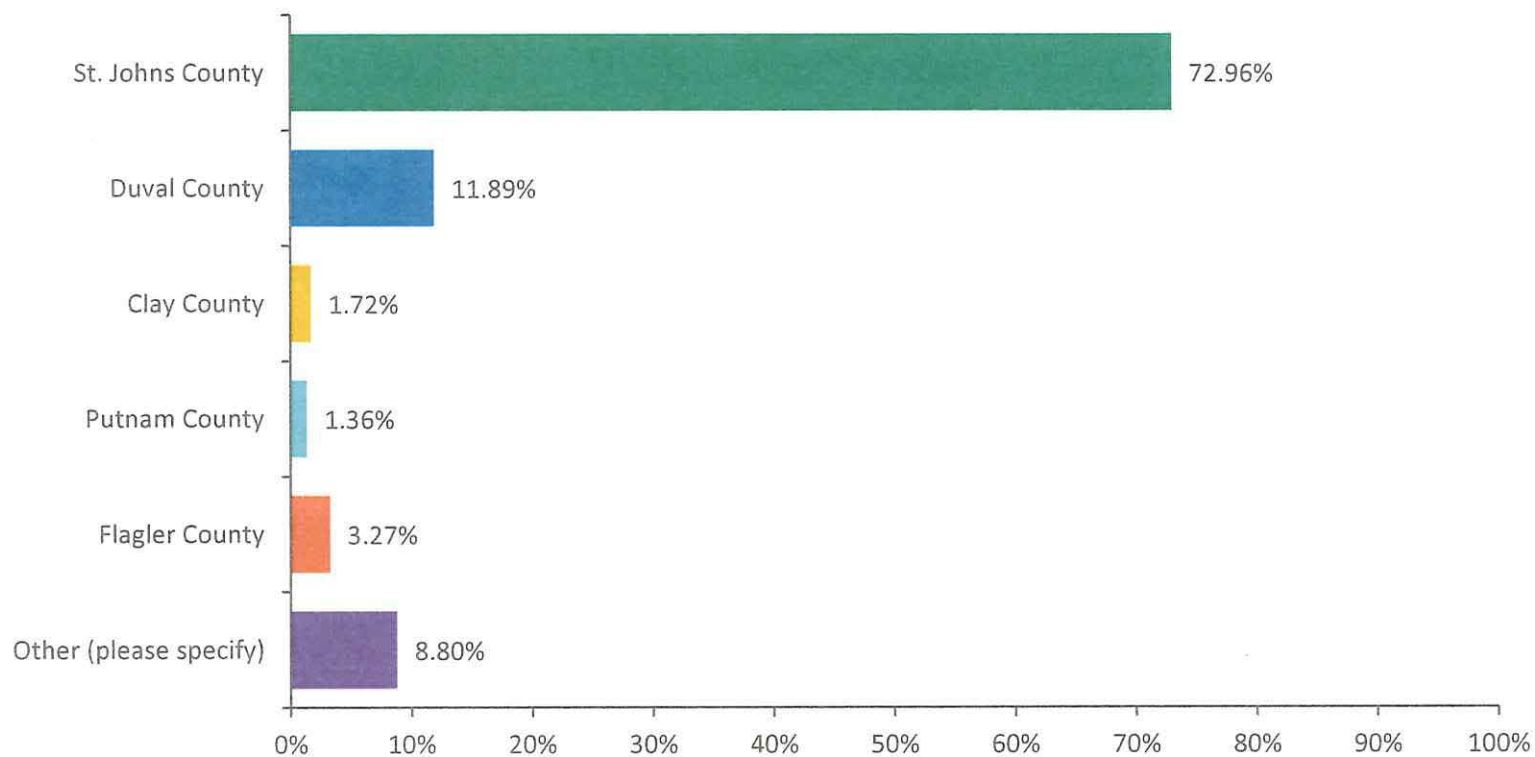
Q1: Do you live within the City Limits of St. Augustine

Answered: 1943 ,: 13

ANSWER CHOICES	RESPONSES	
Yes	43.28%	841
No	56.72%	1102
TOTAL		1943

Q2: Where do you live?

Answered: 1102 ,: 854



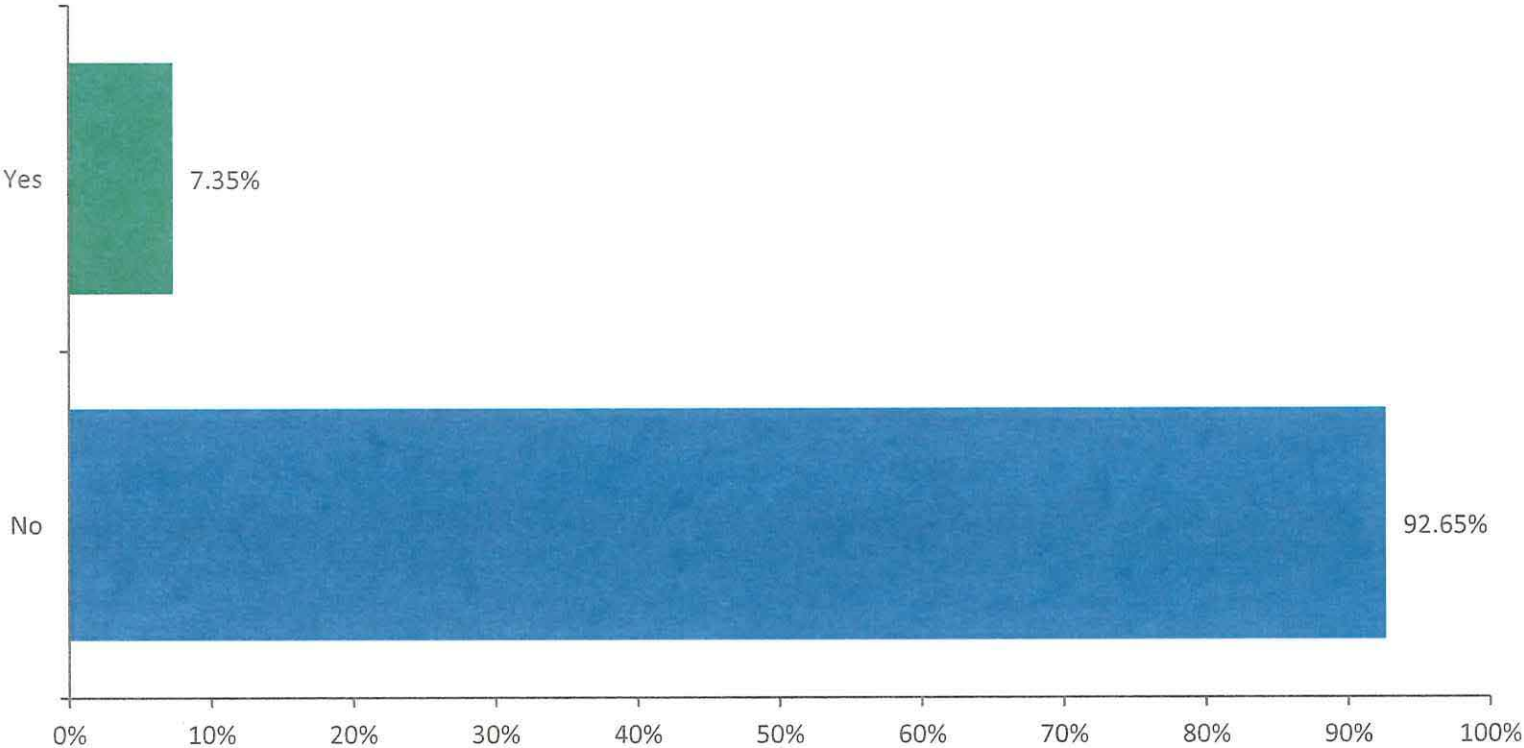
Q2: Where do you live?

Answered: 1102 ,: 854

ANSWER CHOICES	RESPONSES	
St. Johns County	72.96%	804
Duval County	11.89%	131
Clay County	1.72%	19
Putnam County	1.36%	15
Flagler County	3.27%	36
Other (please specify)	8.80%	97
TOTAL		1102

Q3: Do you own a business in the City Limits of St. Augustine?

Answered: 1919 ,: 37



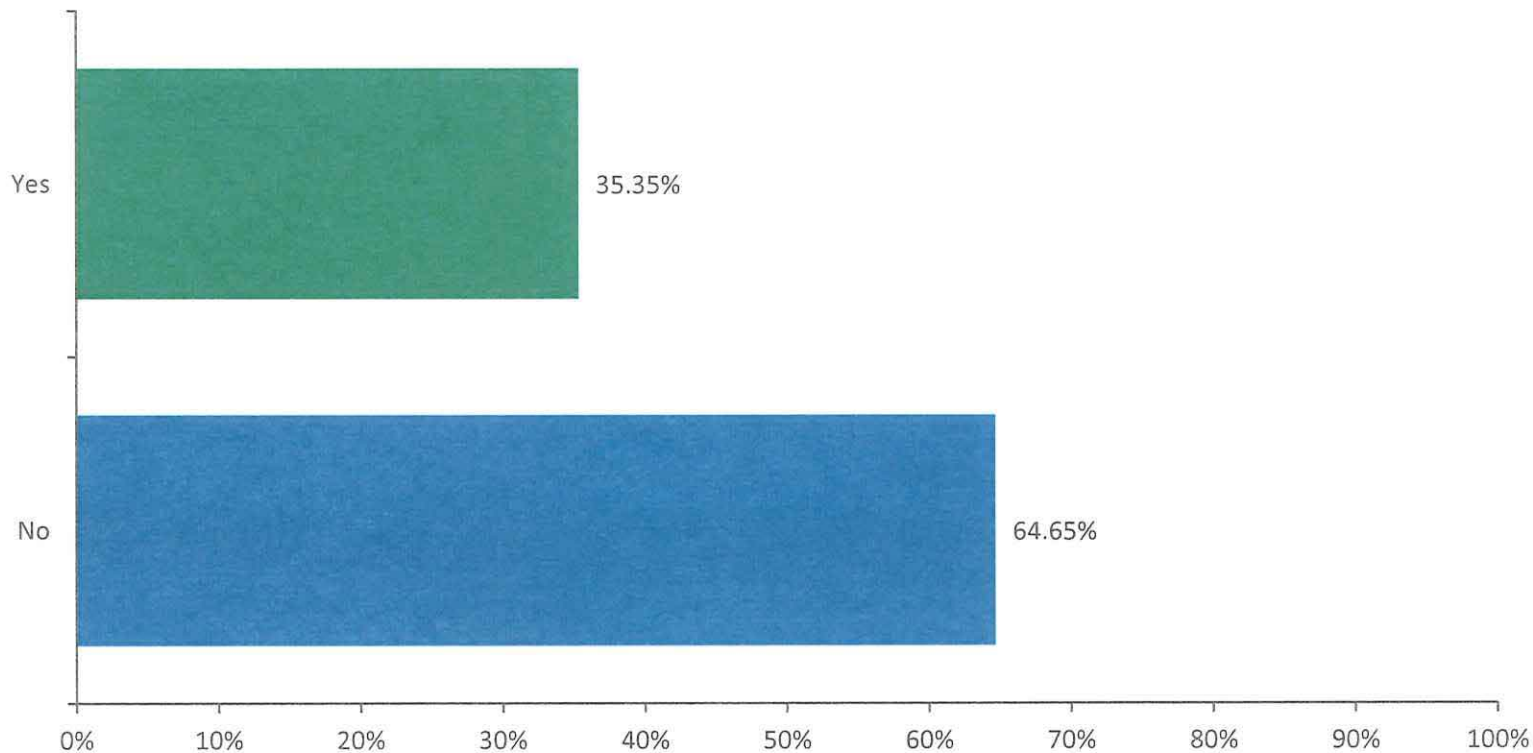
Q3: Do you own a business in the City Limits of St. Augustine?

Answered: 1919 ; 37

ANSWER CHOICES	RESPONSES	
Yes	7.35%	141
No	92.65%	1778
TOTAL		1919

Q4: Do you own property in the City Limits of St. Augustine

Answered: 1915 ,: 41



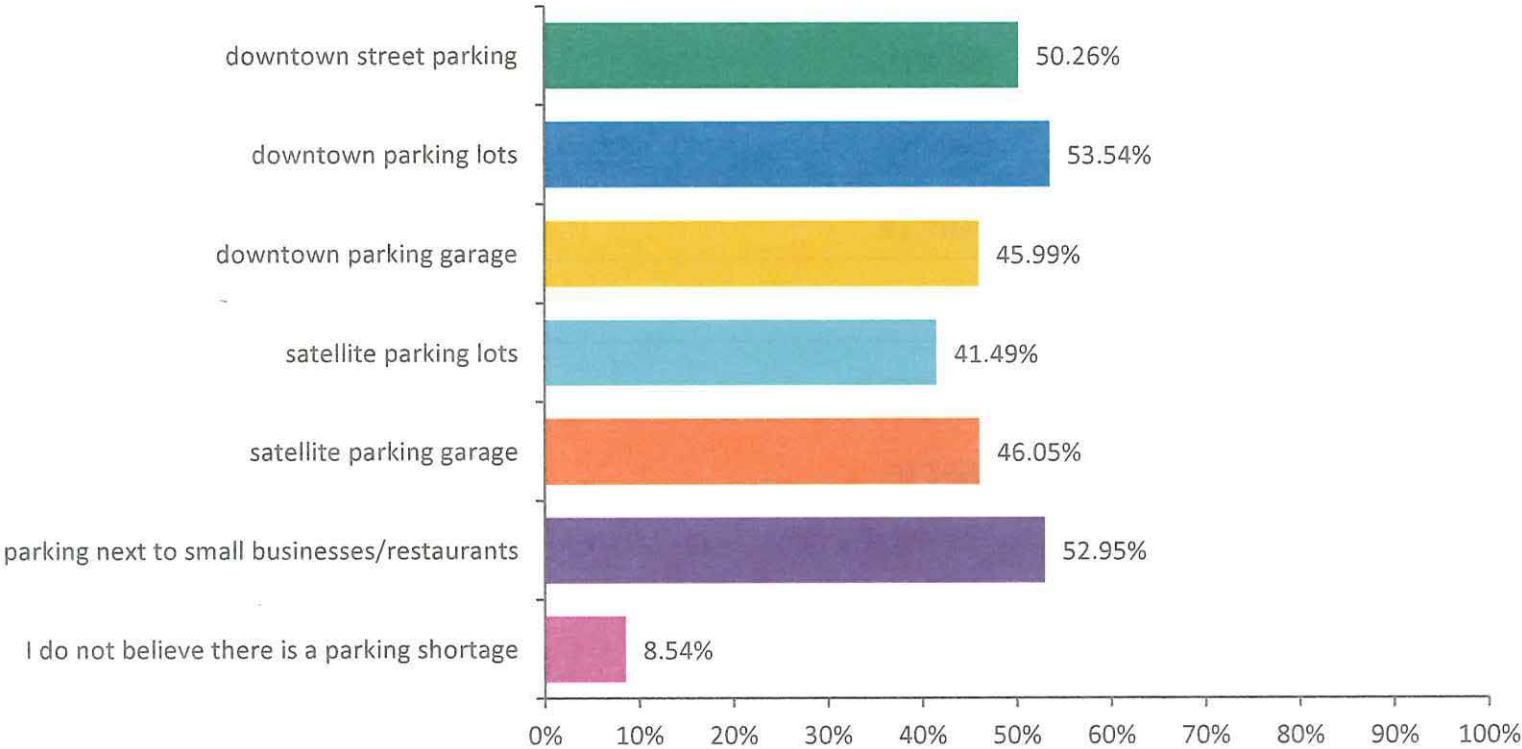
Q4: Do you own property in the City Limits of St. Augustine

Answered: 1915 , 41

ANSWER CHOICES	RESPONSES	
Yes	35.35%	677
No	64.65%	1238
TOTAL		1915

Q5: If you believe there is a parking shortage in St. Augustine, select all options that you feel are lacking:

Answered: 1709 ; 247



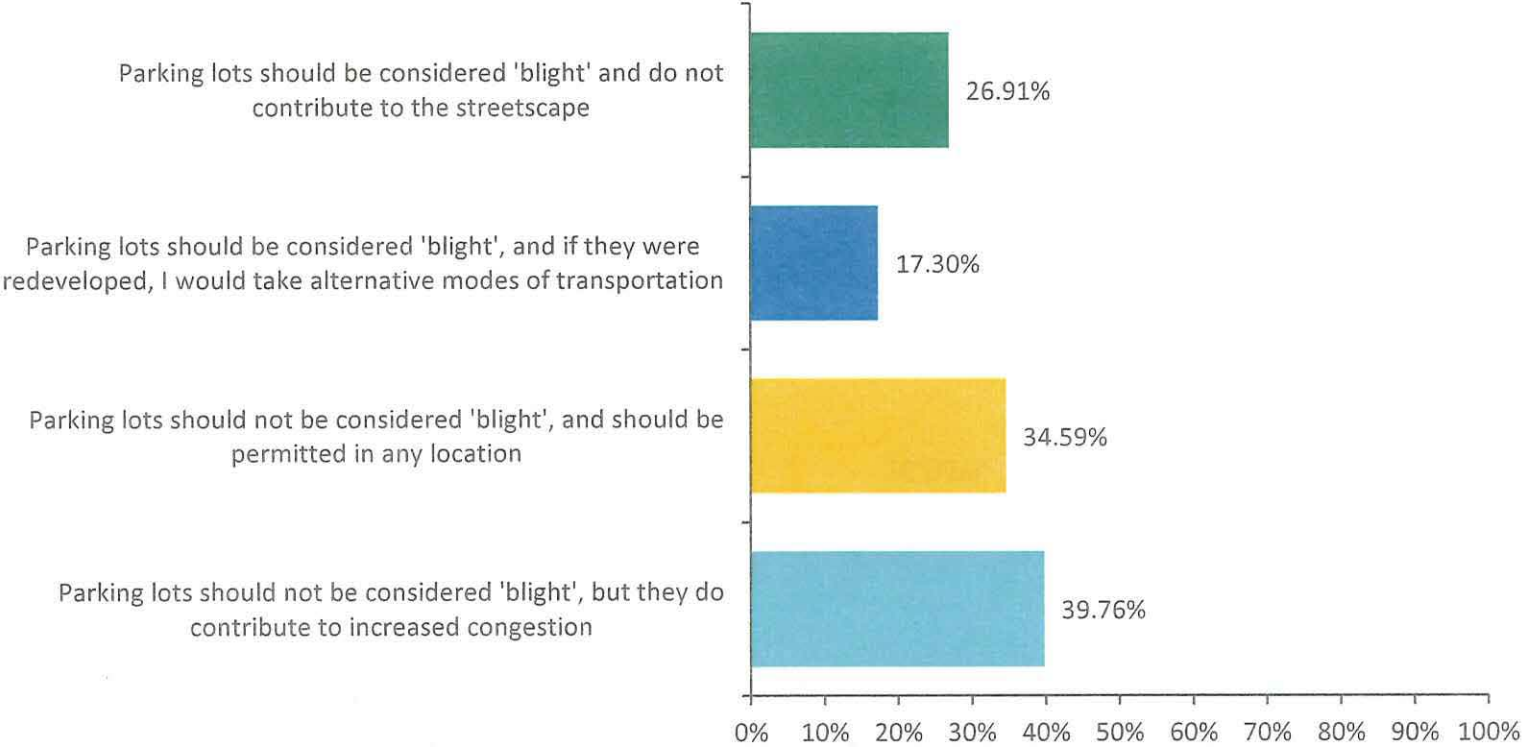
Q5: If you believe there is a parking shortage in St. Augustine, select all options that you feel are lacking:

Answered: 1709 ; 247

ANSWER CHOICES	RESPONSES	
downtown street parking	50.26%	859
downtown parking lots	53.54%	915
downtown parking garage	45.99%	786
satellite parking lots	41.49%	709
satellite parking garage	46.05%	787
parking next to small businesses/restaurants	52.95%	905
I do not believe there is a parking shortage	8.54%	146
TOTAL		5107

Q6: Select all of the following statements below that you agree with. Please review the definition of 'blight' as you answer this question. Blight - land that is dilapidated, unattractive, or hazardous

Answered: 1665 ,: 291



Q6: Select all of the following statements below that you agree with. Please review the definition of 'blight' as you answer this question. Blight - land that is dilapidated, unattractive, or hazardous

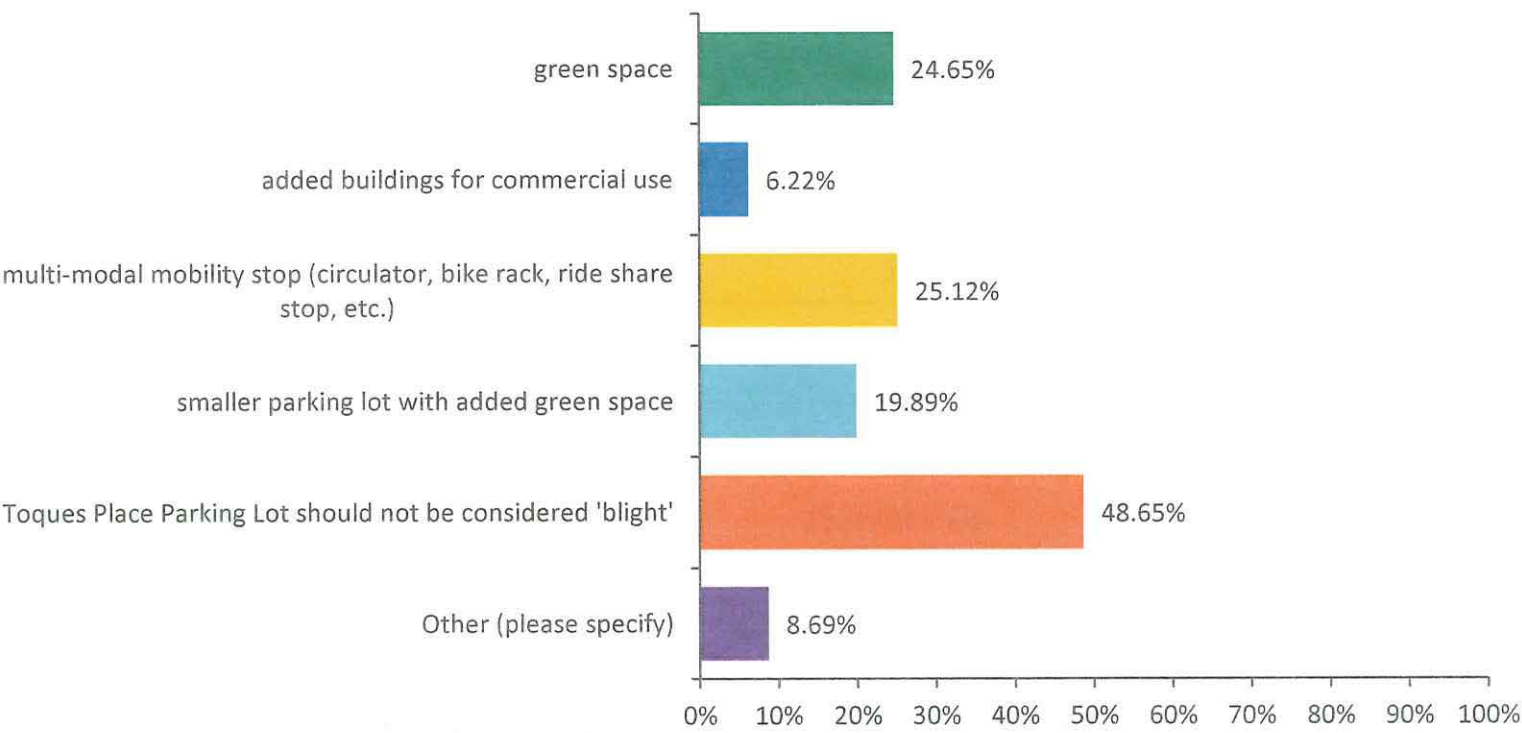
Answered: 1665 ; 291

ANSWER CHOICES	RESPONSES	
Parking lots should be considered 'blight' and do not contribute to the streetscape	26.91%	448
Parking lots should be considered 'blight', and if they were redeveloped, I would take alternative modes of transportation	17.30%	288
Parking lots should not be considered 'blight', and should be permitted in any location	34.59%	576
Parking lots should not be considered 'blight', but they do contribute to increased congestion	39.76%	662
TOTAL		1974

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Q7: For example, Toques Place Parking Lot could be considered "blight." If it were redeveloped, select from the following options what you would like to see in its place.

Answered: 1704 ,: 252



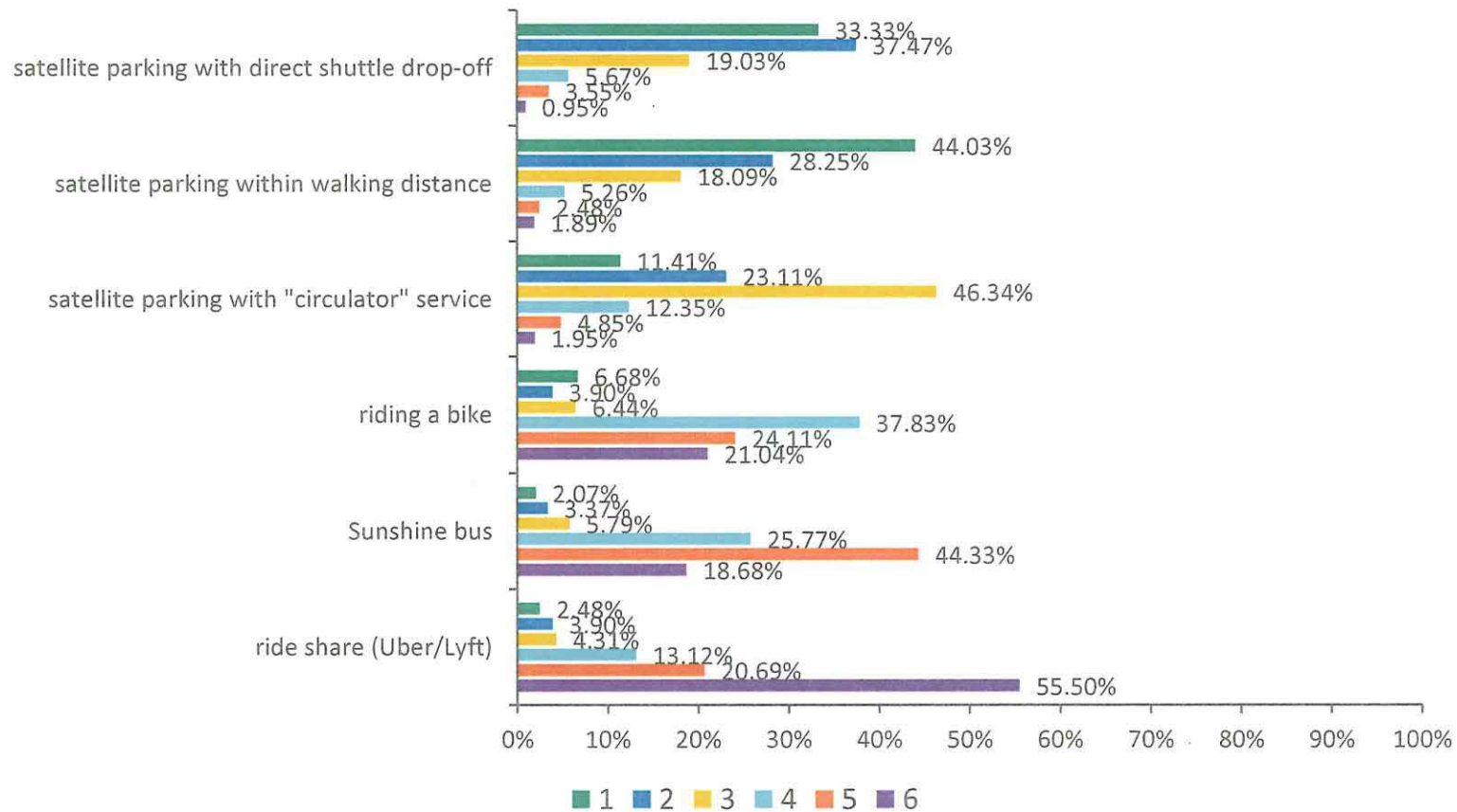
Q7: For example, Toques Place Parking Lot could be considered "blight." If it were redeveloped, select from the following options what you would like to see in its place.

Answered: 1704 ,; 252

ANSWER CHOICES	RESPONSES	
green space	24.65%	420
added buildings for commercial use	6.22%	106
multi-modal mobility stop (circulator, bike rack, ride share stop, etc.)	25.12%	428
smaller parking lot with added green space	19.89%	339
Toques Place Parking Lot should not be considered 'blight'	48.65%	829
Other (please specify)	8.69%	148
TOTAL		2270

Q8: If downtown parking inventory was reduced, rank the following parking alternatives in order of preference.

Answered: 1692 ,: 264



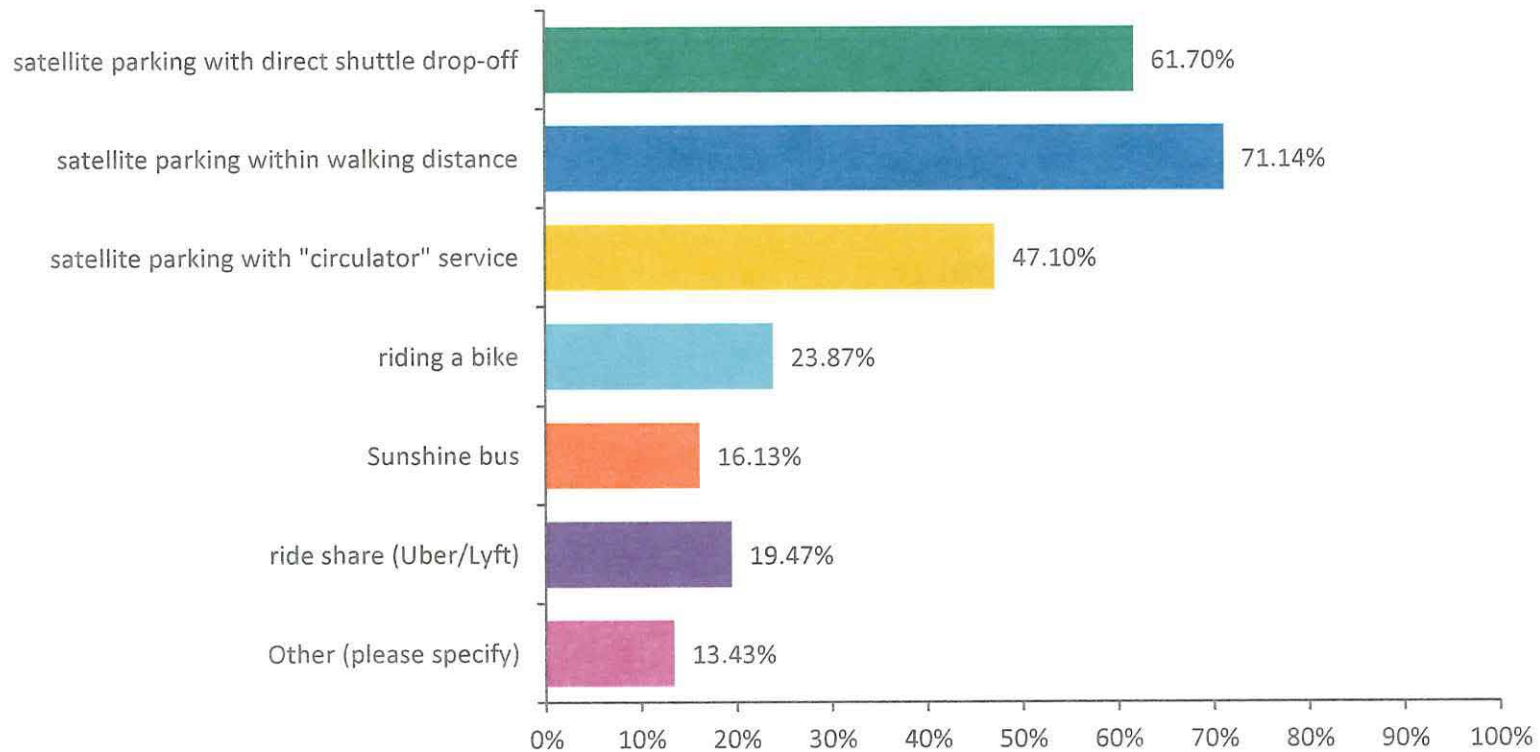
Q8: If downtown parking inventory was reduced, rank the following parking alternatives in order of preference.

Answered: 1692 ,: 264

	1	2	3	4	5	6	TOTAL	WEIGHTED AVERAGE
satellite parking with direct shuttle drop-off	33.33% 564	37.47% 634	19.03% 322	5.67% 96	3.55% 60	0.95% 16	1692	4.89
satellite parking within walking distance	44.03% 745	28.25% 478	18.09% 306	5.26% 89	2.48% 42	1.89% 32	1692	5.00
satellite parking with "circulator" service	11.41% 193	23.11% 391	46.34% 784	12.35% 209	4.85% 82	1.95% 33	1692	4.18
riding a bike	6.68% 113	3.90% 66	6.44% 109	37.83% 640	24.11% 408	21.04% 356	1692	2.68
Sunshine bus	2.07% 35	3.37% 57	5.79% 98	25.77% 436	44.33% 750	18.68% 316	1692	2.37
ride share (Uber/Lyft)	2.48% 42	3.90% 66	4.31% 73	13.12% 222	20.69% 350	55.50% 939	1692	1.88

Q9: What alternatives to parking downtown would you be willing to use?

Answered: 1705 ,: 251



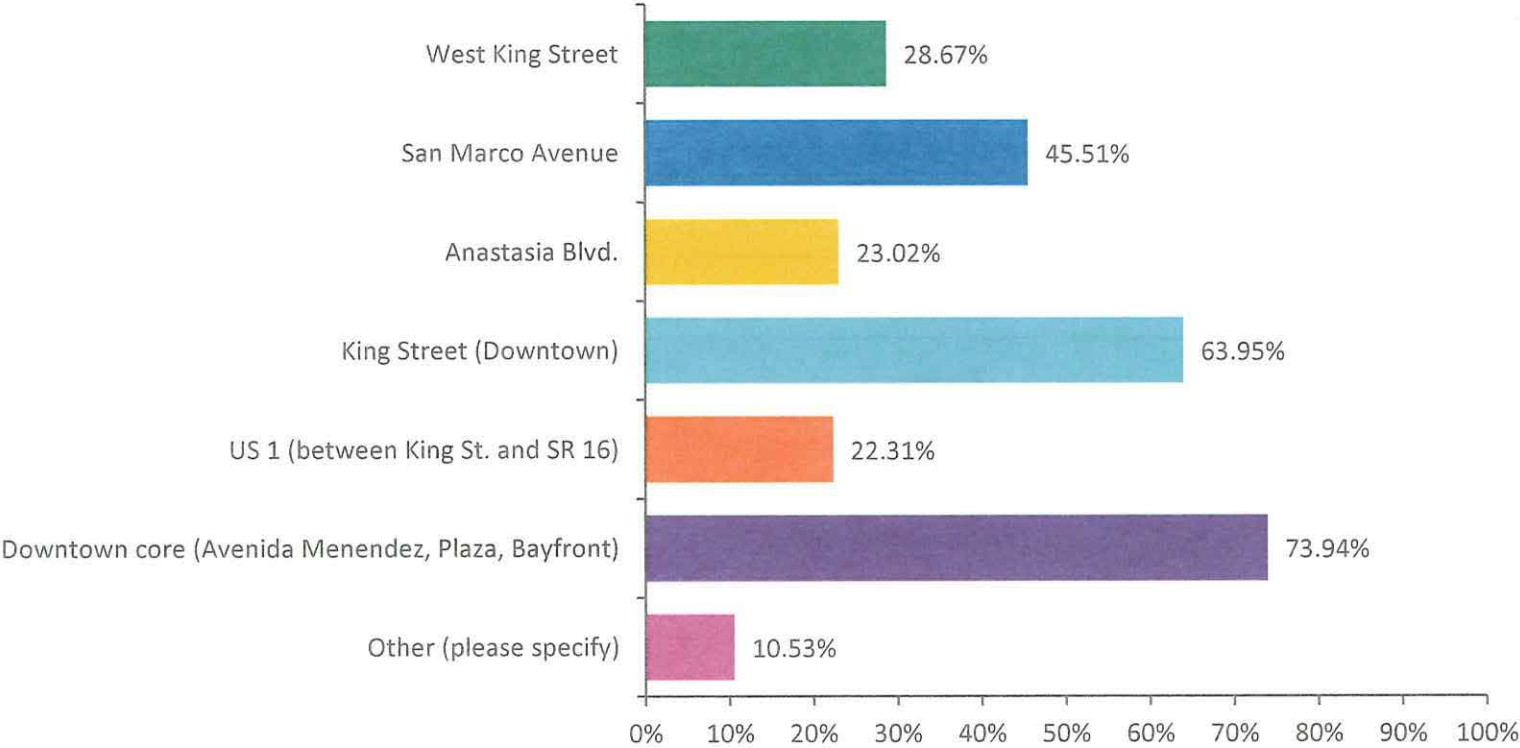
Q9: What alternatives to parking downtown would you be willing to use?

Answered: 1705 ,: 251

ANSWER CHOICES	RESPONSES	
satellite parking with direct shuttle drop-off	61.70%	1052
satellite parking within walking distance	71.14%	1213
satellite parking with "circulator" service	47.10%	803
riding a bike	23.87%	407
Sunshine bus	16.13%	275
ride share (Uber/Lyft)	19.47%	332
Other (please specify)	13.43%	229
TOTAL		4311

Q10: In general, what areas of St. Augustine do you feel are lacking for parking?

Answered: 1681 ,: 275



Q10: In general, what areas of St. Augustine do you feel are lacking for parking?

Answered: 1681 ; 275

ANSWER CHOICES	RESPONSES	
West King Street	28.67%	482
San Marco Avenue	45.51%	765
Anastasia Blvd.	23.02%	387
King Street (Downtown)	63.95%	1075
US 1 (between King St. and SR 16)	22.31%	375
Downtown core (Avenida Menendez, Plaza, Bayfront)	73.94%	1243
Other (please specify)	10.53%	177
TOTAL		4504

Question 2 Responses – Where do you live?

- 1 St Augustine Beach
- 2 Bay county
- 3 Volusia
- 4 Ohio
- 5 Alachua
- 6 Sarasota
- 7 St Aug beach
- 8 Louisiana
- 9 Alachua County
- 10 Citrus county
- 11 Orange County
- 12 Osceola
- 13 Volusia
- 14 South Carolina
- 15 Baldwin County
- 16 Osceola cty
- 17 Connecticut
- 18 Sarasota county
- 19 Alachua County
- 20 Georgia
- 21 Atlanta, Ga
- 22 Pinellas
- 23 Wi
- 24 Pinellas
- 25 Maryland
- 26 Palm Beach County
- 27 ATHENS GA
- 28 Pinellas
- 29 Other

Question 2 Responses – Where do you live?

- 30 Lake county
- 31 Virginia
- 32 Rehoboth Beach
- 33 Nh
- 34 Henderson county nc
- 35 Vilano Beach
- 36 Volusia county
- 37 Marion County
- 38 Former resident frequent visitor
- 39 Oakwood GA
- 40 Lake
- 41 St.augustine, just not downtown
- 42 Illinois
- 43 Alachua
- 44 Greenville SC
- 45 Mi but we stay for several months in st augustine
- 46 Tennessee
- 47 St. Augustine Beach
- 48 St. Augustine Beach
- 49 Savannah GA but I operate a business there
- 50 New Jersey
- 51 Ohio
- 52 Alachua county
- 53 St augustine Beach
- 54 Pasco
- 55 Ky
- 56 Orange
- 57 Orange
- 58 Wisconsin but visit St Augustine often

Question 2 Responses – Where do you live?

- 59 Indian river
- 60 St. Augustine Beach
- 61 Augusta,Ga
- 62 St Augustine Beach
- 63 Minneapolis, MN
- 64 St. Augustine Shores
- 65 Lake County
- 66 Escambia
- 67 St Augustine
- 68 Franklin county, Ohio
- 69 Camden County Georgia
- 70 philadelphia pa
- 71 1/4 mile outside city limits off Woodlawn Rd.
- 72 St. Augustine Beach
- 73 Out of state
- 74 Nassau County
- 75 Baker
- 76 used to live in St Johns County, city of St Augustine Beach
- 77 CT
- 78 Whispering Circle just outside city limits
- 79 Saint Augustine
- 80 Nassau
- 81 Baker
- 82 georgia
- 83 Virginia, but moving there soon
- 84 Saint Augustine
- 85 St. Augustine Beach
- 86 Murfreesboro, TN
- 87 St.Augustine Beach

Question 2 Responses – Where do you live?

- 88 Volusia
- 89 South Carolina
- 90 St. Augustine Beach
- 91 Vilano Beach
- 92 Orange
- 93 St. Augustine Beach
- 94 Live in Duval but own a business in Downtown St. Augustine
- 95 Sarasota
- 96 Palm Beach
- 97 St Augustine Beach

Question 7 Other – Toques Place parking lot if it were redeveloped?

- 1 We just need more parking downtown, doesn't matter where. it's either parking or better transportation into downtown for everyone. Traffic is terrible going into downtown anytime after 3pm. Leaving downtown is even worse. Either more roads to lessen traffic or more parking around downtown with easy (affordable) transportation into the city. Your downtown business leaders don't have tourist money for transportation into downtown.
- 2 Shuttle stop with green space
- 3 That space and others - in back of the Lightner - should be turned into parking garages that blend in with the streetscape. I have used them in other historic cities - Charleston, Savannah - and find them less intrusive and unsightly than open parking lots.
- 4 Make it a more attractive space but still a parking lot
- 5 consider multi level parking garage in other location close to city with circulator to assist with tourists and locals to park and visit restaurants/bars downtown
- 6 you don't indicate the location of Toques Place Parking.
- 7 maybe a park with picnic benches and other seating areas, encouraging people to walk more and be outside
- 8 downtown needs all the city-owned and operated parking it can get!
- 9 smaller parking lot w/added green space & bike racks/bike share
- 10 Fence or wall surrounding it. Give parking lots a faux appearance of a fitting themed structure
- 11 Greater handicap space because this is the most central to the core old town. Maybe it should be exclusive handicap parking.
- 12 The area looks congested, more parking garages within walking distance of the downtown area would be better. Maybe use this as a drop off space for ride share instead.
- 13 What about 2 tier parking ?
- 14 Attractive Parking garage
- 15 attractive 2-3 story parking garage...it's not an either/or
- 16 You need parking options for employees of downtown businesses
- 17 More parking. That's what we're talking about here, correct?
- 18 Use of permeable pavers, plantive native grassed/flowers in island and curb areas.
- 19 Decorations, faux building facades could be used to make the lot blend into scenery better
- 20 Elevated parking
- 21 We need more parking
- 22 Garage (expand vertically) adds capacity without increasing footprint. Toques lot is an established use. Height limit a factor.

Question 7 Other – Toques Place parking lot if it were redeveloped?

- 23 Just fix it up and plant some greenery or place some art to make it more attractive.
- 24 Redesign it to be a better pass-through for traffic to alleviate problems when people turn on blocked Cuna accidentally
- 25 Parking Garage
- 26 We need either another parking garage or to add levels to the one we have
- 27 Good looking parking lots would enhance the area. Trees and shrubs. Also most need maintenance
- 28 Multi story apartments
- 29 Make park and ride shuttle
- 30 Too complex for short answer
- 31 Our town is losing its charm. We are worried to much about the tourist and the \$. Let's not forget why people moved here in the beginning.
- 32 2 story parking
- 33 Raised parking lot
- 34 True low income housing
- 35 I would love any parking lot to be covered with solar panels on top to help with electricity costs for the city. We really need shaded places to park.
- 36 Make part of the city foot traffic, carriages and trolley only. Parking should be satellite only.
- 37 Performance/presentation place
- 38 Add green space/landscaping
- 39 You need to be finding ways to INCREASE downtown parking. The idea of reducing it is horrifying.
- 40 It's parking. Leave it there.
- 41 Remote parking with shuttle stops down town paid for by \$1-3 extra fee on motel rooms per stay or night like Savannah does with the boat shuttle should have been done years ago my family rarely goes down town anymore because of lack of parking & traffic
- 42 This lot (or others in the downtown) should be reassigned for local parking to provide space for workers and local residents to access downtown businesses.
- 43 More high rise parking
- 44 It should not be considered blight, it is surround by mostly backs of businesses and the parking should be used to full potential
- 45 Park and ride
- 46 This space could use some improvements

Question 7 Other – Toques Place parking lot if it were redeveloped?

- 47 Would a parking garage fit?
- 48 Issue permitted passes, for employees that qualify. Say maybe 2 years with same business gets you a permit. And clean it up, more green space added. Bike racks etc.
- 49 Need to use the trolley system adding stops and have cars park in garages.
- 50 Downtown st Augustine is missing places for people to sit and enjoy being outside. There should be a small park with seating and and shady grassy areas where you can relax
- 51 Build a parking garage with a design that fits into the city's design
- 52 It's a necessary lot but it needs rebuilt to fit with the surroundings. There's no reason to o remove it. People live and work here, how will they cart groceries and necessities in? Lay a nice brick lot with greenery around it !! How do you think people will be able to access their jobs without proper parking? What about disabled people who live, work or visit the area?? What are you thinking?! Don't add more lots, revamp what exists with brick and greenery around them and give priority parking to workers and residents with a sticker system. Residents should get free parking. Have them show a current lease, utilities bill or mail to get their stickers. Have employers give or cancel employee stickers, then have a priority, color based sticker system. Paint spots with those colors and have folks fork out to get better spots. Enforce these with tickets.there's money to pay for parking enforcement, parking lot revitalization and greenery plus a bit for the city coffers.
- 53 A simple addition of some shade trees would be a nice addition to this lot.
- 54 Just add some plantings to beautify area a bit
- 55 Amount of spaces is adequate but the parking lot itself is poorly designed
- 56 Very much needed parking lot
- 57 If it is green space will homeless just gather here? I would rather have a parking lot than a homeless encampment.
- 58 Mutli use. Shops below, parking above. Also, architecture can add interest. I have a seen both architecturally beautiful and green parking garages in other cities. St. Augustine government doesn't seen to think outside the box, there are third alternatives.
- 59 scooter, motorcycle, golf cart, bikes only
- 60 You can have parking spaces for cars and other modes of transportation
- 61 Locals only parking
- 62 Can't eliminate parking w/o other options
- 63 If there is no place to park why bother going downtown. Can't see anything to crowed.
- 64 redesign and beautification permit lot for workers
- 65 Convert existing buildings into parking garages

Question 7 Other – Toques Place parking lot if it were redeveloped?

- 66 parking should go vertical increasing green space around the garage - garage with perforated metal panels can be an attractive structure
- 67 this image shows private parking. the toques city lot is the only paid lot in the immediate vicinity of various shops and restaurants
- 68 It should be developed with commercial space with a parking garage. Winter Park has done a good job with integrating garages with retail.
- 69 We need MORE parking downtown, not less. Why put in a green space? For the homeless to make a camp in?
- 70 Add more parking spaces
- 71 Keep it as a parking lot.
- 72 I am a firm believe St. Augustine is mainly a walking city and parking should be on the outskirts with constant trolley if too far to walk
- 73 Trees
- 74 Where is this lot ???? Lived here for 50 years and never heard of it
- 75 multi-level aesthetically planned parking garage
- 76 BUILD HOUSING ON THE PARKING LOTS
- 77 Simply not big enough for this horrendous lack of parking like survey states since the 70's
- 78 "Blight" or not, we need parking.
- 79 Pave the parking lot
- 80 Handicap Parking in all spaces.
- 81 Locals should be able to buy permits similar to beach pass. Locals can't find parking!
- 82 FREE parking deck - multi story, decorated to match surrounding buildings
- 83 Satellite parking for public transit
- 84 No changes please.
- 85 transit, real transit. buses or trams, with a park and ride service into downtown. st. augustine was not made for cars.
- 86 Renovate the parking lot to look more aesthetically pleasing
- 87 Remove traffic completely from the main strip and put garages on the ends of the town.
- 88 Smaller parking lot for emergency vehicles and a shuttle stop for shuttles that circulate downtown.
- 89 Either public green space or another small business that adheres to the existing historical theme in St Augustine

Question 7 Other – Toques Place parking lot if it were redeveloped?

- 90 What is blight is the house at 69 Toques Place that the developer abandoned after destroying it.
- 91 This parking lot is surrounded by buildings making it not blight. We don't want parking lots put just anywhere which would make the parking lot blight.
- 92 Should remain as a parking lot for employees of businesses
- 93 include bike racks
- 94 Keep the parking. Add some trees or something small if it is too 'blight' too look at. Aesthetics should not interfere with a city's ability to provide enough parking for the residents and the tourists that they cultivate.
- 95 There's not enough parking downtown. Why on earth would you remove any of what very little there is???
- 96 this is a stupid question as is the previous question
- 97 We need more parking lots
- 98 more parking options away from the space and a shuttle
- 99 a way to park up a level
- 100 If relevant, replication of prior buildings and/or landscape in that space
- 101 A space for downtown employees.
- 102 It needs to be spruced up
- 103 A fee reserved spots for property owners, employees, handicapped patrons
- 104 2nd level
- 105 How can you be addressing a parking shortage, and calling existing parking blight...
- 106 City should encourage Bicycling and provide more bike racks.
- 107 We need creative and beautifully-designed parking garages! This, and similar lots, should be two-level garages that are camouflaged with appropriate architecture and landscaping.
- 108 Parking garage
- 109 No opinion due to unfamiliarity with location.
- 110 Paved parking lots with appropriate vegetation should not be "blight" and is acceptable.
- 111 Parkette like St Augustine Beach has
- 112 As long as parking lots are used (unlike in Jax, where they're always surrounded by fencing), they are not blight. Parking lots should be free and easily accessible like in Fernandina.
- 113 Garage parking two stories. Too many private parking lots that charge exorbitant dollars. Limits should be instituted as to how much they can charge.

Question 7 Other – Toques Place parking lot if it were redeveloped?

- 114 Many St Augustine residents will not venture into town because of the parking problem, perhaps "resident" passes could be offered and some parking lots reserved for "residents" (not just reserved for certain businesses).
- 115 handicapped parking
- 116 Parking lots should not be removed, but they should not be added in ways that impact the historic streets and buildings. New builds should have parking garages included on top or underneath them.
- 117 not familiar with area. Greenery is needed. Concrete/asphalt also leads to water run off which is not optimal.
- 118 Multi level parking garage
- 119 small lots with trees on added green space (like a meridian)
- 120 Honestly, I'm having trouble filling this out. There is too many cars in the downtown area, but I live on the island and I love the parking garage, and use it mainly with my discount. I don't know how to answer many of these questions already. We need less traffic, but I also need to be able to go to Lewis auditorium and not fear being able to arrive on time because there is no parking if the garage is full. It's a mess. I don't know the answer. I hate to see more parking spots, but maybe we just need another massive parking garage next to the one that is already there. It's safe, not a blight, and easy to walk to. And it's by the tourist office.
- 121 Mobile metered parking is difficult for older folks & foreigners
- 122 Parking garage
- 123 No less parking
- 124 Plant some trees to "un-blight" parking lots
- 125 enhance by paving and improve curb appeal
- 126 Green space is great, but tourists walk all over plants with no regard so it is a waste of money and ends up looking worse than if it was all concrete. Must be hardy plants/bushes that can withstand foot traffic.
- 127 Give me a break. This is a stupid survey
- 128 Nice rest areas for families but would like to see animal sitting for people who travel with animals. This is needed tremendously.
- 129 Parking lots should not be blight, but instead attractive, maintained areas for parking cars.
- 130 Parking garage on North side and less parking on major streets
- 131 local only parking!!!!!!! we dont get to enjoy downtown
- 132 Landscaping improvements added to existing parking lot
- 133 consider parking off Riberia near the distillery. tear down old anandoned buildings and make parking garage. use flagler student housing parking garage

Question 7 Other – Toques Place parking lot if it were redeveloped?

134 Keep for downtown workers only

135 A developed and maintained parking area

136 Do not redevelop it!

137 Authentic Spanish colonial buildings

138 Nothing

139 Parking has to be added somewhere if Toques is a city run parking lot I say leave it alone.

140 The city garage is adequate, but we could use more parking during peak periods. It should be more affordable for families to visit during the day. I would frequent the old district more during the week, if more affordable and support the local businesses. Charge higher after 6pm to cover safety and the drunks

141 Essential for the residents, employees, and visitors in our city

142 Clean it up and make it nice. Pavers

143 No park as the street population would decimate it and the public will not have the ability to use it

144 A lot for handicapped vehicles only

145 ur moms house lmao

146 Mixed use development with housing units

147 Parking lots take away from tax revenue and the city center should be a pedestrian only zone.

148 Multi mobility space WITH added green space!

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 1 The best option is the only option. Either allow more parking into downtown which could hurt the already terrible traffic problem or have parking lots just outside the downtown area with constant shuttles with multiple downtown stops. Instead of it being the tourist trolley stop make it beneficial for our tax payers in Saint Augustine. Our local business leaders are the ones operating store in downtown for our tourists but have to pay to park for work if they even have a spot to park.
- 2 Shuttles an circulators just sound like more congestion to me. Riding a bike in the heat is ridiculous and creates a different kind of congestion. Just use patience, find parking and then walk.
- 3 A second parking garage
- 4 I just wouldn't go
- 5 Resident pass for Old town trolley
- 6 Local resident specific paid parking
- 7 I live downtown and have parking. It is too many cars and tourist that complicate the resident's lives.
- 8 water taxi with direct drop offs down town
- 9 Walk
- 10 Micromobility options such as bike taxis, scooters, trollies.
- 11 just walking
- 12 Residents need to drive downtown daily for school pickup/dropoff, church, banking and city services! Don't restrict downtown parking, add to it!
- 13 We are all for "satellite parking" as long as it is NOT on the Anastasia Island, which is primarily residential and is already crowded with vehicles! Build another Parking garage west of downtown where there is more open land, and connections to major highways.
- 14 Sunshine or other bus, if it made more frequent trips down San Marco
- 15 Water taxie
- 16 Abolish the tourist development council
- 17 Make parking lots fit visually with city architecture
- 18 Hop on - hop off trolley. Could buy weekly or monthly passes.
- 19 We need local trolley that runs just a local route with a downtown loop. Reserved for residents or those with local pass.
- 20 Need to alleviate the amount of cars traveling through the downtown area. So many cars, very few stop lights and too little street parking (if which most residents don't know how to parallel park anyway) makes for huge congestion problems.

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 21 Riding a bike, but my bike got stolen thanks to homeless population
- 22 walking . i live on marine st
- 23 None
- 24 none
- 25 Needs to be a lot with A continuous running trolley down King Street to the proposed spot for parking lot corner of King and A1A
- 26 Reduce \$ spent on tourism advertising & we wont have this problem. Bring back old St. Augustine with reasonable tourism months.
- 27 Walk
- 28 City take back private lots and make them free after 5pm and weekends
- 29 Going elsewhere-I'm handicapped
- 30 All of St Aug Old Town should be walking traffic only. No bikes, no golf carts, no scooters...traffic should only be for people who live downtown. there should be satellite parking out on US 1 that busses in the tourists and drops them off to walk around town.
- 31 City resident-only parking area w/circulator
- 32 None. Avoid downtown
- 33 New Parking Garage on Francis Field
- 34 Not really sure what your definition of circulator service is. Would very nice to use parking lots as hubs where people could walk, Uber, or ride bikes. Then the city would need bicycle parking in "hot spots"
- 35 Being a local 42 years, have quit going downtown, which breaks my heart. Our quaint, lovely SA is gone
- 36 I don't go downtown due to the traffic and crowds
- 37 I need parking next to my business
- 38 Trolley, Golfcart, Bike with carriage service, Horse and Buggy
- 39 Ancient European cities wall the city and prevent all but deliveries and shuttles
- 40 bike or scooter rentals
- 41 Need parking garage near king street
- 42 Go somewhere else
- 43 Satellite parking signage needs to be clear - where it is and how frequently shuttles run - all drop offs should be in 3 dedicated locations - the parking garage the fort and either the Lightner or the Winery

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 44 Satellite parking should be free or 3 or 4 times cheaper than downtown parking and could be co-located with hotel, mall, restaurant-dense areas with pedestrian or electric scooter-friendly pathways.
- 45 Walking
- 46 If you offer frequent, reliable, free shuttle service as part of the parking fee it wouldn't be a problem
- 47 N/A
- 48 Make the parking garage taller. Less land space, more cars.
- 49 Change traffic pattern
- 50 3 wheel bike
- 51 Build another garage at the lot near Dog Rose Brewery
- 52 Bike, only if separate from car traffic
- 53 None
- 54 My car
- 55 wouldn't visit as much
- 56 What is circulator service? You define blight, but I have no idea what circulator service is
- 57 tram
- 58 Walking
- 59 Would not use these - would leave
- 60 I wouldn't come to town if I couldn't find parking.
- 61 Walk
- 62 Do. Not. Reduce. Downtown. Parking.
- 63 None of these. I live here. I walk. But to keep parking down on my street, increase the size (height/stories) of the parking garage please.
- 64 How about some *real* public transportation, like a more reliable bus route that runs often and efficiently
- 65 I'll simply sell my house in Palencia and move. The parking and traffic are untenable and we need to expect to manage growth. Instead we don't manage and just sprawl.
- 66 Public rickshaw
- 67 I work downtown, any change to the availability in favor of tourism is a step in the wrong direction.

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 68 Car pooling
- 69 There needs to be more not less
- 70 None, I love here and want to visit for dinner I understand this has become a tourist spot and that revenue is important to the city, but don't penalize the residents.
- 71 My husband & I are both senior citizens with health issues. We love going downtown for events & to walk around, but our walking is limited do to our health so we need something close to downtown.
- 72 Shuttle
- 73 Walk
- 74 Walking (what I have to do now)
- 75 Build a street car or tram to make the city more appealing, it would make st. Augustine unique and more fun.
- 76 Public transit with multiple stops throughout the town, comparable to the trolley system
- 77 None! I'm disabled. I can't stand and wait on shuttles let alone ride them because they are rough and cause pain! I can't walk far and certainly can't ride a bike nor can I afford to pay Uber or Taxi prices! I don't think workers for all your attractions and businesses can afford to wait for shuttles or afford to pay for a ride either and how are they supposed to carry their things on a bike for the day? What about kids going to college classes after and before work with a ton of books to carry? Or those who need to take work home with them and bring it back?? You are not thinking this through.
- 78 What is circulator service?
- 79 Would not go downtown
- 80 Walk up to 1 mile/ satellite parking beyond
- 81 Public transportation such as water taxi, elevated rail/tram, skylines.
- 82 More downtown loading zones with satellite parking
- 83 Would stop shopping downtown
- 84 Again worried about the homeless situation. Will they be riding the shuttles buses constantly will they make the additional parking areas unsafe. Homeless are a bigger problem than parking
- 85 Z
- 86 tram service from a satellite lot like Disney World (trams can move more people)
- 87 Walking
- 88 Free or park now lesser charge lots reserved for locals
- 89 E-scooter share, E-bike share

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 90 How about an actual parking lot instead of building other things
- 91 What is circulator service?
- 92 Shuttle from 312 to down town drop off at bridge of Lions
- 93 Walking
- 94 build another close in parking structure
- 95 My husband is handicapped and can not use anything that distances him to far from restaurants
- 96 Don't bother
- 97 monorail
- 98 Preference for locals at garage & walking distance satellite lots. Tourist keep us from even using the garage to attend events. We used to go DT all the time, now it's impossible to go to festivals. We use the garage & are willing to pay the discounted rate & walk
- 99 prefer vertical parking where some lots are currently located
- 100 I live downtown
- 101 Dinghy dockage at same price as street parking
- 102 Well lit walking paths
- 103 If there was less parking than there is now, i would go downtown less
- 104 walk
- 105 Using existing St. aug. Parking garage
- 106 Train
- 107 Finding a place to visit that doesn't have impractical ideas about parking
- 108 You guys are extremely out of touch on this one, period. All of the above are an incredible hassle with a family.
- 109 Rail along Florida East Coast Railway
- 110 Parking garage
- 111 I'm NOT going to spend big bucks shopping & dining just to drag my tired feet many mpore blocks to park. It's not "blight", it's called access for people who work and spend \$\$\$ in town
- 112 None I would like my vehicle to park downtown
- 113 I would probably skip downtown completely
- 114 Don't be putting a parking lot in Lincolnville, that's for sure
- 115 I live downtown!

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 116 ebike, e anything that is single rider with a place to secure said device
- 117 Multi level parking garages
- 118 I'm disabled. I need the spots downtown to exist so that I can get to my job. Public transportation is not an option for many disabled.
- 119 Amy Skinner personal vehicle shuttle. She needs a new job she doesn't understand the one she has
- 120 Walk
- 121 None. Me and my thousands of \$ spent in St. Augustine will go somewhere else.
- 122 None of the above
- 123 E- Scooters with rules of the road possibly licensing/permitting
- 124 ParkNow card for downtown garage (but not for festivals/parades or Nights of Lights—I just don't go downtown then)
- 125 need protected bike lanes and dedicated bus lanes
- 126 Ride the poor old horses that this town thinks is still efficient with their out of control building growth that our officials created let them ride the horses with their idiotic approvals that created this situation
- 127 Limit visits to downtown.
- 128 I would avoid downtown
- 129 None
- 130 I would not come to town
- 131 Not visiting downtown
- 132 not go downtown
- 133 We are disabled and cannot use satellite parking
- 134 Ban traffic in the downtown area
- 135 MORE downtown parking
- 136 None, too much traffic with no traffic, I don't come downtown
- 137 Direct shuttle ONLY if accessible to limited mobility (non-wheelchair)
- 138 walking
- 139 None
- 140 none

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 141 I don't want reduced parking in St A
- 142 Care about the locals
- 143 What the heck is circulator service?????!!
- 144 I walk mostly to downtown. I don't want people parking in front of where I live
- 145 i think the city of st. augustine would benefit from a modern tram system.
- 146 Stay away from St Augustine
- 147 None
- 148 None
- 149 None. I would have to move. I NEED parking as my building does not provide it to residents.
- 150 Uber is too expensive. You all are crazy. You are going to ruin this town that I have lived in since 1988.
- 151 We never have a problem parking in town.
- 152 None, more parking please.
- 153 Sunshine Bus is underutilized and could greatly reduce traffic if it were spruced up and advertised better
- 154 None - I will not go downtown
- 155 None. Parking should be available everywhere at all times. Working and living downtown without parking would be a HUGE inconvenience
- 156 Increased parking
- 157 walking
- 158 It isn't about what a person is willing to use if you are taking away an option. Reducing parking options forces people to exist with the options that are left to them. More parking would be ideal for me, as I don't think parking lots are an issue. If the place I'm going to is in walking or biking distance than I won't use my car, but if I need to drive somewhere taking parking away reduces my ability to realistically go to some places.
- 159 Flagler College
- 160 NONE??????? It is incredibly dangerous to ride bikes in St. Augustine, resulting in numerous traffic accidents and pedestrian fatalities. Uber is completely out of the picture for a significant minority of St. Augustine residents at over \$11 a ride for most rides, not to mention the supreme lack of drivers servicing the city. The sunshine bus company is down right dangerous for unaccompanied individuals, and especially women. Satellite parking is so far from timely it's laughable. What on earth are you thinking??

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 161 None!! Want our parking back. Unused to be able to park behind the museum and now that's all for employees. Why can't employees go on a shuttle
- 162 Make the downtown area pedestrian friendly currently it's a free for all
- 163 Free Trolley like in Tampa & Miami
- 164 Parking for employees
- 165 Sunshine Bus or other bus but with express service to downtown. Takes over an hour to get to downtown from St Aug Beach
- 166 Walking to downtown
- 167 St Aug should consider a "ride a scooter" campaign. Florence Italy reduced the number of cars when they made it super easy to drive scooters around town. It is easy to find places to park dozens of scooters.
- 168 None. I depend on downtown parking.
- 169 Anything, just get rid of all of the vehicles and require business deliveries aside from mail to be completed outside of peak hours
- 170 Remove parking in the square. It is unsafe and congested. I can no longer ride my bike over the bridge and in town.
- 171 Not going downtown
- 172 City should encourage more bicycling and provide more bike lanes and bike racks.
- 173 It would be great if there was a trolley similar to the green and red trolleys that would get people from Anastasia Island to downtown, this would allow for more parking
- 174 We need to find solutions in the downtown area.
- 175 walking
- 176 Probably none
- 177 I live downtown.
- 178 Parking garages
- 179 Parking at reasonable prices. More handicap parking near establishments and enforcement of handicap placards
- 180 Free shuttle service every 10 minutes.
- 181 Garage if it were hourly instead of daily
- 182 Additional or larger garage
- 183 WALKING!
- 184 Some form of transit system to outskirts

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 185 No options
- 186 streetcar
- 187 I think another HUGE parking garage next to the other one, as it's easy to get to and takes the parking OUT of the tiny streets. I don't want to take a bus, once I park my car. I want to walk.
- 188 Walk
- 189 Don't know what circulator service is
- 190 walking
- 191 Just let us park and quit being difficult
- 192 None of these....just make more parking!
- 193 what does "circulator" service mean?
- 194 Not go downtown
- 195 Please don't put satellite parking in west king and waste tax money on shuttle services. Ebikes were a total lack of oversight and out of touch with needs of people
- 196 I live within walking distance
- 197 Very biased survey. You obviously want to reduce our already parking starved downtown.
- 198 Out of city parking lots with shuttle service
- 199 Water taxi from Vilano on regular daily schedule to City Dock
- 200 Bike with convenient bike lanes and bike rack
- 201 More parking as done like Charleston
- 202 uber and lift stop in the middle of the road we need designated pick up areas
- 203 complementary shuttle service like Freebie or trolley line
- 204 I live downtown, so don't need parking. But my 90 year old Mother does as well and it would be helpful for her if parking downtown was limited to residents, workers and handicapped
- 205 none of the above.
- 206 I walk everywhere
- 207 Walking, biking, bus, no vehicles allowed downtown
- 208 I walk from my house.
- 209 Walking
- 210 Trolley service door to door

Question 9 Other – What alternatives to parking downtown would you be willing to use?

- 211 Seems like we spend so much marketing money to get on all the top 10 lists. Spend some money and do a train from a satellite parking spot to downtown.
- 212 None
- 213 I walk if the activity ends before it gets dark.
- 214 Build more lots downtown or immediately west of the city. Don't push more people and vehicles onto the island!
- 215 None, a bigger parking garage or another within walking distance is better for business as you walk past the businesses
- 216 Walk
- 217 Free trolleys instead of all the tourists using them use them for our transportation and have a local fee to use it.
- 218 Parking within easy walking (2-3 minutes) distance to the core historic district on a hot rainy day and safety late at night., as long as there are places for managers, residents, and VRBO guests to park near their businesses. There is no silver bullet. There needs to be various options depending on who is using the parking.
- 219 I most likely would stop going downtown if I were u able to park my own vehicle.
- 220 None, you need parking lots!
- 221 i live downtown, I'd walk
- 222 Dumbest idea in the world to reduce parking
- 223 Actual bike lanes as drivers are too busy looking at the scenery not the road.
- 224 Skydiving
- 225 Locals should have a parking decal that allows them to park downtown. Tourists should be using the satellite lots.
- 226 Safer walking from the island. Cross walks etc.
- 227 I use an ebike anytime I go downtown.. faster than driving
- 228 None - I live downtown and have parking.
- 229 Walk

Question 10 Other – What areas of St. Augustine do you feel are lacking for parking?

- 1 There are too many cars everywhere and we should do all we can to incentivize other forms of transit. More parking incentivizes more driving. More driving is bad for health, climate, safety, and building a "strong town"
- 2 Cordova, anywhere near St. George
- 3 none
- 4 St A is very navigable. Just have patience like any other city.
- 5 designated parking for musicians
- 6 too much parking in the center, not historical
- 7 There would be enough parking downtown if you would shuttle the tourist from off site parking.
- 8 Between Cordova Street & Spanish Street
- 9 Lincolnville (restaurant employees regularly park on residential streets)
- 10 historic city center "St George St"
- 11 In general, I have been skipping St. A due to overall congestion
- 12 Parking is fine except high tourist times. Need one more parking ramp
- 13 What is lacking is good public transit
- 14 None
- 15 Not really a lack of parking, people don't want to use paid lots so they clog up the residential streets
- 16 Need to move bus parking. They create a huge amount of congestion traveling to from parking at Vilano boat ramp. They travel down San Marco make illegal turns left turns after entering west Castillo to get to bus drop off. They block all traffic at intersection.
- 17 Ponce Hall
- 18 more parking downtown brings more cars/gridlock. how many more decades are we going to be "talking" about satellite parking instead of solving it?
- 19 Hypolita
- 20 none
- 21 What makes downtown lovely is the pedestrian-ability
- 22 None because this used to be a small town before the city/county started blowing millions of \$ to bring more people in.
- 23 Side streets near St. George
- 24 St George Street area

Question 10 Other – What areas of St. Augustine do you feel are lacking for parking?

- 25 The beaches
- 26 Block core business roads off to cars
- 27 All of the above
- 28 Do not add parking, this is a historic town and should be treated as such.
- 29 i do not feel like the city is lacking for parking.
- 30 I don't think it's lacking parking, parking downtown is unsustainable with the limited land. A satellite garage is the only answer, more satellites can be added in the future if needed.
- 31 Need more Turn lanes instead of on street parking
- 32 Do not sacrifice history for parking near by near by
- 33 Parking for small business
- 34 None
- 35 Amphitheater/Anastasia Blvd.
- 36 Na
- 37 There is too much parking
- 38 All of downtown is difficult. Alternatives to private car parking are needed.
- 39 PARKING IS JUST RIGHT. USED TO OWN BUSINESS DOWNTOWN
- 40 Change traffic patterns to parking garage
- 41 Remove street parking and make bike/walking safe lanes
- 42 None
- 43 There isn't a parking problem there is a people don't want to walk problem
- 44 The neighborhoods: parking on the street should be first come, first serve for all.
- 45 Constantly building hotels. Build parking lots to accommodate
- 46 St Augustine should be a walking city as many places in Europe
- 47 Beach
- 48 Hypolita, Cordova, Spanish, Cali Sita
- 49 Tolomoto Parking Lot
- 50 You must also consider that if you have parking downtown, do not allow vans, buses, or large vehicles to go onto historic streets that have balconies, or corners they cannot make.
- 51 None

Question 10 Other – What areas of St. Augustine do you feel are lacking for parking?

- 52 There is plenty of parking the last thing we want as residents is for more traffic in general!
- 53 All
- 54 Uptown-during event field events, I'm unable to park on my street.
- 55 Tolomato Lot should enforce the towing
- 56 All
- 57 I do not believe there's a lack of parking
- 58 The parking garage at the visitor center meets our needs. We can walk anywhere from there.
- 59 All of them
- 60 There is no reason why the parking lot south of building dept can't be a garage. 5-6 floors. Tear down the old Pelican restaurant and build a garage there also. This isn't rocket science.
- 61 None, just lots of people coming to town and limiting parking reduces crowds that have gotten out of control.
- 62 Sufficient/free (with stamp) spaces near public service govt offices
- 63 Adding more parking will take away the charm, it should be more pedestrian friendly, like an old European city center.
- 64 When parking garage chooses to close information to all turned away is not visible to redirect to ride share lots..why no info to keep the flow..instead adding frustration to visitors & locals...park & ride is a good thing..let's use it !!.
- 65 I think bike infrastructure would be a much better use of street and lot parking space
- 66 I walk from the public parking garage for all business and recreational purposes
- 67 Everywhere downtown is in need of more parking, for the amount of tourist in St Augustine they definitely need more parking available . As a senior I who moved here to enjoy the downtown that we loved so much we rarely go downtown because of the limited parking close to the downtown restaurants and business. It's been at least 6/7 months since we last tried to go downtown and we only live 15 minutes away. We pay our taxes to St. John's Co but are unable to enjoy any of the events ,restaurants ,etc because it's not worth the hassle of going Downtown.
- 68 None. But, when tourists season hits it's tight. You need one more parking garage for tourists. Revitalizing the existing lots to blend with the city. Brick and greenery around the edges.
- 69 No more additional parking should be added
- 70 All of the above have limited parking
- 71 Frances Field Convert bus/RV parking to 3 story garage w/rv bus headroom

Question 10 Other – What areas of St. Augustine do you feel are lacking for parking?

- 72 None, use parking building
- 73 Parking should be servicing these areas using satellite parking or parking garages, not open parking.
- 74 Need to avoid congestion downtown on king st and A1A
- 75 All of these are problematic to an extent but mostly have off street parking. As far as parking directly ON the listed streets, they all lack parking
- 76 Anywhere a few blocks west of King St.
- 77 There isn't enough anywhere. The city should be incorporating parking in some form into every project. Maybe take some time to see what other cities are doing to solve these problems. All these questions aren't new? It feels lazy and uninspired.
- 78 I will stop coming downtown
- 79 I don't find a problem
- 80 side streets downtown
- 81 I feel there is too much parking in the historic district. Detracts from appreciation, traffic slows as people stalk spots. Again locals can't get to their jobs
- 82 Basically anywhere downtown
- 83 None
- 84 Parking is too expensive for locals. Anyone without a St. John's co license plate should be charged. Anyone with a St John's Co license plate should be free or specific lots to only locals.
- 85 All
- 86 Police station
- 87 Residential parking on Avenida Menendez should not be given to Marine Street residents. Unless they want to pay our taxes. And tickets should be \$100 and posted. And ticket regularly.
- 88 Increase reserved lot spots & add security for those working downtown who park at the garage & have to deal with vagrants & creeps after dark
- 89 None
- 90 There is no parking shortage
- 91 none
- 92 Time to change and move parking turn city to walking place
- 93 north of downtown

Question 10 Other – What areas of St. Augustine do you feel are lacking for parking?

- 94 None
- 95 All of downtown
- 96 Again, use existing garage
- 97 Anywhere
- 98 We need more public transportation
- 99 DOWNTOWN. Seriously.
- 100 We don't need more parking in the downtown area. We need satellite parking and shuttles!
- 101 Multilevel parking garages would be acceptable
- 102 King Street, specifically the section west of Flagler College where small businesses have nowhere to park
- 103 Parking anywhere close to downtown not a good idea except for special permitted. Old town is a walking and biking city, unfavorable for vehicles. E golf cart styles within reason may be a good route to take
- 104 It's not too little parking, it's too many cars in downtown area.
- 105 we do not need more parking
- 106 Everywhere. We were founded in the 16th century and cars were a horror beyond Menendez's comprehension.
- 107 Lincolnville
- 108 Everywhere
- 109 All areas have insufficient parking
- 110 Less parking in the city. It is being ruined.
- 111 Care about the people who live downtown
- 112 Parking stinks for locals who work downtown. Stop catering to tourists and care about us for once
- 113 i feel transit, biking, and walking should be a higher priority than parking.
- 114 Add one garage on the other end. Disallow traffic from castillo to king street along A1A
- 115 South St Augustine
- 116 South of the plaza.
- 117 None

Question 10 Other – What areas of St. Augustine do you feel are lacking for parking?

- 118 All of downtown lacks. You keep building we're to congested now
- 119 East side of the Bridge of Lions
- 120 None
- 121 please don't create more parking when we can't handle the number of ppl already here...save ourselves from more development, cars & ppl
- 122 Flagler College
- 123 Nearly every area in the heart of downtown, ranging from King street to Cordova, to the bayfront and everywhere in between. The city keeps trying to develop ""Anastasia Blvd"" while putting no actual infrastructure in to keep people safe, which has resulted in a minimum of 3 direct pedestrian deaths in the last 6 months.
- 124 The entire city is a traveling and parking nightmare
- 125 none
- 126 Because the county commissioners have allowed uncontrolled growth without adequate infrastructure (as in years prior) the city has become overburdened by vehicular traffic and parking overall. We are a national monument, stop allowing our city to be trashed.
- 127 No parking in the square would allow trolley drop off and a bike lane. It is an easy solution.
- 128 All of the above. Shuttles would help
- 129 The parking in the downtown core should be for the business owners/employees and special needs parking (handicapped, pregnant, delivery, short term <30 min) and Residents and their guests
- 130 US1 between King and SR16 provides development opportunity for parking lots and/or garages
- 131 Parking on A1A in front of Alligator farm eliminates the bike lane and is a considerable safety hazard at this Dangerous intersection.
- 132 Lincolnville
- 133 Pretty non existent on weekends.
- 134 Valencia/Carrera
- 135 everywhere
- 136 don't know all the streets but where all the restaurants and shops are
- 137 Area on the east side of bridge of lions needs more parking
- 138 The entire downtown area is lacking in parking. It's a nightmare, truly a nightmare. Bike week? They do NOT deserve to have a city street to park on for two days. We don't need to promote

Question 10 Other – What areas of St. Augustine do you feel are lacking for parking?

more tourism when we can't support the mass of people who come already and for those of us who live here can't enjoy the downtown as we can't find parking. We don't need a BIKE WEEK. That was a terrible decision. I don't have the answer. IT's a lovely town, but King street is a nightmare. The parking garage was the best decision ever made but sometimes that is full too. I love parking there with the reduced resident rate. It's so wonderful! Thank you for that reduced rate!

- 139 I feel that there's plenty of parking, just too many vehicles/people
- 140 all of the above
- 141 Not familiar enough
- 142 Lincolnville
- 143 So many cars park on Dolphin Drive. Would be better to add paver parking in easements around commercial buildings like the dentist office on Dolphin Dr to get the cars off the street
- 144 Uptown
- 145 Tourist park in residential areas illegally
- 146 dwntwn parking should be moved out of core
- 147 we should eliminate parking in more areas
- 148 from King to SR16 should be serviced by shuttle cause the city is very congested and we need a smooth flow with a convenient shuttle service to make room.
- 149 Vilano Beach
- 150 Parking in downtown needs to be more sattelite driven for tourists.
- 151 All areas need more handicap parking
- 152 we don't need more people driving around looking for parking
- 153 We need to discourage funneling cars downtown,
- 154 Move city employees to satellite parking. Opens up space
- 155 Are you referring to "on street" parking? If so...there should be less.
- 156 It will only.lack parking if you remove current parking lots
- 157 Everywhere really. But it's a small downtown. To be expected. The infrastructure can barely support our current Visitors. Why make parking for even more people?.
- 158 None
- 159 South of king st needs a parking garage
- 160 all of the above
- 161 Anastasia island just over from the bridge of lyons

Question 10 Other – What areas of St. Augustine do you feel are lacking for parking?

- 162 People who work in the service industry downtown need affordable/ free parking, or a shuttle service/ circulator..
- 163 Lincolnvile, the HP districts, almost everywhere. We keep getting more visitors and new busineesses to our city, which is great, but the city has not increased inventory to keep up with the demand. since it is the 2nd largest revenue sourse for the City, it only makes sense to increase the parking, which increases the revenue for the City!
- 164 Parking is ok, do not remove existing parking for some woks politics!
- 165 Restaurants
- 166 Orange St
- 167 Just over the bridge of lions on Anastasia island
- 168 Amphitheater
- 169 Downtown was never meant to have this many people. The parking issues will continue as long as there is high volume tourism and residential growth
- 170 Add parking garage to Francis Field. When it rains, Francis Field gets muddy. Events can be held down St. George
- 171 Satilite parking
- 172 I do not think any area is lacking in parking. I think all of St. Augustine would benefit from less cars and more PROTECTED bike lanes, pedestrian walkways, and more accessible public transit.
- 173 There is too much parking downtown. On street parking should be removed and made into pedestrian zones for recreational use
- 174 Vilano Beach
- 175 Do not want cars downtown
- 176 I support moving all parking out of downtown except delivery vehicles. It's too congested and should be a pedestrian/residential parking only downtown.
- 177 Cordova st

Question 11 Responses – General Comments

- 1 "It would be wonderful if there were outlying parking facilities/garages at the North, South East and West that also then provide shuttles that circulate to downtown, and also bike, golf carts, rickshaws, etc. No more parking on streets downtown. Make room for pedestrians, bikes, horses etc. Improve crosswalks and options other than cars for getting around. Cars can bypass the downtown by outlying streets "
- 2 "Would love to discuss plans more or hear about them. Love our city but I feel our own residents don't get to enjoy it near as much as our tourist. General Manager (Community Leader) Maple Street Biscuit Company 41 Cordova St. Augustine, Florida 7062903718"
- 3 Thank you for attempting to address this issue. The City and County have created this problem by allowing rampant development to occur without any consideration of how too many vehicles decreases the quality of life for everyone. It's going to be hard to solve this dilemma at this stage of the game.
- 4 As a child, we always shopped downtown since there was no mall or outlet malls. Now, traffic and parking issues keep locals from shopping in stores we'd love to visit.
- 5 St. A is a very ancient city with narrow streets. People have to understand that and have patience and plan for it. Please don't add obnoxious buses that ruin the historic charm, or add multi-level garages that don't fit with the vibe.
- 6 Please do not build a parking garage!! This is a heavily slanted survey, there were not options to tell you that I think downtown parking is just fine. Small parking a lots that exist now should not be removed or replaced with garages.
- 7 Parking downtown just adds to the congestion as many cars just drive around town and in the residential areas looking for parking spots. Need parking on the perimeter of the city/satellite parking and the interior of town needs to be more focused on pedestrian only areas. In fact I would eliminate more downtown street parking and create more landscape and green space. Also by the way the city has way too much litter and trash that the tourists just leave behind and nobodys cleans up except for the plaza area and along the pedestrian area of St George - look around other areas of town and its dirty.
- 8 I feel the highest and best use of land is to build up (parking garage). There isn't much land adjacent to the tourist area of downtown so build up. I do feel that there needs to be an increased tax on hotels downtown which allows tourist to pay for their impact on our city....also a FULL investigation on where the impact fees are being spent...something fishy is going on there!
- 9 Please add safe bike riding area and walking paths along Anastasia Blvd. There is also a need for more parking along Anastasia Blvd. please make it a one way road with parking and bike lane along the other Existing lane.
- 10 An EFFICIENT satellite parking program is a great idea, but a schedule should be reliable (not just special events). I simply do not go downtown anymore because the parking and congestion is such a hassle.

Question 11 Responses – General Comments

- 11 Parking availability is not the problem, too many tourist is the problem.
- 12 Biking is a great option for those with the mobility, but the downtown streets are not safe enough for bikers.
- 13 Safe bike paths could change everything. Let's become a biking and walking city.
- 14 Traffic is unruly and unsafe. New light on South Park Blvd a nuisance. Construction on US1 between 207 and King St is poorly managed and not progressing. We do not need more dorms downtown next to the eyesight of a failed hotel. STOP ENCOURAGING PEOPLE TO COME HERE.
- 15 Keeping more vehicles out of the downtown via parking garage outside of downtown St. Augustine and offer circulator for people to get into city, I feel would be most beneficial. For those of us who live here we walk into town for dinner because there is no parking.
- 16 It would be great to get cars out of the downtown area
- 17 Please NO bike lane drawn or graphics on St George or any historic or core St Aug streets & remove vagrants!
- 18 There shouldn't be any parking downtown, except for commercial traffic. Make downtown a walkable only area with circular satellite parking.
- 19 The quality of life for those who live inside the city has diminished significantly since millions of tourist come here year round. Add to that the air b&b's have changed the neighborhoods, and on some streets, there are very few private residences. On a weekly basis, one can expect gridlock around the parking garage, Castillo Dr and King St. Frequently, the bridge can be backed up to the Mellow Mushroom because there are simply too many cars. Whatever you do, please do not bring more cars into the town. You are not doing tourists a favor by making them circle around looking for parking. It has become a safety issue because there are many conveyances: three-wheelers, golf carts, petty cabs, trailer trains, horse carriages, bicycles, and skate boards, along with students stepping off curbs looking at their phones alongside speeding cars--all sharing roads that were laid out in the 16th century. I know the commission has a hard job but somebody has got to have vision for the future and make some unpopular decisions. Thank you for your careful consideration!
- 20 The parking downtown is terrible, very little parking on the south side of the city.
- 21 Love the EV chargers! Thank you!
- 22 As a local I will not take a shuttle. I want to arrive and leave when I want.
- 23 "Would love to see traffic limited in downtown St. Augustine and/or more metered parking. I think the city would benefit from the additional revenue and fewer cars would make the area more pedestrian friendly and comfortable for tourists and residents alike. There is considerably more traffic than the current infrastructure allows and the current flow causes backups that make simple things like running errands a challenge.

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As a North Beach resident, I'd like to see more water taxis and access to alternative modes of transportation, like shuttle services, from Vilano to St.A. It would be nice for locals to get a resident discount, too.

I moved here from Alexandria, Virginia in 2020. It is a big tourist area also. I think that St.A's city planners would be well-advised to look to other historical cities, like Alexandria, to implement best practices for mitigating traffic and other planning so that as the population increases, the infrastructure is in place to better manage it and preserve the buildings and historical sites and access to them. "

24 Thank you for the opportunity to comment.

25 A part of me feels like there is enough parking, but it just isn't utilized correctly, I also feel that if there is more parking than there is more congestion and more of a carbon footprint, I think the best way to control parking is to advertise alternatives transporting, like walking, bikes, and uber.

26 We need more parking downtown full stop!

27 Please be mindful of putting residents' needs first! We often need to drive downtown for school, church, banking, city services, etc and so the idea of driving to some distant parking lot and then having to take some electric "circulator" back downtown to accomplish these daily tasks is not reasonable.

28 I live downtown so can walk/bike where I want to go. I think satellite garages would help ease the traffic burden & help make our downtown less congested and safer for pedestrians/bikers as well as more attractive.

29 Parking lot expansion and improved landscaping on Hypolita St. by Colage Restaurant are desirable for business owners in Historic City Center "St George St"

30 St. Augustine needs to be a walking city with the only cars allowed are those that live in the historic area(permanent residents only- not Airbnb renters) allowed cars in this area. Also vehicles servicing businesses with small trucks for deliveries. The traffic has become untenable downtown. Making St. Augustine a walking city only would help immensely. For reference please visit or contact the officials at Harpers Ferry (where Maryland, Virginia and West Virginia meet). All tourists are bused in. The parking is only for residents.

31 With the exception of permitted residential vehicles, Public transit vehicles and delivery vehicles the downtown should be a walking and biking only district. No scooters etc. Traffic issue solved and finally we are a more authentic colonial city

32 Limit number of vehicles per short-term rental unit.

33 I believe we need to reduce vehicular traffic downtown as much as possible, instead of accommodating even more cars and adding more congestion. We would gladly take a shuttle

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from the Fullerwood area to the VIC and plaza if it made regular trips every day, back and forth on San Marco. We ride bikes when possible and we don't have to be in "good" clothes.

- 34 We need a water taxi service from Vilano and the east side of the SR 312 bridge to the City Marina.
- 35 Bike and dedicated bus lanes can be shared, you can make a dedicated bus lane and also allow bikes in it.
- 36 Build trains and biking infrastructure
- 37 I hope that adequate parking is in the plan for the new transport hub at US-1 and King Street.
- 38 I LOVE THIS INITIATIVE!!!! CARS ARE RUINING THIS BEAUTIFUL CITY. PLEASE DO THIS! A EUROPEAN STYLE CITY SHOULD NOT BE FILLED WITH PARKING LOTS
- 39 Please make residential streets permit parking only for residents of that neighborhood. Make more available paid parking at discounted or free rates for people coming into the city to work. Make satellite parking lots more attractive by offering services such as restrooms, food trucks, vendors that can't afford downtown rent and better shuttle service back and forth such as fun themed vehicles instead of a dirty smelly bus. A water taxi service that runs from the city dock to Vilano, the route 1 area (the hotels and shipyard etc), the beach and any other high traveled areas would decrease car traffic in and out of the downtown area. Allow businesses to validate a parking stub to give patrons that have only parked for a short term in a paid city lot to get free parking. Limit its time to up to a hour of use per business. Except on major holidays it's not the people looking for parking is the cause of the traffic, it's the old mufflerless and POS cars and trucks that continually orbit the streets speeding, creating obnoxious noise, and posing a danger to pedestrians. Lastly the rush hour people that are just passing through trying to beat traffic on the main roads are a large cause of congestion. They highly exceed the speed limit on neighborhood roads to "beat" the traffic. I myself has been almost hit by these vehicles on numerous occasions in the Flagler model land area.
- 40 Tourists and locals would use a trolley. It blends with the historic city, it could have regular routes, could have daily/weekly/monthly passes, would be an efficient way to get around downtown, would encourage people to use parking garages or lots further away and reduce traffic downtown.
- 41 We need a better traffic pattern around city, perhaps mostly one way with parking on the perimeter except for handicap and drop offs.no left turns no buses except local. And on days with expected surge (festivals, bike weeks, spring break...) we need officers directing traffic,especially near lights at San Marco and west Castillo.
- 42 I'm not sure why parking spots in St. Augustine are not painted on the diagonal and a smidgen wider with the amount of huge trucks people insist on driving here. Diagonal parking spots make it easier to get in and out!

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43 "we know from past surveys that parking needs to be supplied away from downtown. no parking garages downtown, no parking lots downtown. castillo entrance to the parking garage backs up us 1 for miles. the parking needs to be on holmes blvd where the proposed work force housing is being planned. add a satellite parking lot there and in a similar location south of the alligator farm that will not gridlock the entire downtown. what happened to the expensive transportation study we paid for but never used that was done 5 or so years ago ? traffic is getting worse .

close the city to cars for local traffic only on the weekends in certain locations like rome and other popular tourist locations do and offer shuttles etc and other options for people who can't walk. it is a small walkable city and we can easily eliminate car use, so do it already. "

44 Locals will not come downtown any longer as they are not willing to fight the tourists for parking. Have tourists park in satellites and reward locals for paying their taxes with parking

45 Leave our CITY alone, stop with your money hungry GREED !!

46 I would prefer a real bike friendly downtown with dedicated bike lanes, not sharrows. Sharrows are dangerous with the overwhelming number of tourists driving downtown who are not sure of where they are going.

47 I am a parishioner of Cathedral Basilica. DO NOT DESTROY THE PLAZA AND Cathedral grounds! Please establish off site parking and shuttles. I can walk downtown, but it is impossible to drive out of my driveway most days... especially during Nights of Lights. Use a shuttle service from a lot off HWY 1 or 207.

48 I use the Parking Garage instead of wasting time looking anywhere else. Please build another similar Parking Garage at the other end of St . George Street. Thank you.

49 We need downtown parking. I do not think any parking lots are eyesores as we really need more parking. I go to Trinity church and i like to park behind Lightner and walk over to save spots at the church for seniors. I don't think any church goes downtown want to park miles away and wait for a shuttle to be bused to church for every event anyday of the week in addition to Sundays!

50 The parking garage at the Visitor's Center is great -- BUT VERY EXPENSIVE.

51 close the city to driving--shuttle use only with constant access to city and shuttle parking-more green space and parks in the city

52 It is much too difficult for anyone 65+ to find parking

53 "I have lived here for 20 years and many of the residents I know refuse to go downtown because of the congestion and parking.

Proper steps have not been taken to ease traffic and congestion downtown for fear of losing the quaintness of St Augustine.

With thorough planned out thought it can easily be accomplished.

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There needs to be a parking lot on Anastasia Boulevard with continuous shuttle service to the plaza and there needs to be a parking lot at the corner of King Street and US1 with continuous shuttle service or monorail type system to the plaza.

This would alleviate all of the parking problems downtown and most people would not have to drive downtown if not necessary they would be glad to park at one of the satellite garages if there was continuous Transportation back and forth without waiting for more than 5 minutes.

That takes care of the Downtown parking now to get rid of the traffic on US1 between King Street and 312 is also a simple solution it's done in every other city in Florida would be to Simply put an overpass over 312 over 207 and over King Street and traffic flow would be steady and people would not be opposed to throwing a quarter into a basket to pay for it on and off ramp.

I have seen this done attractively in every city and it would make the quality of living here far exceed any fear of being unattractive.

I have to say that the intersections of US1 are currently some of the most unattractive spots in the entire state of Florida not well thought out or any character but by making each an attractive entity lined with palm trees each one could look like an entrance to Disney World and boost our local morale and impress the hell out of tourists to want to come back versus complain about the traffic.

I love this town and will spend the rest of my life here but I think there needs to be more vision to improve these problems they're not going to go away they're going to get worse.

Think about the traffic on the 4th of July fireworks in 20 years that could be the congestion we experience every weekend.

Let's keep St Augustine great and work at improving these issues. Thank you Mark Matrazzo / Publisher ThrHomeMag"

54 It's not that parking lots are a "blight" per se; it's that they are poorly designed and maintained--weeds, breaks in pavement, etc. Designing parking garages similar to the city garage would be the best alternative. The Treasury building redevelopment included such a clever hidden garage.

55 I'm always a proponent of adding SAFE biking lanes/paths around the city (and close areas in St Johns County). Satellite parking garages just outside the city would be perfect - maybe within walking distance or have a shuttle.

56 "If this town wasn't so \$ driven, St. Augustine would still be reasonable with plenty of adaptations for tourism/locals alike. The managers of this city/county have done everything in their power and beyond to exacerbate growth & create the problems being faced today. If growth had been handled reasonably then we wouldn't be in this mess.

It is sad to see how quickly a once humble town has suffered its downfall to metropolis tenacity.

The wrong types of people have been summoned & are moving here.

Humble folks are being pushed out for the materialistic ones.

Question 11 Responses – General Comments

Thank you to the city/county managers for destroying everything we remember growing up with & leaving it as a hollow shell filled with chain stores & tacky/trendy tourist shops.

Instead of parking, might as well throw up another 10 ice cream stores right? Or maybe more flavored popcorn & pizza?

It's a shame, and the good folks that grew up in and around St. Augustine have an opinion that doesn't matter because it doesn't pad pockets. "

57 Need to advertise satellite parking better and if it is free. Take back private lots and make after 5pm and weekends either free or reduced, offer a monthly or yearly plan to save on cost, bike or scooter rentals next to a satellite lot

58 "I appreciate being able to use satellite parking for the bus downtown. Would even be willing to pay a small fee to help expenses.

"

59 We need plausible parking places for those who work downtown within walking distance, not only of St. George Street but also for those south of the Plaza.

60 Transit buses circulating city every 15 minutes from outer lots

61 Just be smart and thoughtful with emphasis on Greenspan.

62 You should not change traffic flow, it will increase traffic volume. Instead, change (enhance) pedestrian crossings, signals near Flagler college and Plaza.

63 We always go to the parking garage. It's a little pricey but my car is covered and I feel like it's safe. The lighting is nice. And it's a close walk to the city. I never even try to park anywhere else...so it's worth it...plus it's easy in and easy out.....

64 My family and I always park in the parking garage and it's great.

65 17 years ago when I moved here, I would go downtown 3 or 4 times a week. Never go often Too hard to park. Don't feel safe alone in the parking garage.

66 trolleys and Horse carriages should be prohibited from 8-9am and 5-6pm to allow locals to get to and from work in a reasonable time

67 Not enough parking east of US 1, and in a few years we will have the same problem west of US1.

68 Block off all traffic from Orange Street (north) to Cathedral (south) US 1 (west) and San Marco (East) for walking traffic only. build paid parking garages out on US 1 for tourists and visitors. They would be bussed or trolleyed in and dropped off to walk around town. Have all of the residential areas (Lincolnville, North city, Abbot Tract....) allowed to park and drive downtown, but they must have paid parking stickers that show they are residents who work, live and shop downtown. Many small towns in the US like Annapolis use this method and it is very successful. It is profitable for the cities, the trolley/bus/uber companies. It would cut the traffic on and off the bridge by half if not more and would allow the locals a bit more freedom to get to work. It would

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help get law enforcement, fire and rescue and Ambulance services an easier transition in and out of the city. It works. If people will pay big bucks to park and get bussed into Disney World to walk around all day, they will do it to get downtown to enjoy the shopping, dining and history of our little village.

- 69 Please consider flooding problem in regards to parking.
- 70 Its time to encourage public type of transportation. Satellite lots outside of the downtown offering efficient service to the downtown. Lets not cater to individuals all wanting to drive their own cars and cause the congestion we see now. The city is always encouraging tourism. Lets not have the result wreck the beauty we still have.
- 71 Just west of Us1/King Street multi level, with a walkover. Huge pieces of vacant property. Keep the cars from having to come into downtown!
- 72 You wanted to let the world know that the 450th Birthday for Saint Augustine was occurring. You now have so many people visiting Saint Augustine, that myself a North Florida native and Saint Johns County resident for the last 23 years cannot visit Saint Augustine unless I rise at 0500, eat breakfast and prepare to leave at 0730 to find parking. In the past, I could arrive at any time of the day or night to visit Saint Augustine with no problem with parking. Take it away and you will lose more in \$\$\$ than you will ever save. Don't be silly; your blight problems concern homeless camping on your sidewalks and blocking businesses, not the parking lots. Plant some flowers & hedge rows around the parking lots...use what you have and brighten them up!
- 73 With all the incoming new residents the tourism/industry workers, together with tourists, parking pretty much anywhere is considered gold. Even the beaches dont have adequate parking. I think the ideas of a parking garage at US1 and King St, and one north of town on US1 (with a continuous shuttle service) is a great idea for both tourists and workers. But what to do about residents downtown?
- 74 Need to provide resident-only parking (especially for elderly and handicapped) so we can enjoy what our City has to offer.
- 75 Make it safer for bicyclists
- 76 Streets need to be wider, or made oneway. Through streets should NOT have left turns at all.
- 77 As all City Directional Signage points to City Parking Garage, when it is full tourists have to search out parking (aka helicopter around town). We should build additional parking garage on Francis Field. Would pay for itself in parking fees (locals get Park Now discounts - Tourists pay full rate). Francis Field is a wonderful amenity, however we have wonderful alternate spaces in the county for events like the St. Johns County Fairgrounds. Another alternative is to build a garage with astroturf fields on top for Tennis, Soccer, Pickleball ECT like others cities have done to preserve a portion of the space for recreational use. Building a garage within walking distance of downtown is the only way to effectively and efficiently solve the parking problem Downtown. Respectfully submitted and thank you for your consideration.

Question 11 Responses – General Comments

- 78 Block central core sts off to cars. Off satellite parking with shuttles. More bike friendly.
- 79 Need free parking
- 80 More shuttles and public transportation! Parking lots are not an efficient use of space.
- 81 N/a
- 82 We visit downtown SA only when dining at Aviles, or White's, or any restaurant that provides parking.
- 83 Why not tear down some of the unsightly buildings along US 1 and put in a parking garage with more levels than the one on Castillo? Build up, not out. What about a shuttle from downtown to the 312/207 area?
- 84 Some urgent measure should be taken in order to avoid the stress of finding a parking space, specially for the tourists.
- 85 Add parking garage, but, remove street parking on streets within the Flagler Model Land District
- 86 As the shift to a more green future is upon us...it may behoove the city to approach this problem from a "futuristic" Outlook. What if we pushed for more parking outside the city with shuttles running very regularly. Then, we as a city can control the traffic flow through town. We add hubs in the 4 major areas. Beaches, boulevard, Villanova (before the bridge), west king
- 87 None
- 88 "Do not permit small wheeled\motorized vehicles.
- Keep golf cat tours out of or limit presence in downtown residential area . DO permit horse drawn buggies as they are consistent with "mature" transportation and enhance the city's reputation as a historic locale."
- 89 Removing the existing downtown parking will only exacerbate the problem. Create additional satellite parking lots service by a circulator service or the Sunshine bus to encourage tourists and other visitors to keep their cars out of the downtown.
- 90 We live in 4204, very near. Wall off the CBD and provide roving shuttles. Charge as you would for parking.
- 91 Make St Augustine MUCH more bicycle friendly. Designated bike lanes and much more education of automobile drivers.
- 92 the cities population is growing but the nature isn't.

Question 11 Responses – General Comments

- 93 Thank you for letting me take part, I think anyone who believes more parking should be added downtown has a shortsighted view on the issue at hand. Population is increasing, land does not. We need to find alternative options and keep downtown walkable.
- 94 Need a parking garage near King Street, need longer turn lanes turning right or left, get rid of these yield and merge lanes.
- 95 None
- 96 There are parking areas usually available, but only know to locals. Better signage for parking would be helpful for visitors.
- 97 Local residents should receive preferential treatment. one day visitors should be forced to park outside the centrl downtown area and ride shuttles, as is done in some other historic cities.
- 98 Leave the parking situation as it is. Government involvement will make it worse for everyone particularly local businesses. Yes it's a hassle but it's our hassle and local officials do more harm than good when they get involved and cronyism is wildly rampant so keep your mitts off of our town. Seriously.
- 99 Not enough parking anywhere
- 100 I live in Las Palmas condos in north city and pay taxes. We are not eligible to use reserved on-street parking for residents. I suggest residential window stickers (for a fee) to enable tax paying city residents who don't live in city core the ability to use on-street parking. After all we are city "residents" too.!
- 101 As a tourist that loves the historic section of St Augustine I feel that you need a means to move people in and out of that area without destroying it's charm.
- 102 Population growth is too much. Please build two more parking garages
- 103 We need thru traffic only lanes and otherwise limit/prohibit driving downtown.
- 104 I agree totally with Amy Skinner that more pavement/concrete prevents draining! Can we think about grass lots as well for parking? Like maybe Colee's lot and others like that? Inside and outside downtown? Instead of paving, build better drainage underneath the grass so it doesn't overflow. Also strategically place the satellite parking lots to help out bank businesses and open up other opportunities for visitors to check out!
- 105 "I lived in St Johns County for 31 years. I moved due to poor planning at the city and County level.
- Don't market St Augustine to tourists and then have nowhere for them to park!! City and county planners have turned their backs on the people who actually live in the area in favor of greedy tourist dollars."
- 106 A covered parking lot holds a lot more cars and it has shade which is important

Question 11 Responses – General Comments

- 107 I am not convinced that parking is the biggest problem. Traffic flow seems to be the problem and the quantity of trolleys that slow traffic by stopping constantly. We need effective traffic management to get in and out of downtown and across the Bridge of Lions.
- 108 I don't think most people are going to understand where torque's parking is. I had to google it and I spent a lot of time downtown. I also don't think most people will understand what "circulator" service is.
- 109 Uptown parking is needed as well as downtown.
- 110 Please consider investing for the long-term. Along with its history and great restaurants, the charm associated with downtown St. Augustine includes green space and pedestrian-friendly access. It's a great city and we enjoy supporting it with our visits.
- 111 Question #8 needs to be rewritten.
- 112 Please add signage sooner when the parking garage is at capacity and clearly direct people to the satellite parking lots to reduce the number of cars coming into town - we need satellite lots on US 1 north and south of town and on SR 16 207 and on A1A on Vilano
- 113 We must consolidate parking where possible and preserve (increase?) street parking for residents. EVERY downtown lot should be considered for vertical expansion, avoiding increasing footprint and impermeable surface area as a top priority.
- 114 Having more bike lanes and bike parking with green scapes would be amazing. We don't need more cars downtown. A garage with a shuttle would be much better.
- 115 The parking garage is too expensive and too far
- 116 Paying for parking is so expensive if you want to come visit more than 1 day. They need more free parking! I did not want to visit again since we would have to pay \$ everytime we can to the historic city.
- 117 "Empty lot north of downtown, Park & Walk!. Closed businesses on A1 just north of downtown, Park & Walk!
- Too often dangerous driving/pedestrian issues downtown."
- 118 Parking and shuttle service from a garage located on the country property near government building (not the courthouse area with several drop locations.
- 119 Parking garages although potentially unsightly provide more parking with lower environmental impact (storm water, foot print etc.) but inconvenience needs to be offset with savings, fun, or other benefits or discounts.
- 120 Maybe add a shuttle from parking lot to downtown core. Sometimes we have our senior family and it is really difficult to coordinate pick up and parking. I don't mind walking, but they can't.
- 121 Make a high rise but attractive garage. The current garage runs out of spaces too quickly during busy season or festivals.

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- 122 I don't understand your reluctance to provide adequate parking for visitors. You want more green space? Stop allowing unchecked growth in St. Johns. I live in the Shores and avoid going into old town at any cost. Cars are a reality. You need to face it. You really think we all want to bike everywhere? Geez. Multi story parking garages with shuttle service is a realistic option whether you like garages or not.
- 123 Permit only parking for locals would great
- 124 I don't want to add more parking at expense of taking existing attractions. Is it possible to build another parking garage? If not close, one that offers shuttle service?
- 125 Surface parking lots downtown are not efficient uses of space. A second garage, located off of main commercial streets, is the right solution. This survey's focus on blight misses the point: the concerns are efficient and strategic use of space, and preserving the aesthetics of downtown.
- 126 Take page from tampa with short light rail in most congested part of city, they also have free scooters and taxis available at peak times. Would also be great since red and green trains are already present to offer st Augustine residents yearly pass for subsidized fee and downtown service workers should travel for free on sunshine busses/trams always
- 127 "Pedestrian friendly, historic landscape with green space, and vehicle free areas is the core of st STA appeal. Malls with expansive lots are dying. people should not expect convenience parking. Keeping STE less vehicle focused will keep the charm
- for which people visit, attract business focused on that model, and improve flow of traffic with a focus on shuttles, buses or bikes."
- 128 I used to live in the downtown area and frequently visit. Closing it to all traffic except non motor vehicles would make it more pleasant. That includes tour trains! Do not be beholden to this one business when planning.
- 129 Definey need a second parking garage. The existing one closes early afternoon due to hitting capacity. Street parking is always full.
- 130 The reduced available parking and lack of handicap parking has reduced the number of times we go downtown by at least three fourths. We arrived in 2010 and would go downtown once a week, for breakfast and a walk about. But as handicap parking diminished and it became almost impossible to find a spot anywhere I could manage to walk from we decided it wasn't worth the frustration. In 2010, I often heard from businesses that the locals didn't support them. I heard from friends and neighbors that they didn't go, because like us, they found it frustrating to park. Everyone loses.
- 131 None
- 132 I've worked at multiple locations downtown for the last 7 years. For the first 5 I lived downtown and parking wasn't an issue but now I live outside of downtown. Parking and traffic is brutal, year round now. I understand taking more green space away for concrete is not ideal. But that's how growth works. Parking is clearly at capacity. And a lot of the parking is permit only now and

Question 11 Responses – General Comments

- those spaces are empty a lot of the time. Maybe some of the grass on the north side of the fort? Not sure where else could even be used.
- 133 Less parking is better for everyone. Just make sure there are dedicated spots for delivery vehicles and such
- 134 Find a way to expand saint Augustine horizontally, exponentially increasing the parking. Also fix the roads; King Street/Ponce intersection is horrendous
- 135 Consider making downtown pedestrian only. Build a parking garage with shuttle bus circulating.
- 136 I don't mind walking a bit after finding a guaranteed, affordable parking space. Many times I will park along US1 or over on the island and walk just because I know the space is available and free and I won't have to hunt for a parking space. Also, there needs to be a major preference to locals for parking discount. Ideally, parking for locals can be offset by charging tourists more. Additionally, downtown workers should have free parking. There should be no reason why someone making as little as some of these people do should have to pay for parking in order to continue to serve our core business of tourists.
- 137 Stop the urban sprawl. I had to buy land in putnam county and move away from my Mama because of it. Respect the locals.
- 138 More parking spaces- more people— it's bad enough already- lived here 11 years and don't go downtown anymore for anything- too crowded- used to love it up to about 2016
- 139 Increasing public transportation should be the goal. Downtown is no fun when hundreds of cars are driving around seeking a parking place. We much prefer the park-and-ride options.
- 140 USED TO OWN BUSINESS DOWNTOWN FOR NUMBER OF YEARS. PLEASE DO NOT "IMPROVE" ON WHAT IS WORKING OKAY. DOWNTOWN IS VERY PICTURESQUE AS IS.
- 141 Make visitors and locals change habits. Don't make the city change think outside the box
- 142 Parking should be made attractive as possible and garages should be built only on edge of city and then shuttles/buses/ bikes taken from there. We live on the edge of Duval and St. Johns County. Love the city of St. Augustine especially the Historic District.
- 143 You need another parking garage or 2. Put one at the public lots across the street from Dog Rose Brewery. Maybe even combine it with the municipal lot over there. You could triple or quadruple the amount of parking possible within the same footprint. Then someday you'll need one out along RT 1 somewhere. Do the circulator or shuttles running regularly from there to the visitor center.
- 144 Need to build parking lots/garage outside of downtown on weekends and bus\bike people in SAFELY. No street parking on weekends. Parking garage behind Lightner. Smart signs directing parking. Dedicated no motor vehicle lanes and/or max speed of 15 mph on downtown streets.

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- Get rid of roundabout on San Marco. Build small under passes for pedestrian use to avoid traffic deaths. Good start.
- 145 Honestly, I think the city is great as is. Adding more parking would just make the downtown area more congested.
- 146 Please be careful on how you add parking. Im an alumni of Flagler and visit at least twice a year.
- 147 I moved here 23 years ago due to the charm of this town. I understand growth happens but this town is growing for the tourist not the residents. I was able to ride my bike all over St. Augustine. We need more bike lanes and ways to move around our town. The addition to our town have turned this town into a bunch of power lines, concrete and street lamps. Let's not forget the stars and this who look up to them.
- 148 As former residents and a Flagler grad, we enjoy returning "home" multiple times a year. Being able to enjoy a walkable city is a joy. Moving more of the traffic commotion out I'd the historic area especially would make it more attractive to visit. We are amazing how often we don't get in our car until it's time to head back out of town.
- 149 We don't need more parking. Stop adding people. We're full already!
- 150 "I think that there should be LESS parking in St Augustine!! There should be parking garages on Rt 1 with shuttle service into town.
- The shopping area should be a Pedestrian Only Area with deliveries limited to certain times of day.
- The parking garages should be advertised as existing for the safety and enjoyment of visitors to St Augustine."
- 151 I have always been able to find parking somewhere in the historic district every time I have visited, so far. But that said, my biggest complaint is that the roads leading to downtown/ the fort/ tourist areas from I-95 are not exactly scenic. I think these areas need to be revamped, with new parking areas or garages included, and some sort of shuttle service.
- 152 Too many green spaces are being bulldozed down to build subdivisions. Tourists aren't the problem. It is the number of permanent residents clogging up US 1, bumper to bumper.
- 153 Parking lots would be more attractive if properly maintained and landscaped! Many way to make them more attractive.
- 154 Would love to see more green space in lieu of surface parking.
- 155 Need Citi bike
- 156 Close off more streets to traffic and utilize a circulator shuttle. Raise parking prices to make it more available for short stays.
- 157 I believe you should have to pay for parking up until at least midnight. I don't understand why a family going to lunch has to pay for parking but the individual that goes to a bar later in the

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- evening doesn't have to pay. These individuals are more likely to need the services of the city (police, rescue, etc). This could be marketed as these individuals, who might be intoxicated could use the money that they now would have to pay for parking, could use this for a ride share. This would help with congestion and take a potential inebriated driver off the road. The added income could create parking enforcement jobs, be used to increase much needed city services in the evening, as well as various quality of life issues.
- 158 There's no easy answer. But repurposing any available lots for parking could help. But then more people would go downtown because parking was better and THOSE parking spots would be full all the time too.
- 159 We don't need more parking downtown. We should be deterring people from trying to park downtown by having reliable and regular satellite park and ride options along with public transportation.
- 160 Parking in downtown St. Augustine sucks. First there is not enough. Second \$20.00 and up is ridiculous.
- 161 As a resident of Flagler County, we do not visit St. Augustine as much as we would love to. Traffic and crowds, no parking and homeless are a huge issue.
- 162 Satellite parking would be the best option to make the city mostly walkable and attract more tourism. Also the city needs to get a hold of homelessness issues before it becomes a problem
- 163 I visit your city at least twice a year and have been doing so for the last 24 years.
- 164 I don't live there yet, but visit twice a year
- 165 I often see large parking lots in downtown empty and would like these private lots to be opened for public parking even if they charge to park there. It seems silly to build new lots when there are plenty of existing spaces that could be utilized at least on weekends when it's most needed.
- 166 Homeless are the real blight.
- 167 We love this city. A lot has changed (not always for the better but for tourism) over the last 25 years. Parking is necessary. We have ridden our bikes but felt unsafe with traffic and pedestrians. It might be good to improve that and make satellite transportation with buses to keep car traffic down where there are many pedestrians.
- 168 Get this right. It is vital.
- 169 Satellite parking with shuttles best to deal with Florida summer heat
- 170 It is a tough problem to solve b/c of the huge increases in residents, visitors and traffic. More on street parking would help, for there are rarely open spaces when I look for one at any time of day.

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- 171 I work downtown and park at Tolomoto Parking lot. I have a pass. The lot needs to be paved it is destroying our cars and monitored to keep those without a pass out. We have nowhere to park on busy weekends or holidays.
- 172 All the development has to stop! We are overcrowded and it is ruining tourism to our quaint city
- 173 Once a parking garage was proposed to the south of Lightner, and it was turned down, primarily because such a garage would allow large vehicles to go on too narrow a street than they can go down, narrow corners they cannot manage, and the protection of historic balconies would be destroyed.
- 174 I understand that I'm a "townie" but it would seem that the college (Flagler) would be better suited to expand outside of the core area rather than to endeavor to add further congestion. The local area is appreciated by more people for its historical value and entertainment value.
- 175 Lots of us are older. Need better transportation without having to drive in heavy traffic
- 176 For most SJC residents coming into downtown from elsewhere in the county, satellite parking lots are likely to be the most viable option. Also, you are to be commended for running this kind of survey. Parking and associated circling traffic dirty up the air, create less opportunities to cross streets and generally detract from the pedestrian tourist and resident experience. The more we can move it out of downtown and focus on creating new business and landscape/amenity opportunities, the better.
- 177 Being 75 years old, a bike is not a viable alternative for me. Plus bikes in the downtown will slow already heavy traffic, and create their own parking blight issues.
- 178 Add parking literally anywhere but downtown and shuttle people in. Convert most of downtown to bike/pedestrian/mass transit only
- 179 In favor of satellite lots with shuttle service and construction of a priority lane for the shuttle buses so they are not mired in traffic
- 180 I work one day per week on St. George street and that day parking is provided for me by my employer. We used to love to come downtown and eat and enjoy the old city but between the parking challenges and the smell of urine and human feces from the vagrants we just don't bother anymore. Talk about blight walk down historic St. George street and see the vagrants laying on the ground panhandling while they drink their vodka from their water bottles!!! I know all about their "rights" but the police should at least enforce the laws that are on the books, they don't enforce anything anymore, it's a free for all and the vagrants communicate through websites like squat the planet which tells them they can come here and beg from 6M tourists a year and the cops won't do anything!
- 181 Thank you for doing this

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- 182 San Marco and King St parking needs to be removed and replaced with bike lanes. Put a satellite garage on the Broudys lot asap!!
- 183 During Nights of Lights Parking is the WORST! Both Local and Out of Towners are confused about where to park.
- 184 Fix the roads you get millions each year and I'm born and raised here and all I've seen is it get worse.
- 185 I cannot begin to believe anyone would think this is a good idea. We need more parking, not less parking. Please rethink this idea.
- 186 Favor parking garages over parking lots where feasible.
- 187 For those who are elderly or slightly disabled & have trouble walking more than couple blks., it's imperative there be parking close to shops & restaurants.
- 188 Please provide more parking. Do not consider any parking lot as "blight" Parking is precious inside the city. It's getting harder for me to walk, so visiting anything downtown cannot happen if I can't park there. I'm sure I'm not the only one.
- 189 Regular shuttles running from the outlets were in place for some events. Picking that back up would keep core traffic from being close to the perimeter of the city
- 190 Growth has been promoted for the county without thinking of the quality of life from the locals. Stop worrying about money for the city and county and take care of the local residents and existing businesses
- 191 None
- 192 The city building where you pay your water bill should be demolished. A parking garage could then be built on the parking lot south of the The Lightner and the demolished city building. Rumor has it that this was approved many years ago, but then a conflict occurred between an architect or developer grinding it to a halt. Could this plan please be revisited? Thank you
- 193 I can't believe this survey is proposing redeveloping (a.k.a removing) existing parking lots. It sounds like you want to turn downtown St. Augustine into an attraction akin to DisneyWorld where everyone parks at a distant lot and gets bussed in. Sounds horrible!
- 194 Parking is already a struggle in most areas of downtown - not just availability but also affordability for non-residents. Reduction of existing parking spaces will have a drastic negative impact on the ability of area residents to work in downtown St. Augustine. Current rates are so high it would become unaffordable for most people and lead them to find employment outside of downtown.
- 195 Please consider St Augustine Beach residents / city management as part of your decision making planning.
- 196 Thanks for asking for public opinion!

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- 197 Need more dedicated bike lanes. Eliminate on street parking
- 198 St. Augustine needs to better balance the needs of the local downtown residents and tourists. As a lifelong St. Augustine resident I have seen our city transition from having a thriving local economy that also catered to tourists to an almost entirely tourist focus. It is getting more and more difficult for local residents to access downtown establishments because of the difficulty parking. I think that priority parking should be given to residents living within the city limits and a system set up to have visitors park outside of the historic district and be shuttled in. From there they could walk or use some other type of low cost public transport. This low cost transport could also extend into the downtown neighborhoods to allow residents to patronize businesses in the historic district without having to use their car.
- 199 You need parking garage, go up not wide
- 200 I like the idea of additional parking on the outskirts of downtown with shuttle services in. The congestion downtown has become horrible.
- 201 Street parking for access to shops restaurants, short-term, not 'forever'. Active and financially obvious encouragement of remote parking with frequent transfers.
- 202 Somehow, parking needs to be free for people who work downtown; even with the Park Now card/app, it can get expensive.
- 203 As a visitor, traffic & parking is a nightmare. Satellite parking & free shuttles would help.
- 204 Thanks for giving folks the opportunity to provide input on improving parking.
- 205 Discount parking for residents so we can support our local businesses
- 206 Less parking and increase other modes of transportation! St Augustine is gorgeous but is being ruined by the proliferation of cars in its interior and their associated infrastructure
- 207 Thank you
- 208 Look at Williamsburg VA and what they have done. The historic area there is free of cars and beautiful. We don't need to eliminate cars, but make St. Augustine more of a walking city.
- 209 Make the core city pedestrian only with satellite parking around the county
- 210 Several people I know returned home to Jax instead of staying downtown because of lack of parking. When there are multiple festivals downtown, complete lack of parking. Permanent Satellite shuttles are a GREAT idea not just for festivals.
- 211 For starters, non-residential street parking should be abolished in all neighborhoods. ALL!! We are in Lincolnville and we get tired of the tourist and STR parking abuse. Also, yellow curb one side of every street in residential neighborhoods. This would at least reduce the frequency of idiots parking opposite one another but so close together that they block or severely restrict the street. We wish all street parking would be eliminated throughout the city in conjunction with

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expanded garage parking and shuttle/circulator buses. Get the cars that are roaming around looking for parking places off the streets. Get all of the parked cars off of all of the streets and then perhaps bike lanes and the rest of the ideas in the Mobility Plan are actually feasible. Be bold, damn it, do something!!

- 212 We need more parking, however, we must be cautious not to ruin or replace the historical integrity and beauty of Downtown St. Augustine.
- 213 Thank you for seeking solutions from the public
- 214 More parking garages. Buy the pelican bar, it's for sale. Build up. Eminent domain the crappy real estate across from ice plant and build a garage.require the trolley people to build a parking garage. Across from old jail. If there is a lot, require they build up. It's crazy you have waited this long to address this
- 215 I would like to see better bike access down Anastasia Blvd. to access downtown from the beach. Please continue to give residents a discount at the parking garage. Thank you.
- 216 "We do not understand why parking for on-street spaces and in parking lots will be enforced Monday through Saturday from 8 a.m. until 5 p.m. We have seen Campers lining Avenida Menendez from south of the Marina to the St. Francis Barracks every night. Why isn't parking charged on a 24 hour basis here?

Residents can purchase a permit that allows them to park 24 hours per day, why do visitors get a break?"

- 217 I would like to attend various public Flagler events but don't due to lack of close by parking.
- 218 Protected bike lines are a must to save lives
- 219 Love St Augustine but would go there ALOT more if there was adequate parking as it is always an issue & a deterrent for many. Thx!
- 220 I wish there was a shuttle service available. I live at Butler Beach and would be willing to pay to ride a bus downtown. My family lives just North of town. I would love to be able to public transportation available to visit with them. See Summit County Colorados Summit Stage as an example or Park City Utah's system
- 221 As bad as it might be an additional parking garage would be very helpful. Perhaps on the west side of downtown
- 222 St. Augustine has the opportunity to build on it's old world charm. I think that tourists and locals would enjoy the money spent on a street car or tram, not trolleys, those are not attractive. If the city had dedicated street cars I think it would bring in more tourism and allows people to hop on and off at different locations more easily. Then you could have more parking lots away from the old town and use old parking spaces for more establishments and green spaces. Some of my favorite places visited included had trams such as Lisbon, Orenjastad Aruba, New Orleans, and San Francisco. They are a fun experience that people want to ride on.

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- 223 I would very much like to have satellite parking with public transport to downtown. Not only would this increase a feeling of uniqueness for downtown, but it would also solve the aesthetic and space issues of parking lots and garages downtown. I do however believe that employees downtown ought to have access to exclusive parking closer to downtown to support businesses and make it easier for them to access their workplaces.
- 224 The trolley system should be available for free for residents to use as public transit or something similar. That could reduce traffic
- 225 People complain that biking deaths and lack of biking infrastructure are a reason to NOT use bikes and keep the situation that way. I disagree. Removing street parking to construct a PROTECTED bike lane would prevent cycling deaths and make it possible for more to access the area in a more sustainable way. There isn't a problem with lack of parking. It's just not convenient. If less people drive, then parking isn't as much of a problem. I've ridden my bike around downtown many times and I always feel like I'm about to be run over by a car. If I didn't feel that way, I would do it more often and drive there less.
- 226 "Ok...after spending time Saturday to get to Garage only to be turned away...had I not pulled over & walked inside to plead access...I was eventually told to go to park & ride behind liquor store? @Ponce & west King...so I did...it was FANTastic 🍌

😞 had I not been persistent to ask for help as I was attending a ticketed event, FLORIDA MA'AM festival & The Art Show...I was thrilled to have a plan B...worked out perfectly 🍌 ok... Day #2 of events...Sunday 😞 I planned to avoid ultimate delay & go directly to ride share/ park & ride lot @ W.King...after I waited 🕒 glad I was able to call & speak to Parking Garage attendee, to learn our Park & ride Lot was 🚫 not operating on Sundays !!! Honestly...visitors & locals left to drive around & become frustrated because the Parking Garage was also Closed!! I am a patient woman...eventually I did find a spot to park... so what I learned is...we have a need for visible 🗣️ signage to inform & redirect folks to the park & ride lots. I saw nothing to provide help. I hope this will be remedied...FYI- the lot was almost empty on Saturday when I arrived. My transport was awesome & proved me a solution I will always use & I will recommend to All. Lastly...2 things..1) no service @ lot on Sunday when there were events scheduled & we anticipate more visitors & more need to park. Why? also no signage @ lot...did see Park & Ride signs were on the ground!

2) Where can I learn about the free transport from our Parking Garage to the Bridge of Lions / Marina area? No one was able to help & I saw no signage.

We have the resources to maintain a flow of traffic with parking options that work ✅ why no signage to assist in immediate relief before folks get frustrated & begin a negative dialogue about Saint Augustine...and parking.

I hope this helps 💙 STA

"

- 227 Additional parking garage is the best option

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228 The city approving yet another parking lot for the trolley companies is very concerning, given that now they're questioning removing parking downtown. As a business owner, parking downtown is the #1 issue, especially for restaurant employees.

229 Use the tour trolley stops. Residences/downtown workers can buy an annual pass.

230 "Glad this is being addressed.

Thank you. Parking is an incredible issue and almost impossible in evenings."

231 Improved parking will mean increased revenue for the businesses. This is a tourist town so ride share and other options are not feasible because tourists have cars and don't know others necessary to car pool or ride share.

232 Parking lots should be designed to fit within the city's design.

233 There is adequate parking, just too many businesses that draw tourism and congestion. Provide satellite parking for tourism with ample shuttles to a central dropoff location. business is good, but not beyond the point that it makes it unlivable for those who live here.

234 I wish the taxpayers of St. John's Co had more say ... it's all about the money and the tourist. The city isn't the beautiful little downtown that we fell in love with. Fortunately we have found the beauty of Flagler Co. and the great restaurants there.

235 When all the parking garages and lots are full, it is overwhelming to many small businesses. Wait times for downtown restaurants are +-3hours during busy times. Even if there is more parking, how are the businesses going to handle even more people. Consideration needs to be made for downtown employees. The shortage of people who want to work downtown is directly related to finding parking every day.

236 The downtown core has too much traffic. If visitors could park in a garage on the outskirts and walk or shuttle in, that would help with congestion. West king st. with a walkover would be a great place to start.

237 Please read what I wrote on the first question. Thank you.

238 Satellite parking with shuttle service to move folks through the historical district such as what the tourist trains offer would be nice. Locals who want to go downtown are simply not doing so because of the hassle.

239 Public transport is the key.

240 Clean up the homeless and panhandling and safety of our city before you worry about parking ..

241 More garages that would take up less land space and could be built to look like it belongs in our style of history.

242 The City should monitor any parking areas controlled by out of town interests.

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- 243 There should be parking lots for the bigger more popular restaurants where employees should not have to pay to park (Harrys)
- 244 Parking garages could become artistic structures using graphics and local talents to tell the story of St. Augustine's colorful history. Building up (not out) saves land for more green spaces and landscaping.
- 245 I would love to see downtown small streets cut off to vehicles(except delivery services and trolleys) and all parking to be in a garage or satellite area. The congestion from people circling to find parking is awful. All those little lots can be turned into "cool" areas where people can rest and enjoy misters, clean benches, maybe even some water fountains for the kids. The sticking point is keeping the homeless out of them. Guarded Satellite garages seem to be the best solution, shuttle services, bicycle carriage shuttles, would create jobs, and people can safely park and return to their cars with purchases later at night without fear of being assaulted.
- 246 The streets around the plaza should be closed to cars during Christmastime so people can walk and enjoy the sights without so many cars running red lights around plazas. Last year was the second time we saw people almost get hit by cars or "bumped" by cars trying to get through the red lights across from the church. These should be walkable when you have such a mass of people there to see the tree lights. Also, there's nothing wrong with building parking garages away from DT and having a free shuttle service to take people into the Old City. If a person pays for parking, they get a free trolley ticket for their car passengers.
- 247 A nicely designed parking garage south of King and towards US1 would be great. Other cities like Savannah and Charleston have garages that blend in with the local architecture. Space south of city hall or by the Winery would be good sites.
- 248 Living uptown, with arbnbs(illegal \$ of cars to units)streets fill up. Frances field 2 story structure/w roof parking, & enough headroom for bus/RV's replace RV/Bus parking w/garage. No increase in sales tax, use state Tourism, Fed funds(charging station spaces) & revenue from parking garage. RV/bus permit fees raise \$25/day.
- 249 Love St Augustine!! If you can increase parking without disturbing the overall beauty of downtown, I believe most residents would agree with some sort of comprehensive plan. Thk you, my fingers are 🍷
- 250 At some point, the area of downtown simply will not be able to handle the number of visitors and Cathedral street may need to be pedestrians only, routing traffic east on King to the island and west around the bay front to parking areas.
- 251 O have only on very rare occasions seen the "parking full" sign at the parking building. I believe the current capacity suffices.
- 252 Parking lots with shuttle service, green scapes, small park, public bathrooms. Make them nice
- 253 Please pave the Tolomato Lot.

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- 254 Avoid congestion downtown through alternate modes of public transportation at select points along the perimeter of downtown. Additional parking will only impact further congestion in downtown area with limited points of entry/exit.
- 255 I've heard talk about adding a bike lane to St George St and that is a TERRIBLE idea. There's going to be so many injuries caused by inattention.
- 256 Don't kill the great tourism that continues to increase but also maintain a viable and accessible downtown for St John's residents.
- 257 We need to public transportation that runs until the bars close. Dui's would drop and maybe less people would die from being hit by cars! The pedestrian fatalities are outta control. Start running the trolleys from the island to downtown and charge \$2.00 a ride. Im a lifelong st.augustinian and would be happy to take the trolley and not deal w downtown parking. I refuse to go downtown now unless someone else is driving.
- 258 Something needs to be done. We live north of Vilano and see congestion on weekends, special events and high visitor seasons. We used to enjoy downtown businesses, but it is no longer accessible to locals except in the off seasons. The intersection(peanut) gets blocked and backs up traffic so bad that appointments must be cancelled . We now go north for Doctors, groceries, dining out and more.
- 259 Homeless are a big problem. I am for creating green spaces but I am worried this will invite the homeless to camp there making the city less safe. The homeless are the biggest issue downtown not the parking.
- 260 As a recent transplant,I have found learning the parking "rules" of downtown a little confusing..which lots are public, which are private, hours that are free,etc? I also feel that allowing driving on streets that cross St.George is kind of crazy and adding to some of the traffic congestion. Not to mention dangerous .
- 261 Please do not destroy the atmosphere in solving the parking issue
- 262 I think city staff needs fresh ideas. I'm a nurse and have lived in Saint Augustin for 11 years. Next month I'm leaving the city. I'm not changing jobs, just leaving. City government has not done a good job and it has become unlivable here. There does not seem to be any clear direction. Parking is important but I don't know what kind of city the goal is here. I had hoped a balance of culture and tourism would be the goal, with a growing population, some domestic necessities even. The city made a choice at some point to be only a tourist destination catering to business. I think perhaps they should just accept that and stop trying to pretend this is a place to live.
- 263 I ride my bike to the downtown area for work. I would prefer if roads were more bike friendly and bike parking was better. I generally prefer public transportation to personal car usage, especially with the downtown area being not car friendly.
- 264 There should be free areas to park and not \$20 lots all over the city.

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- 265 Parking in St. Augustine is ridiculous. You are destroying the environment by forcing people to drive for long periods of time trying to find a spot. Downtown leaders are very short-sighted and lacking in common sense.
- 266 In addition please consider using software (A.I.) to restrict down entry points and force non local traffic to satellite parking. People "hunting" for parking has a significant impact on flow. You have to restrict vehicle flow during peak times.
- 267 "Certain streets and interior parking lots downtown (i.e. Hypolita lot and Street) should be closed off to cars. Another parking garage would be key downtown. Also, Satellite parking lots with FREQUENT shuttle service to downtown should be built.

I live in Davis Shores, and often walk or bike into town, luckily. There are way too many pedestrian accidents these days with increased tourism. More signal-lighted crosswalks are needed especially on Anastasia Blvd. "

- 268 Make downtown more walking spaces with handicap parking spaces available only
- 269 It's the same old story people come to a place like this because it's beautiful and then they want to change it to make it something they would never go to by adding more buildings more parking lots more cars more people You're going to kill the goose with the golden egg
- 270 One more parking garage on the outskirts of downtown and a suitable distance from the one near the event field would alleviate traffic issues on Saturdays and during large events. There really should be a police presence/ someone directing traffic during on route 1 during large events which as the Celtic Festival.
- 271 I work downtown and the parking. is awful especially if you have a disability and can't navigate quickly. Also there is no security in parking lots at night which is a safety issue for those working late
- 272 The unmitigated greed of developers in expansion of housing and hotels has given us 5 times the traffic who need to Rte 1, A1A, 16, etc. Also, the over promotion of tourism has made our city a nightmare. The olde Florida views, ecology has gone out the window. The rape of pine forests, wildlife habitat is so disgusting. View of waterways which should belong to everyone are blocked by towers of condos or hotels. The only parking I would like to see expanded is Beach Parking just north of Vilano and South along A1A like Butler Crescent Matanzas. The whole character of the Oldest City is buried now by year round flooding of tourists. I even heard that someone wants to turn the Tresuy Building next to the Cathedral into a Marriot. That is disgusting but sadly wouldn't surprise me any more. In the war of dollars over preservation, I know who wins now
- 273 I would love to see the core downtown area (Constitution Plaza and St. George St.) be converted into a primarily pedestrian zone. Reduce some nearby streets into one-ways and completely block off others to be pedestrian only walking/cycling areas. Increase satellite parking

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surrounding the zones and convert parking lots within the zones into more green space or developments. Add bike rental stations at the satellite lots (like LimeBike) and create the ability to access the pedestrian only zones from the satellite lots with ease.

- 274 This city NEEDS a new parking garage. There are no ifs, ands or buts about it. There are too many people that live here now as well as the tourists. It needs to be built instead of tearing down forests, building a betting parlor (which was NOT needed or wanted). This city has lost its charm and is looking more and more like Jacksonville.
- 275 if you want to encourage satellite parking, significantly reduce the cost of the parking garage. Moving traffic and parking out of downtown should be a goal, and we would use it more often if it were \$15 to park just to go to dinner or run to a shop or two.
- 276 I have spent time in Florence, Italy and vehicles are not allowed in the central, historic district. Deliveries to businesses are made by small trucks early in the morning. Taxis will pick up and drop off on the perimeters. I realize that motor bikes and bicycles are a popular mode of transportation there and not here, but somehow trying to adopt some sort of system where vehicles are not allowed in the core of downtown and creating some sort of satellite parking or shuttles would address a lot of the problems. The shuttle provided on Anastasia Island for only the first night of night of lights is an example of out of touch the transportation system is. We live on the Island and more and more of our neighbors lament that we don't go downtown anymore because of traffic and lack of parking.. but, we agree that if there was a convenient shuttle, we would go. Sadly though, because of the influx of tourists, businesses don't even miss us. There is a real sense that everything is geared towards tourism and that the permanent residents are not even considered. I'm not totally sure how the bed tax is distributed, but I do know that a lot of it goes to increasing tourism. Perhaps, you could use some of that money towards making residents feel that they matter. Good luck with this project, you have a huge problem to solve.
- 277 I'd love to see Anastasia Blvd reduced to 2 lanes, lower speed limit, and add parking on both sides. Also expand transient boat parking slips at the municipal marina
- 278 "If we had pleasant , perhaps green spaces to wait for satellite parking or the bus, it could make it easier to wait

I work downtown , get out late at night- so the idea of parking far away when downtown is deserted late is unpleasant- but if you could figure out how to get the workers back to their cars it would save a lot of congestion and parking spots- 1 mid size restaurant can take up at least 15 spots, and since people work very different shifts - ride sharing is very complicated

Provincetown MA has always had satellite parking- doesn't really give day trippers an option, tells them upfront only place to park"

- 279 Shuttle service
- 280 Downtown needs to be left as is. It is quaint and historical. There is no place for additional parking without changing the beauty and feel of being in the city center. Anastasia Blvd needs to address down trodden properties to be redeveloped as an be an extension to downtown. When

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- I drive from my home to downtown and take Anastasia Blvd, I am so disappointed in how it looks. Also, the traffic to the bridge at many times during the day and night is a mile long. I hardly go downtown anymore due to the various inconveniences.
- 281 Tourists and locals travel to St. Augustine for the walkability of it's downtown. Removing cars is not only improving the scenery, but makes it safer. Establishing infrastructure such as perimeter parking garages is a great start, and I hope to see more investments in intercity transport to bring people downtown from even further out, without congesting nearby roads.
- 282 Parking alternatives with shuttle services outside of downtown would be ideal for tourists to come to town and stay all day. Would love to see Parking for locals (running errands or dining) downtown as well as downtown employees. Maybe a St. John's County residents restricted parking spots.
- 283 Greenspaces will bring more business to existing businesses. Extend pedestrian greenspaces to San Marco, Anastasia Blvd and West King and spread out the congestion by offering more destination centers.
- 284 The city is small and a major piece of that is due to it being historic and preserved. The ideal image is having satellite parking with shuttles and circulator spaces to keep the history of St Augustine intact. But this is hard when you have businesses that have been around for years and the people of our workforce who have to come downtown to make their living. They want to be able to make it to work on time and not worry about hefty parking fees. It is very hard because I hear about it from all sides. If a discount card could be purchased with proof of employment from a business downtown I do believe it could help. Maybe using this discount card somehow in the future for a circulator or a shuttle bus could also be a boon. I look forward to seeing what our city is planning to do with how much we've grown and all of the improvements that will be made.
- 285 I've lived here 40 years and I have anxiety to go downtown so I don't go very often, but would if I knew I could find parking
- 286 I completed the survey but my issue isn't that there's not enough parking- I always manage to find a spot on regular days (not nihhtnof light days as example) . My issue is parking is too expensive for locals! I would vote anyone without a St. John's co license plate (or a specified sticker) should be charged and Anyone WITH a St John's Co license plate should be free anywhere downtown . Let the tourists do the walking and take the shuttles. Thank you for taking the first steps in correcting these issues !!
- 287 Enforce no parking within 50 feet of a stop sign which is a State Statute.
- 288 Convert existing buildings into parking garages, especially near the Cathedral. Convert the Treasury Building into a parking garage.
- 289 Thx for trying to solve this issue.
- 290 It's unsafe to ride bikes downtown currently. This city loves to be active outside and if the city made safe walking /bike paths that prevented cars from veering into them a lot of people would

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- use them. This city is not pedestrian and bike friendly until you get to the city core. That's however doesn't help people get to the city center via alternate transportation.
- 291 I am 100% disabled vet we need handicap parking
- 292 Do not sell resident parking passes to Marine Street residents for Avenida Menendez. We pay the big bucks to live here. That is their problem, and they have driveways and garages. If they buy too many cars, that's their problem.
- 293 Build a parking garage at Broudy's Liquor at US 1 & West King with pedestrian walkway overpass
- 294 Let's take care of our locals first. It will win you the backing of those who vote & hire you. We've lived here for over 20 years & can't enjoy fests or downtown like we used to. With kids we can only go when there's nothing to do & nothing open. We used to spend \$ downtown but I guess owners don't need our support anymore now that the tourist season is year round. We can't enjoy our own city, where we pay taxes to build & maintain. Haven't been to Project Swing in 2 yrs. We pay so the private schools have a personal playground that others can't use. The Main library is taken over by vagrants since carousel left.
- 295 I think a parking garage on the Broudy's site is a great idea! It could have both shuttle or you could walk. We used the dirt lot during the holidays and really enjoyed the shuttle.
- 296 Consider closing key city streets to all but pedestrians and select perimeter lots within walking distance for construction of garages while closing inefficient surface parking
- 297 Additional dockage for visitors arriving by water. I would boat to downtown more readily than drive, if dockage options weren't so few and exclusive.
- 298 Not solving the issue causes extreme congestion downtown driving around to find a place to park. A parking garage just south of King would balance parking with other garage. We live in st. Augustine- palencia and would use shuttles if they existed. Too bad there isn't an app showing open spots for people with parking pass
- 299 No on visitor street parking should be allowed in the old city. In fact, it should be closed to visitor traffic and out of the city garages with free shuttle service should be used. Force all visitors using cars to park them outside of old town and use these garages and shuttles. This will make the old town more amenable to locals if they know they don't have to deal with visitors driving around on unfamiliar streets looking for parking. It makes St Augustine a nightmare to visit.
- 300 St Augustine has great bones to improve upon. If the main island had protected bike lanes on every street, it would be the biking capital of Florida.
- 301 Another parking garage would be nice.
- 302 Price gouging is a major issue.

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- 303 To preserve the beauty of our town and acceptance of the influx of visitors and Floridians, parking garages take up less space, and can go vertical. Get rid of old dilapidated buildings to improve esthetics and flow.
- 304 Beautify entrance at King and US 1 would be lovely with tons of flowers.
- 305 I think we should be more concerned with the amount of homeless people lying on the streets than parking. There should be boundaries on where theyre allowed to "live" and i dont believe its a good look for our city.
- 306 I have significantly decreased my visits due to lack of parking.
- 307 Parking is not my concern. I would like to have the freedom to leave my house on the weekend and not sit in traffic for 40 minutes just to LEAVE the city limits.
- 308 "i live near treaty park, its not reasonable to come downtown for a meal if i have to pay \$30 for parking or transportation. If i cant park within a reasonable distance i dont go. I drive many lots looking for parking on friday afternoon and notice many empty ""Permit only"" or ""tow away"" spots in the Tolomato Lot and the lot at Pizzaleys.

Additionally, the image used as blight in this survey is an image of Private parking on the side of the Toques lot. The Toques lot is a small city parking lot within the heart of downtown. It is one of a few smaller lots within the heart of downtown that doesnt charge locals a small fortune to use for a few hours. "

- 309 need to build another parking deck like the historic parking deck
- 310 No more parking downtown! Satellite parking only! Keep downtown St. Augustine pretty!
- 311 Green space is important to the enjoyment and beauty of downtown. Any changes should not reduce green space but actually add green space. Incorporating parking and greenways can and should be done together. The availability of a loop shuttle that visitors and locals could use during the high volume hours of the day that is well advertised and funded would reduce congestion. It should be a low noise vehicle as well such as an electric vehicle. When in France they had trams that brought thousands of people in and out of downtown areas. It was fast, and near silent. City streets were free of congestion. Restaurants had outdoor seating with umbrellas that was so pleasant to dine and view the historic city. Ours could be this way too w/ less congestion. Thank you for trying to make our beautiful city better.
- 312 Removing parking shows excellent forethought and planning on the part of the city. Although self-driving cars are probably further away than your average Tesla owner would like to believe, it does seem very likely that within one or two decades people will no longer be using parking but rather be dropped off where they need to be like a valet service while their car goes and parks itself. In such scenarios picking up valuable space in the downtown core with parking is a very bad idea. Not only is the Toques place parking lot a blight, I also believe that the Columbia parking lot is a blight, as is most of the parking lots on South Spanish Street. While it may be

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- needed now I think any realistic planning for the future should include making that into usable commercial, residential, or green space.
- 313 Despite their claims to keep 20 cars off the streets, TROLLEYS do nothing to alleviate traffic... except handsomely line the pockets of private enterprise.
- 314 We love the garage. Make it cheaper for visitors. Can it be expanded?
- 315 Add additional parking but please don't disturb the historical beauty that is Downtown.
- 316 parking garages should be designed with ground floor as retail shops and small restaurants. Upper floors parking. Top floor should be a park with scenic views of St. Augustine
- 317 St Augustine has a choices but the current traffic patterns is not viable long term. Individual cars are not the answer in the downtown core. St. Augustine wants more tourism but the deluge of traffic makes it more daunting to go to the downtown area. We use the main parking garage but the backups to get in and out are a major challenge during peak times. We have been coming here for 20 years and hope the parking and city access can be improved.
- 318 Whatever happened to the original plans for the parking garage behind Lightner Museum. Could be esthetically done to blend with the architecture in that area. Believe Charleston was able to do it, after Hurricane Hugo.
- 319 A train service from several locations in Jacksonville, with stops in St Johns County (9A/B, Nocatee, World Golf, etc), and dropping off at stations in or around downtown St Augustine would increase tourism/visiting without adding parking and would allow for replacement of some parking lots with green space.
- 320 Cars should not be allowed on the streets paved with bricks. Walking only. More bike lanes are needed. Crosswalks on Anastasia are needed. Analyze the traffic lights. They should be synchronized.
- 321 "The City does a TERRIBLE job with current parking situation! To allow the removal of any downtown and San Marco customer & business owner parking was destructive to both business and tourist not to mention the locals who won't go downtown any more because of the mismanagement of the City in addressing the parking issues by relying on special interests groups and not listening to the residents.
- I don't expect this process to be any better, based on the question answers of this survey. It seems to me that the survey is slated to remove parking by calling them blighted areas and pushing a green style agenda to reduce downtown parking. Knowing be surprised when the political "" leaders "" mess this up by implementing a worthless solution to a serious problem with a major expense to the taxpayers.
- Typical behavior, again. "
- 322 It seems like you have your minds made up. Parking = bad? You will destroy businesses and depress visitors from going to St Augustine. St Augustine has a lot of green space. The reality is

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- that for the next couple of decades, people will come to town in cars. Ideas? Build a spur outside town with several exits to leave the spur and access town.
- 323 I'm not sure whose bright idea it is to propose making an abysmal parking situation worse by... Removing parking lots????!!!!... But clearly these people(s) are disconnected from reality. St. Augustine is a tourist town. You live in and work for a tourist town, presumably by choice. While off-site parking options with shuttles are a good idea, eliminating existing parking options in town would be unfathomable. Nobody needs useless green space. People need to be able to park close to their jobs. Tourists need to be able to have the option to conveniently park their vehicles when they're coming to spend hard earned money in St. Aug restaurants, shops and museums. As a parent of a small child, shuttling in from satellite parking is not very convenient for a number of reasons, nor is uberling. Biking is 100% out of the question for us and any other family.
- 324 We need tastefully constructed parking garages placed around the city. They accommodate more cars, can be placed in smaller spaces than lots if they are not massive as the one we already have. Examples are in Charleston...the few lots we have down town are grabbed up by city employees!
- 325 "Parking lots do not contribute to the tax base, economic activity or a vibrant town. Look at downtown Jacksonville. Increase in public transit would be beneficial to reduce reliance on cars. St Augustine should focus on people, not machines.
- "
- 326 Parking in proximity to my businesses is essential and I would oppose any actions that reduce the supply of downtown parking. Any change in the restaurant parking exemption will be extremely detrimental to the cultural and fiscal development of St. Augustine.
- 327 Parking with green space, native trees and benches would benefit people and the environment. It would also add to, and preserve the natural beauty that draws tourists and residents alike to our beautiful city.
- 328 Having a performing arts center outside of the middle of town would alleviate some kinds of congestion problems.
- 329 The neighborhood parking program needs to be revisited. There are several unused spots right around the corner from residents who don't "qualify" for a permit due to the address. It feels like the permits could be done by neighborhood instead of just by the street address.
- 330 Thanks for putting together this survey. I pray you can come up with a solution. Locals miss enjoying the town they grew up in. I miss shopping downtown but it's not worth the hassle anymore.
- 331 Definitely need more parking garages on each end of St. Augustine.
- 332 Need more public transportation!!!!

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- 333 This survey has been deliberately slanted toward the building of remote satellite parking areas which has been consistently rejected by the users over the years. We should complete the concept of the downtown walled city.
- 334 I'm really not going to consider your town as a 1st choice for a trip if I have to trek or bus to a far away lot because some people aren't thinking of PRACTICAL logistics & the cash we bring into town. Who the heck is going to be the security to man these far flung lots? Do you see other towns shunning practical travel amenities in the name of aesthetics?
- 335 We truly enjoy traveling to St Augustine and shopping with our family. We usually park in the city garage and walk. Satellite parking garages or lots with transportation would be ideal in a city like St Augustine.
- 336 Removing parking in the downtown area reduces the locals to frequent local businesses maybe special passes for locals and keep tourists to outer parking lots with shuttles tourist will spend most of the day or nights downtown, locals don't see they go to a few businesses and go home
- 337 "A dedicated shuttle lane from old DMV north us1 by Winn Dixie. Consume San Marco ave parking, but use the existing pedestrian crossings as shuttle stops to make up for it.

No one will ride a shuttle if they have to wait in the same traffic as everyone else, AND wait for shuttle pick up. The incentive is just to stay in the car and hunt for parking.

A dedicated HOV shuttle lane is the only way it can work. "

- 338 Make downtown pedestrian only. Close bridge of lions to automobiles and only allow trolley to bring people to downtown. Build parking garages outside the downtown.
- 339 USPS is problematic
- 340 Whatever you do, don't even think about putting a satellite lot in Lincolnton, NO WAY!!
- 341 We need more downtown parking not less. It's hard enough to park reasonably. Especially those who work downtown. We don't need parking spaces removed to build more commercial space.
- 342 N/A
- 343 Our town is being ruined by too much development. Stop the madness!
- 344 I'd prefer less roads with cars and a parking structure in west king
- 345 We should shift the conversation to better public transportation for the whole city. This would improve parking/transportation for residents primarily and also, secondarily, help tourists park remotely.

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- 346 There should be no parking in downtown core.
- 347 We would frequent the restaurants more if parking was addressed
- 348 If you want tourism to stay and residents to enjoy coming, figure it out quickly and ADD multi-level parking garages. Flagler College dorms and hotels have them !!!
- 349 We need to increase downtown parking, not decrease it. The city is too focused on aesthetics and not enough on functionality and quality of life for residents and visitors. Disabled people like myself rely on being able to park near our jobs in order to get to work. I have been working downtown for over ten years and would no longer be able to if I were not able to park within 15 minutes of my place of work. Weekends already see intense congestion largely in part due to people driving around in circles endlessly searching for parking. I myself have spent upwards of 45 minutes doing those circles despite being a life-long local and knowing all the “secret spots” so I can’t even imagine how rough it is for our visitors. At my current job working at one of the many historical walking tour companies in town, we regularly have customers who cancel or reschedule their tours due to being unable to park so it is hurting our business and our employees are frequently late even when leaving early to account for the extra time needed to park. There is just no accounting for the madhouse that is downtown St. Augustine on an even moderately busy day and the problem is only getting worse.
- 350 I do not think downtown King Street needs more parking because it will only contribute to heavy congestion in the area. However, small businesses need better parking options, even if that means having timed spots for patrons of specific businesses or incentivizing business owners to use one larger lot to service multiple businesses. The last thing downtown needs is a massive parking garage that will destroy its historic character and increase congestion. Satellite parking garages outside of historic districts would have a smaller footprint, create more options for higher ground parking for residents (during hurricanes), and reduce traffic downtown. I would also like to see some areas of the downtown core CLOSED to only allow pedestrian or bicycle traffic—especially Aviles Street and Cádiz Street east of Aviles. These tight roads were never meant to handle heavy vehicular traffic, and the damage caused to the historic fabric of these areas is not worth the convenience of vehicular accessibility (OR ban trucks, which seem to do the most damage). The City will never be able to provide the kind of massive parking lots that people want out of convenience—there’s not enough real estate in existence! Leave the historic character as it is, and create parking options that allow for visitors while also reducing the amount of cars downtown.
- 351 Greenspan would contribute to more homeless people
- 352 Parking is not your biggest problem. Your vagrants downtown are what is harming the City most. I used to love going downtown, even despite parking. Now, I hate it. Enforce your ordinances and remove the homeless from our beautiful City spaces. Send them on their way, stop trying to solve a problem for them that they clearly don't want solved, and make our downtown space friendly once again.
- 353 Add golf cart and bike parking in downtown and offsite parking garage with shuttle or circular service

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- 354 I think you all just don't understand how making parking even harder in St. Augustine is going to be detrimental to tourism.
- 355 Personally I think motor vehicles should be off limits, except for special permitted and govt personnel. Thru traffic to the bridge could be ok. It may be time to wean off motor and go smaller and clean (e-vehicles) or shuttle buses that come every few minutes.
- 356 The revenue and appeal of downtown can be significantly increased by the reduction of mandatory minimums and parking spaces downtown. The amount of parks and businesses and housing available that is taken up by parking is astronomical. Think of all of the tax revenue just waiting to be collected, and how St. Augustine can be a shining example of a model downtown for all of Florida to build off of. The possibilities are endless, the possibility for growth is there, and the benefits are innumerable.
- 357 Another parking garage needs to be added near OC Whites
- 358 The current lack of parking makes me decide not to come downtown. I would love to be able to go to dinner or shop downtown for an hour or two and know I had somewhere to park. I would especially love for there to be parking by the swing park. It is ridiculous to pay \$15 to park in the garage to take my toddler to the playground (which we love)! If we could make some of the garage hourly parking that would be wonderful! It would be great if it was easier for residents to enjoy downtown and support local businesses.
- 359 As a resident of Flagler County that frequents downtown 3 times a week both to conduct business and for entertainment I believe the reduced parking fee for residents of Flagler County be reinstated. I spend on average \$45 a week to park and frequent restaurants and stores as well as do business. Residents of St. John and Flagler should be allowed the \$3 or even \$5. Save the \$15 for tourists that visit and leave. Residents support retailers and restaurants year round and during the off season.
- 360 Continue free parking on Sunday and after 5pm. Parking garage discount for residents of St Johns County is excellent.
- 361 I think we need another parking structure on the south side of downtown, perhaps behind the Lightner, or on the old Corazon property spanning over DeSoto to the existing city lot, or perhaps a joint project with Trinity to build a 3 or 4 level garage where the surface lot is now.
- 362 Build low parking garages close to town, but not in town. Traffic is a nightmare already. We don't need more people driving into downtown to park!
- 363 St. Augustine is being ruined by the increase in visitors to the city.
- 364 "1. Too many small parking lots downtown contribute to traffic as tourists cruise around and around, trying to find a parking spot. Minimize these small lots to reduce congestion and steer visitors to use satellite lots and shuttles.

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2. Shuttles must be handicapped-friendly, stops must be convenient to major sights, restaurants, etc., and shuttles must run frequently to accommodate disabled and elderly visitors. You can't expect here people to walk far to a shuttle stop. Try looking at Savannah's system for reference.
 3. On-street parking along San Marco (and elsewhere) is quite dangerous due to proximity to vehicle travel lanes. One option would be to make San Marco one-way northbound from Castillo up to W. San Carlos. This would allow creation of safer on-street parking and a real bike lan — but unfortunately, would increase traffic on Castillo and cross-streets between San Marco and U.S. 1.
 4. I encourage the City to reengage with the Coast Guard again about reducing Bridge of Lions openings to no more than once hourly except in special circumstances. Thirty-minute on-demand openings back up traffic both downtown and on Anastasia Island, not just on weekends and holidays, but throughout regular business days and the dinner hour. This could easily be documented and used in negotiations to reduce routine openings,"
- 365 Need to consider options for workers and residents for discounted parking or free parking to work downtown.
- 366 Go low rise vertical
- 367 Please be proactive in this! Parking that is near preferred areas is a necessity, esp. for the elderly and those with disabilities.
- 368 Let our commissioners and city leaders have to fight for parking spots instead of their pampered selves turning their heads at the congestion they created with their open arms and pockets! Change their working hrs so they catch the prime backup's congestion and say to their selves we really have created a monster. But whisper to them selves we sure lined our pockets up. Then once at work of course they are going to approve any and all new developments where our same beat down streets that flood when a frog pees and property is no where to be found to build new roads. Sell the property and the heck with the roads is this county's motto. But heck we should be proud for the lucky ones that live north of airport as big nice paved roads. And oh yeah let's spend more money on traffic surveys and of course the annual flood survey that those monies could have helped build sea wall up to help better than the fortunate companies that do our stupid surveys as anybody with any common sense would know yes we have traffic nightmare and yes it floods on most full moon's with very little wind. They love our leaders and make sure they put in their bids to repeat our annual survey as ray charles could have seen this yrs ago but not the leaders who helped create this mess. Got to love them right!!!
- 369 Fewer cars downtown, please expand public transit and increase bike friendly areas. Make downtown friendly for locals again
- 370 You are chasing locals away.

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371 I do not believe parking should be allowed along US1. It's just not safe. I also think that on street parking should be reserved for residents of St. John's County only. Tourists should use parking garage and shuttles. I rarely go downtown any more to local businesses because it's just too congested.

372 "Satellite parking garges would be great. We need to stop funneling cars downtown and keep the cars on the outskirts. It's a hazard to pedestrians. Especially near Ponce De Leon statue and the bridge of lions.

It's not easy to park at The Fort or any of the San Marco waterfront businesses (Teenie Martini, MeHeens, A1A Alehouse, No Name Bar)"

373 I definitely think there needs to be another parking garage.

374 Don't know what circulator service is, but I would be in favor of parking lots near US1 with shuttle service. Need to relieve traffic using Bridge of Lions.

375 Another parking garage on the south side of King Street in the downtown area would still be within walking distance of St George St, which is near most of the foot traffic.

376 Na

377 I grew up in Jacksonville. I have traveled to St. Augustine all my life to shop. I stopped going to St. Augustine because of lack of parking in the Downtown area. I stopped bringing out of town guests there for the same reason. I spend my money elsewhere now. Although I am not a resident of St. Augustine, I used to consider myself a local that contributed a lot to the financial welfare of the inner city all year. I think a parking garage is needed; one that is built in in the Spanish-style architecture and would blend in.

378 Green spaces with parking within walking distance would be nice. Shuttles from out of center lots which are attractive and greenspace as much as possible would also be good.

379 Stop permitting new construction until our infrastructure catches up!!!

380 The homeless have plenty of parking!!!!

381 More parking in downtown, please!

382 We are disabled and can only use the lot at the Fort or the main garage. There are never enough handicapped spaces at either location.

383 Keep parking accessible to the restaurants and shopping. Adding green space is not the answer

384 Parking is not the only big issue with Old Town St Augustine. Tourist that come to see our wonderful city don't come to see all the homeless/panhandlers laying all over the streets and the smells that come with them. Some days it looks and smells like a city's slum or a homeless camp. We have seen two officers on bikes talking on a corner of a busy walkway as a homeless guy was urinating in the bushes 20 feet away from them. Let's clean up our old city and make it

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pleasant for all so those people that visit will come back to support our lively hood.

385 I think it would be great if all traffic was banned from downtown. Provide more shuttles and keep traffic out of the area. It's too congested.

386 Do not remove downtown parking. That would discourage people from coming downtown, including tourists, which like it or not, are the lifeblood of St A's economy. Removing/reducing downtown parking would be a HUGE mistake for the city.

387 Satellite garage would be a good idea. Is making downtown pedestrian only an option? Additional parking lots will increase flooding downtown.

388 We live 10 miles from st Aug but never go there due to traffic and parking issues

389 We need more parking not less and we need affordable parking for our hospitality workers. Nobody should have to pay as much as they are charged to go to work. Most can't even afford to live in the area anymore due to horrible lack of planning. You want tourist to come guess what 99% of them drive. If you are going to offer shuttle service it should run every day and should run later than 11pm allowing those that work downtown the opportunity to use it. All parking that is currently there should stay including streets that were mentioned previously as becoming 2 way and no parking. Nothing the city has put out helps the locals, taking parking away is not the answer. Users are hard to get and costly if more demand we will not have enough as we don't now. The city needs to so a better job at making sure residents. I live 1 block out of city limits and go downtown a lot, but if there is less parking, I made to take an Uber or only have a shuttle till 11 I will not be going and will spend my money outside the city. Don't hurt your business owners come up with a plan for parking and more of it.

390 "There are many unused parking spaces at the former Ponce Mall, off the tax rolls, that should be contracted to the city, that would serve many with a regular shuttle schedule.

We live in north city and have used the county parking shuttle. It was excellent and would be used regularly if there wss a published schedule.

Also the mall parking at Anastasia and 312 could be utilized.

Landscaping around existing parking lots would help.

Homeless population is a sad human blight! Many aging and empty motels can be converted into housing for them where tyhey can be connected VA and other services!"

391 Park now program is great

392 There needs to be affordable parking for workers downtown. There needs to be affordable parking options for locals to eat and explore their own town. And the city needs to stop chasing away dollars trying to get nickels off of tourists who leave upset that parking is so expensive. Stop painting all the curbs yellow forcing everyone to pay for parking

393 Discounts for parking should be offered to locals

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- 394 Parking in the city has become so crowded and overwhelming. People are getting aggressive because they can't find parking. We are a family who enjoys the beauty of St. Augustine but unfortunately have become discouraged to go there because of the traffic congestion and parking issues especially during busy times. It would be nice to have a shuttle ride but sitting on a shuttle for a super long length of time is not good too. Hope a way can be found to correct the ongoing issue. Thank you.
- 395 N/A
- 396 I don't live in St Augustine but I work here and visit often and the parking is very tough to deal with
- 397 I am limited mobility, and depend on a cane to get around. St. Augustine is currently inaccessible to me due primarily to the lack of parking, and secondarily due to the unlevel sidewalks. Please consider improving these areas.
- 398 I would love to see the sunshine bus expanded into something that is actually useful for residents of downtown, the island, and the surrounding neighborhoods. It could help cut down on traffic and provide affordable transportation in a time when everything is to expensive, especially owning and maintaining an automobile.
- 399 Pay meters should be active 24/7. Having them expire at 5:00pm is when we see most traffic coming into the city. The city needs to capture this revenue. Update the software. This costs nothing. Do not allow overnight parking along the Bayfront. Mandate permits and again, generate revenue for this. We have to pay taxes to sleep in our beds each night. These people parking overnight in their RVs, buses, cars, etc get to have waterfront views for free.
- 400 Many of us locals you don't live within the city limits. We should have equal say in this matter. I would like to see locals only restricted parking.
- 401 More handicapped spots so locals can visit the area
- 402 Tour trolley businesses slow down and contribute to traffic in their current operations. They need restrictions on lanes or times of operation on certain roadways or need to help fund a dedicated transit lane for trolleys, pedicabs, and cyclists.
- 403 The sunshine bus is great in theory, but when you actually look at the schedule, it takes far far far too long to get downtown and the buses aren't that often
- 404 Need to establish circulator shuttle services servicing hotels and remote lots. Thruout the city. Small busses running constant loops.
- 405 I'm tired of tourists parking in front of my house and I then have no where to park. Care about locals for once
- 406 i hope to see the city of St. augustine offer incredible transit options. not only for the city, but for our state. i firmly believe that cars are not the best option for the oldest city in the country. for a city founded centuries before automobiles were common, i believe cars should not be the first choice of transit.

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- 407 If the intent is to reduce parking downtown. I assume city employees would use satellite parking. The city need to lead by example.
- 408 More EV charging is needed in the city. Two don't cut it.
- 409 I parked in the parking garage today. It had 135 spaces left. We drove by several vehicles attempting to find spots at the Fort, and a few blocking traffic while parallel parking. If street parking is removed, please widen the narrow sidewalks and create bike lanes. The traffic is too heavy for casual bike riders in vehicle lanes. I am hopeful that the proposed train station at US 1 and King Street has a substantial parking garage. I would like a better parking solution for Anastasia, but cannot think of where. The Amp patrons could fill the existing parking garage. I am frustrated with public transportation options, as Sunshine is infrequent and not well known. The trolleys are too expensive for daily use.
- 410 Would like to see more EV chargers/dedicated parking.
- 411 Prefer better/increased public transportation from Beaches to Downtown to West King
- 412 Do we really need to have all the festivals on Francis Field?? Build another garage!
- 413 Additional convenient parking is needed to support businesses and visitors alike.
- 414 Building addition parking structures within downtown or nearby with FREE shuttles to locations near congested areas. Do not allow delivery trucks in congested areas during daytime business hours. Many cities require deliveries to be done before 7am. Access and parking for handicapped people is not good.
- 415 Need more parking
- 416 Need possible 2 to 3 story parking garage behind City Hall with entrance and exit on both Granada and Cordova.
- 417 Generally do not visit St Augustine due to traffic congestion.
- 418 Dont be dumb residents need to park
- 419 The parking situation in St. Aug will only get worse, not better. A long-term holistic approach must be taken. I feel for the people who live in the area. Satellite parking must be instituted and the fees must be reduced to encourage people to use it. Perhaps reduced fees for locals or year-long passes that are easy to obtain? Thank you for asking for our input.
- 420 It's a nasty problem that's going to require tremendous creativity.
- 421 I think it's past time to start getting traffic out of town. Close down Spanish and Hypolita Streets to cars during busy weekends.
- 422 Add one garage on the other end. Disallow traffic traffic from castillo to king street along A1A. Make that area green space and allow restaurants to use it for additional seating. If anything

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- allow only the trolley companies through to maintain their business flow and also add value to allow easier access to different ends of the community.
- 423 We live less than 15 minutes from downtown but have stopped coming into the city because parking is so hard to find. Please address this issue for locals and visitors!
- 424 We drive a long ways to enjoy the city, but have a hard time parking. If there was better parking we would come more.
- 425 I'm glad you're doing this and I hope the result is reducing parking in the old area. I would even support reducing parking to business owners, handicap and courier services.
- 426 DO NOT REMOVE PARKING, FOR GOD'S SAKE.
- 427 Provide more parking options for residents and employees of the businesses operating downtown. Employees and residents should not have to pay 2-3 hours of wages or walk long distances just to park! Care about people who love and work here more than the tourists.
- 428 We have never gone to town and have had to leave due to no parking. We also never pay to park and park for free.
- 429 Stop building are start preserving our history and beaches
- 430 College Students are already struggling to find parking because tourists steal our reserved lots. We need enough space here down town for our families to park, but we don't even have that either. Taking away parking down town would only make that issue so much worse. A new parking garage on the other side of the Bridge of Lions could help, or another by the college. Perhaps there could be free bus tickets provided to those who use lots on the other side of the bridge to encourage people to park outside of downtown? Either way, taking away parking isn't the answer. We're already late for classes trying to find spots, even with our reserved lots, because tourists can't find anywhere else to park and take ours.
- 431 This city's infrastructure is not equipped to handle the amount of people moving/visiting here.
- 432 Church parking should be free
- 433 Ubers are horrifically expensive and bicycling downtown is extremely UNSAFE. My cousin literally got run over by a semi downtown during the pandemic. We need more parking and parking garages that have reduced or free parking for workers downtown.
- 434 Popularize Sunshine Bus and have it run late enough so that locals on the outskirts of the City can use it to go out to dinner, etc.
- 435 Do not like Question 7 as written. It is pre-determined a direction to reduce parking downtown and push shuttles.
- 436 I support building addl. parking garage downtown, and closing off more downtown area to walking only like St George Street

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- 437 I do not like paying to park. I rather walk and spend my hard earned money on our local businesses and restaurants.
- 438 Leave our city be. STOP with all the nonsense. NOW!!!!!!
- 439 "We don't need more parking, development nor events we are so over crowded now that we already lost what was a fishing village, now we are just another over crowded place that floods more frequently than before partially due to over development allowing soil filling & build up under buildings & in low areas. "
- 440 No Thanks
- 441 We need better/more parking, not less of it.
- 442 Na
- 443 If shuttle service had a regular schedule and was dependable, I think people use it rather than drive around looking for parking.
- 444 King st. and downtown is in extreme need of parking
- 445 Parking is so bad that I never drive downtown. I live 3/4 of a mile and I walk or ride my bike. Parking should be free to citizens.
- 446 Here I thought this survey was about increasing the accessibility of downtown for residents and tourists (the major economic driving force, lest you forget). Instead you're thinking about *removing* parking opportunities to the direct detriment of every single person in the county. Why does this city insist on continuously making things *worse* for every single person that lives here? You're *elected officials* and are doing a poor job of actually representing what people want.
- 447 I love the idea of a circulator or more shuttle buses on regular days. The shuttle buses work well for special events, and I think they could be used more in a regular basis
- 448 asd
- 449 Please give back the parking behind the museum to visitors.
- 450 I wish there were no cars at all allowed on all the downtown streets including the bayfront.
- 451 I am handicapped and use a Mobility van, I prefer garages since street parking is almost impossible in a wheelchair van.
- 452 I enjoy visiting St. Augustine on a regular basis and often bring out of state visitors. They all love it, but it's a puzzling game to find walkable parking. I've used the main tourist garage, but it's a long walk to the King St. area for some people. I try to arrive downtown around 5pm and use street parking near the college if I'm coming for evening touring.
- 453 "We don't even go downtown for dinner anymore because parking is always a problem. Even the restaurants don't have parking for their patrons. It's very unfortunate.

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- 454 We are local and go downtown often but are finding it increasingly difficult to find parking and the garage has closed often. We just leave.
- 455 Look to Savannah for growth, history and beauty well managed.
- 456 Reserve downtown parking for business owners, employees, and musicians. Williamsburg model.
- 457 I support the park now card concept and whatever the solution chosen locals should get much better rates than out of towners.
- 458 Cars should be banned on the area near the Lions Bridge. Walking or small shuttles could bring people to this area. Perhaps do this during evening hours—from 4pm-9pm
- 459 For the long term, there has to be alternatives to parking. The area can only handle so many cars. Some of the solutions of satellite parking for Nights of Lights can become permanent solutions. The most urgent needs for reasons to park downtown need to be addressed and then secondary needs for shuttles, etc. Perhaps there needs to be special parking areas that require permit stickers strictly to autos of SA city residences. I know many people in SA Beach that avoid downtown specifically due to the lack of easy transportation/parking. Taking the Sunshine Bus from A St. area for example, takes at least an hour with a transfer at Pope. Express service from a central station direct to downtown would be beneficial even if only done periodically, such as at 10am 2pm 6pm. Hope that gives some ideas!
- 460 I'm a Heritage Native of St. Augustine. The city has ignored the parking issue since the 1980s, when the courthouse was still in the Cordova building. City Hall is still downtown and citizens have the right and need to have adequate parking when visiting for business. Do your job, because at this point the City Council is the BLIGHT.
- 461 So many overweight, lazy people complain because they can't waddle 20 feet from their car to a restaurant. Less motor vehicle traffic and more park/green space, pedestrian traffic only areas would bring more people and value to downtown. Satellite garages and affordable lots within walking distance or with shuttles for handicapped and disabled and elderly people and mothers and families, etc.
- 462 Reducing parking does not seem realistic. Increasing the length of time the meters are active until midnight to increase city revenue makes more sense to me.
- 463 \$20 & \$25 to park for 1 1/2 hrs for lunch is highway robbery
- 464 Cars should be kept out of the historic district as much as possible. Removing the parking lots in the central spaces of the district by creating parking lots around the district is really the only answer to reducing the congestion that is ruining our amazing city.
- 465 None

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- 466 Require all tourists to park in either parking lots, the parking garage or other non-street parking and make all other street parking local exclusive. Offer parking stickers for local use only and enforce locals priority access to street parking.
- 467 As locals it is no longer pleasurable to live here and enjoy our city. Parking and traffic are already ridiculous, as much as possible should be redirected outside of city limits, or at least from the Mission grounds to US1 & South to King St, to the bay, inclusive of Lincolntonville.
- 468 None
- 469 Currently, I often do not go to SA even though I live in SAB due to difficulty parking.
- 470 Parking fees should be determined by supply and demand. The cost to park on Saturday at 5:00 PM should be much higher than 9:00 AM Wednesday morning.
- 471 The more you can re-direct parking away from downtown the better. I am a big fan of satellite parking with free shuttles outside the core downtown. This will re-direct the masses that go to the main parking lot on West Castillo and will free up the traffic on 1 between 16 and King. Even consider putting lots as far way as near 95, 312 or up near the Airport on US 1. Maybe charge \$5 a day rather than \$15-\$20 a day as an incentive. Maybe consider charging \$10 for 3 days... and offer deals for pre-pay parking. But you will need to have fast, consistent transportation to and from these lots or people will become impatient.
- 472 Lower the cost of parking garage
- 473 Another parking garage is sorely needed. Near the I95 interchange, with a dedicated traffic light, shuttle to visitors center included with the price of parking. Alternatively, on the north end of San Marco where the current shuttle is provided.
- 474 I feel this survey would be very confusing for the average resident or visitor to complete.
- 475 "Stop building hotels on every street corner.
Tear down some old buildings.
Build parking garages.
Block off all downtown from vehicle traffic"
- 476 Get rid of cars. Use shuttles.
- 477 Support a 'local' sticker. I live in Vilano... not worth it to try to come to St A for dinner... easier to drive North to Ponte Vedra
- 478 It appears the Greyhound bus stop is the only USEFUL bus stop in the downtown core. Why is there not more cooperation between Jax and St. Augustine on providing express bus service to that stop from JIA, the Jacksonville bus hubs, Amtrak, Jax Beach, Southside, etc. to assist people from Jax or flying/bussing/taking the train into Jax to visit St Augustine while they are in the area without needing a car and adding to the congestion in the main tourist areas?? I would venture

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to say that most of the parking congestion is from day trippers coming in to visit and staying into the evening, but NOT staying the night. There needs to be RELIABLE and regularly scheduled service via bus and/or light rail from early AM to midnight or after. This would also allow reliable and affordable work force transit from more affordable areas into the area to work.

- 479 Stop the predatory improvised weekend parking lots ie chase and other businesses
- 480 Too much traffic and not enough roads are a huge problem. Don't block off parking places for bikers, ever. They can struggle like the citizens to find parking.
- 481 Need Safer bike lanes that Are NOT sharing the same path as automobiles (like the bike lane that currently shares the same lane as automobiles going over the Bridge of Lions).
- 482 parking too expensive
- 483 Thank you for addressing this, we love visiting, but parking has allay been an issue
- 484 We need parking solutions that are accessible for the entire family- meaning we don't expect families with elder members and babies to walk for miles from parking lots. An attractive, accessible and safe circulator service could be an option. We need more free/affordable parking options for city of St. Augustine and St. Augustine Beach residents! Locals don't want to go downtown because of traffic and lack of convenient parking and this is hurting our sense of community and our culture as a city. Our tourists are very important, but locals should be able to enjoy the downtown and support our businesses too!
- 485 I am a former St. Augustine resident and still visit on a monthly basis. Long time residents who live there tell me they no longer go downtown because of the congestion and not being able to find a place to park.
- 486 We need less not more downtown parking. We should focus on historical development to increase tourism and have satellite parking 8AM-6PM
- 487 Two ideas I have are to either build a few more levels of parking on top of the existing parking building or to build another parking structure on part of the empty field next door
- 488 Keep in mind many people are disabled and reduced parking near areas we want to visit make us stop visiting. Sometimes the walk from the parking garage is too long for me.
- 489 Offering satellite options for tourists is very attractive. While I'd like to see some of the blighted lots redeveloped downtown, shifting more of the vehicular traffic (half of which is ppl searching for parking) out of the downtown core is really preferable.
- 490 "Bed and breakfasts need convenient parking for their customers to leave their cars for multiple days. Convenient ""hop on hop off"" shuttles are fabulous for leaving the car parked throughout the stay and learning about points of interest. It keeps us coming back!"

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- 491 Try listening to tax paying residents more and the tax revenue providing tourist less for this issue and other things.
- 492 More commercial/residential loading zones on King and St George streets are needed.
- 493 I would love to ride my bike, but come to St. Augustine from a distance too far to bike. Although I know there may seem to be a parking shortage downtown and along King Street, especially during busier times, I do not support putting additional parking lots in those areas
- 494 Thank you for asking!
- 495 As a frequent visitor to the good city, some of my answers may not reflect city needs. I would like to be able to park close to down town for a reasonable cost, not too much walk. Love to visit yet true parking is a big issue!
- 496 Please don't just bulldoze and build downtown and in turn increase congestion. Pull parking outwards so there is more walking and less traffic internally
- 497 My husband and I owned Wheelers for Christmas for 18 years at 25 Cuna Street. The historical integrity of the city must be kept, but there are viable solutions. I think satellite parking with prompt service is a good solution. It should be free or drastically reduced for employees of downtown businesses.
- 498 Build parking garage next to Brody's
- 499 Uptown San Marco needs parking. Businesses, including Cortesses, can't even operate their business fully because of the lack of parking, although this isn't their fault nor should it be their concern. The city has overgrown without any foresight into the future
- 500 Parking needs to be affordable and easy to use with out long waits. Maybe use Trolly's to assist people who find it difficult to walk to areas.
- 501 A royal pain when anything is happening. I do like the shuttle from St Johns
- 502 St. Augustine parking needs a major upgrade. This city is top place to visit in Florida but has no parking on Festivals. It's pathetic.
- 503 None
- 504 Safer bike paths and bridge crossing (King St.) for bikes would encourage more biking and walking from West King area.
- 505 with downtown being a tourist Mecca, and the university adjacent parking is tight. the existing parking garage is a reasonable attempt to handle parking. the question is where to provide more parking without disturbing the heritage and ascetic of the landscape tucked between the river and the marsh

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- 506 When the garage was hourly I used it all the time. When it switched to daily it became prohibitive because all I was doing was going to a local restaurant or business, and that flat fee garage adds a lot to your bill!
- 507 I believe that all parking lots (public and private) should be landscaped (and maintained).
- 508 Thank you.
- 509 Any further development - parking related or otherwise - MUST wisely and carefully take into account environmental concerns: drainage/flooding, wildlife habitat, light & noise pollution, etc. Perhaps considering a more bicycle & electric vehicle friendly solutions as other US cities (and countries) have done would be a smart choice.
- 510 We love St Augustine, but we avoid going downtown due to parking issues. We live on Anastasia Island between SABeach and Crescent Beach.
- 511 I am not sure of the exact city limits. My address is St. Augustine in Deerfield Preserve but I have a feeling I am not in the actual city limits. I am 66 and my walking range is limited. I would suggest an additional parking garage or two, and if possible, adding additional floors to the municipal garage. Thanks.
- 512 "Lifelong resident, with years of experience walking the city - walked to school from May St to St George with ease. Now, we always use the parking garage and walk the city.

Over the years, the town has adjusted to the trolleys for our visitors. Traffic in the small streets (eg Hypolita, Charlotte, etc) in the historic district should be eliminated. With increased population and tourists, we need a system that everyone can use that doesn't destroy the quality of our town."

- 513 The homeless are a much greater concern then the lack of parking
- 514 Make parking garage bigger
- 515 During the weekend of March 3-5, there was a shuttle service with parking lots on US1 and W King Street. This shuttle service was useful, timely, and appreciated. It could be improved if each shuttle stop contained a map of additional locations.
- 516 The amount of traffic inside the city is untenable and taking away from the beauty of the town. There should not be more parking because it would bring more cars and only add to the problem of traffic. Parking your car inside the Downtown core should not be allowed. The streets should be converted to pedestrian or bike only and more parking garages with green/solar features added outside the main areas, with bike and scooter shares, a shuttle, etc. This would make the city so much more enjoyable to visit.
- 517 We visit 5-6 times a year to entertain visitors and parking is always difficult to find. Any additional parking option or maybe a parking garage off would be a massive improvement. Nice to know you all are working on this.

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- 518 Bike lanes and walking lanes -separated from car traffic - is the best solution. Shuttle service is working great!
- 519 Several satellite parking buildings; Browdy's proposal area, also across from Lion's bridge on island, and more parking near the Distillery and Marine street could help. Also, if some transit could be set up from south st. Augustine 206 and north) and north of St. Augustine taking people to areas where you could walk into town (such as King and 1), suburban residents might leave cars at home. The Sunshine bus is not good. Need something much nicer....wish we had a rapid transit electric train system.
- 520 love to visit downtown and know I must pay a minimum \$20 to park. But we like to walk so we'll pay but you must watch the time of day on the weekend or you'll just not have a place to park.
- 521 Need another parking garage within walking of downtown, maybe in uptown area by new hotels
- 522 Satellite parking with free shuttle to stops downtown.
- 523 It would be wonderful if you could make the intersection at king street at U.S. 1 more walkable so that it was easier to cross the street . It would be great to be able to park in the West King area and comfortably cross the street without it feeling dangerous. Adding some green space, flowers, and trees to that area also would make it look much more attractive and aid in a more pleasurable parking and walking/biking experience.
- 524 With downtown St. Augustine being relatively small area with narrow streets, why not build parking in the perimeter, give parking passes to those who live downtown, and require everyone else to walk?
- 525 More handicapped spaces are needed.
- 526 There should be a second LARGE municipal garage built, preferably near the current one. Use *some* of the field across from it (the one used for festivals).
- 527 Many times we decide against going to St Augustine and choose somewhere else to avoid traffic and lack of parking issues
- 528 A multi level garage can be built at the end of hypolita near where Scarletts used to be also the area near Brody's on us1 and king st I have heard plans but nothing happening that should be 100% parking maybe a couple store's convenience type but should be a 3-4 store paid parking garage and patrol by police to keep homeless out of it and keep safe And a walking bridge the goes from the garage across US1
- 529 There is not enough handicapped parking spaces downtown
- 530 Number one reason I avoid downtown!!! Thus I avoid the restaurants and other businesses.

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- 531 Consider a circulator or shuttle service with NO Other vehicles in the most congested areas. Also, do away w on street parking. There are many visitors and parking for them creates a congestion problem. Build a structure w shuttle or circulator.
- 532 There are no options except to build from the ground up. Citizens living in the city can not be displaced. Locals avoid the city because of parking issues. I personally can not enjoy this city due to traffic congestion and lack of parking.
- 533 We have a beach house in st Augustine so we go often, but the lack of parking in downtown is a big deterrent to visiting that area. It's a shame because we were married there 10 years ago and it's one of our favorite places! It's more challenging because we have 3 small children and I am currently pregnant, so satellite parking/public transportation isn't a great option. I would love to see some priority parking for families and/or pregnant moms closer to the downtown core! Glad this is a problem that's being worked on. Thank you for allowing feedback.
- 534 Stop long term overnight parking in the garage. People are using it as a storage facility.
- 535 I do not go downtown anymore because there is no place to park and traffic is so congested.
- 536 We love to visit St. Augustine and bring out of town guests there. It's always enjoyed and appreciated. Parking on a busy day (Sunday) can be challenging. We've used the lot by the visitor's center parking lot and we've also found street parking. Study how other historic small cities that want tourism have met this challenge. You'll probably also need charging stations for e-vehicles. Greenery always helps, but safety is paramount.
- 537 I love living here in St. Augustine! I love this city. I understand the difficulty of trying to figure out parking and I appreciate you trying to do this. I'm wondering if there is another area like next to the Sebastian winery, or south of the city, somewhere close by where we could put up more stacked vertical parking garages. They are expensive but we can charge tourists big bucks to park, and keep some of the streets less crowded with cars. IDK. Most of us hate bike week, and don't appreciate them getting special parking favors. Another billion parking space garages, within walking distance - get the cars off the street, have the garages close by to contain cars vertically, and in general we probably do need to limit the congestion somehow. Maybe a parking garage on the other side of the bridge, on the island? IDK. I feel for all of you trying to fix this problem. But, it's a major problem. I truly think the parking garage on orange street was the biggest WIN of all. Who ever designed that needs to put two or three more up within walking distance of the major areas downtown. So, maybe one south of Lewis, on the island side of the bridge, and another next to the existing parking garage in that open space. and keep the satellite parking that people use to ride the trolley on US 1. Good luck.
- 538 I am in favor of permitted residential parking only in the FMLC neighborhood.
- 539 Not in favor of tearing up businesses or open land to add parking. Reduce parking fees for residents in private lots. Put a moratorium on building condos, multi-dwelling communities and business parks to reduce traffic.

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- 540 find a way for residential streets to be kept residential and not used for parking of tourists
- 541 As a senior, it is often difficult to park in the garage, and then have to walk to enjoy the downtown area. Having some form of trolley/tram service would be ideal!
- 542 None
- 543 I honestly don't know what the streets are called when I visit.
- 544 Make the private parking that charges anywhere from \$15-20 and the surrounding streets (City) drivable. I can't drive my car around downtown because of the terrible condition of all the tiny side streets.
- 545 Reduce on street parking downtown to residents by zone. Make more streets downtown pedestrian only as many in Europe. Have satellite lots run at all times with frequent shuttle service.
- 546 Please consider senior citizens when you plan. A lot of senior citizens visit St. Augustine..
- 547 We frequently have guests who ALWAYS want to spend time in St. Augustine, as do we. I have mobility issues, so parking in the garage is a non-starter, since it's too far away for me to walk. We've rented a golf cart, which is handy, but again, there's no place to park if we want to shop, eat, or drink. Someone could make a lot of money by providing concierge service from the parking garage (or 'garages' if more are built), using golf carts. Even if they weren't allowed on St. George St., people with disabilities and many others would still be able to enjoy the Old City with a ride just a text or call away.
- 548 I avoid downtown because of the parking issues. If I can't get into the garage, I return home.
- 549 The city parking garage by the visitors center is great for residents and convenient to downtown sites but it is often full on weekends and during city center events in Francis Field and the Fort. We need another city parking garage on the Southside of the city behind the Lightner and in Lincolnville that is within walking distance to center city. The garage fees also generate city revenue and can be raised to \$20 during peak use times and on weekends.
- 550 I can't believe we are talking about reducing parking. The spots have been slowly being taking away. The garage is full when I need it, I work downtown and if I need to drive (rain, carrying items, etc), I have to leave my house 1 hour early to hopefully find parking when I live in the limits
- 551 A mix of alternative parking with shuttle service
- 552 City parking is too expensive. It would be very nice to be able to park for free in satellite parking and walk or shuttle into downtown.
- 553 Would help to add paver parking spaces on easements at commercial properties on ancillary streets like dentist office on Dolphin Dr.

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- 554 Too many parking spots have already been eliminated. Don't eliminate more. Add additional parking.
- 555 congestion is bad, with parking on both sides of residential streets it is extremely hard to drive down them especially if the street is two way. Also difficult of emergency cars and trucks to get to residents. Visitors are parking in residential areas and ignoring yellow lines and driveways
- 556 A central downtown parking lot designated for SJC residents would be lovely & perhaps boost locals supporting downtown biz.
- 557 Downtown circulator bus badly needed. Current bus service grossly inadequate. Only one line goes to town. Schedule is every 2 hours. Drivers do not stop for passengers. Sunshine Bus website Contact Us link is always broken-- no way to report drivers that do not adhere to Schedule.
- 558 It is hard for older people to shop downtown.
- 559 Quit getting rid of parking, quit making it more difficult to visit your city. We love st Augustine but find ourselves not coming due to lack of viable parking. Paying \$20 or more for private parking is insane and getting rid of most street parking made things way more difficult year round.
- 560 Terrible parking situation. The city is killing it's tourism due to taking away almost all the street parking.
- 561 We have stopped going downtown due to lack of parking and overcrowding. There is no longer shops that a local wants to go to, just cheap tourist shops. I grew up in the area and I have not been downtown in 3 years
- 562 Please, Please, Please, what ever you come up with, keep in mind this IS St. Augustine, the oldest city in America and parking lots are ugly. Maybe a campaign to educate tourists on how special the city is and parking lots OUTSIDE the city and offer trolley service. Like the city of Deadwood, South Dakota. They charge \$2.00 for trolley.
- 563 Putting a parking garage behind Lightener would be great. Several floors.
- 564 we need more parking, we are advertising the crap out of St. Augustine as the Best of this and that, brining in thousands of visitors. Locals, like us, find it a pain in the but to go downtown anymore. We need more parking! Parking lots do not have to look "blightful", creative Landscaping can help them blend into the environment. I live on the island and don't go downtown much because it is too much of a hassle to park.
- 565 Additional parking garages within walking distance to town are needed.
- 566 While tourism is attractive, there is very little attention paid to getting more locals to visit the downtown areas and enjoy the many offerings therein. If tourism starts dwindling, then what?

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- 567 We need another parking garage. Try the end of Castillo Dr across US1 over the marsh. It's within walking distance .
- 568 More free parking
- 569 West king will be up in arms if more traffic and parking is brought in.
- 570 I think you should consider parking for SJC residents or free shuttles or deeply discounted shuttles for SJC residents. Let the visitors pay the extra prices and allow us locals to still enjoy our favorite downtown businesses.
- 571 Make it no parking downtown with satellite parking and drop off downtown
- 572 If Flagler College buys more land in St. Augustine, you won't have to worry about parking for tourists.
- 573 I live at the beach and rarely come downtown because of lack of safe inexpensive parking. That and the homeless who have taken over St George street and treat it like a bathroom
- 574 SJC residents should not have to pay for parking downtown. Open to even a yearly parking pass sticker for SJC residents to park downtown
- 575 While I am a big proponent of city biking ability, it would not be successful in St Augustine. The congestion is caused mainly by visitors, not locals. Visitors cannot generally be relied upon to bring their bikes into town and if they did, then they would still need somewhere to park their cars!!!
- 576 limit downtown parking to loading/dropoff or 20-minute pay to park and residential reserved parking...which requires building sufficient garages with reliable shuttles outside of the core and on Anastasia. Shuttles to be electric and smaller format. Include electric bikes at garages and plenty of recharging circulation stations in core.
- 577 While there are issues with parking, I think downtown is too busy in general. There needs to be less effort spent on encouraging people to tourist here. It's so busy that it's hard for residents to enjoy downtown.
- 578 I live in Vilano so outside of the city limits, would love the availability of a local parking pass preference
- 579 From this survey, it appears the city is focused on reducing parking and forcing people to use satellite parking. Good luck! This just will cause more cars to park in our neighborhoods.
- 580 Biased misleading survey with a not so hidden agenda to continue to hurt the downtown businesses
- 581 Congestion is great enough downtown, and in driving a school bus downtown I see many people do not stop for pedestrians nor follow road rules. They do not know where they need to go. I can see city shuttles rotating and even one for the outlet as well. A fee of \$1. per person to ride the shuttle or by way of a token, to go downtown & same to go back to parking area. I have lived

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- here since 1968 and could see it working. I would even be willing to drive one partime.
- 582 The need for tax paying residents who live and work in St Augustine to have special parking passes for resident only. Provide special parking areas in town and other congested areas for residents only.
- 583 There are three corridors into downtown St. Augustine. Each corridor should have satellite parking with shuttle service with stops to downtown.
- 584 More traffic is generated by people looking for parking and not finding
- 585 We need a parking garage on south side of town and less street parking to help alleviate traffic congestion
- 586 We need a parking garage on the SOUTH end of downtown and less street parking.
- 587 Too many buildings have been destroyed for parking lots which are NOT maintained and an eyesore when tourist take tours. Residential neighborhoods like Carrera Street have to put up with endless tourist parking and congestion diminishing the quality of life for property tax paying residents. Church and school parking lots should be required to be landscaped and maintained and not left as dirt filled with trash. When a tour train turns onto Carrera from Cordova Street, they pass 6 poorly maintained parking lots before getting to Flagler Memorial Church. We need a remote parking system with some type of shuttle. It could be free or reduced fare for residents to get to businesses downtown and minimal charge for visitors. The current system reduces the quality of life for long time residents and needs to be addressed regardless of who owns the parking lot.
- 588 Parking garage by San Sebastian Winery! A garage within walking distance would be best.
- 589 i am born and raised here, i miss being able to enjoy downtown d/t not being able to find parking. we need a local only parking lot. we have been pushed out of our city d/t lack or parking and over crowding. we need more bike racks and better side walks on anstasia blvd. out city is not pedestrian friendly at all. as seen by the recent deaths of pedestrians getting hit this week, there is not excuse for this!!!! we need better side walks and walk ways.
- 590 Driving in downtown should be restricted to residents, workers and the handicapped. Another parking garage like the one at the visitors center would be helpful, but placed further north of town. Make it walkable for those that can and offer a shuttle for those that don't want to walk. The shuttle won't help if traffic continues to back up on san Marco and US 1. People won't use it until you shuttles a speedier option to downtown.How about a dedicated shuttle lane on US1 ?
- 591 We could also use a few less tour trolleys as these to considerable congestion!
- 592 We do not need as much parking in the Comemrcial districts but it is hard to find parking for restuarants downtown.

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- 593 None
- 594 The city only needs to ensure parking remains on us1 for those businesses. We absolutely do not need more parking for the old city area.
- 595 Parking from Flagler students, restaurant workers and Airbnbs on public streets in downtown residential areas is a huge problem on our small narrow streets keeping residents in my neighborhood, Lincolnville unable to at times get out of our driveways, have garbage trucks, delivery trucks and contractors come down our street.
- 596 Revenue generator if done properly, as the city and private parties can already attest too
- 597 Do not allow street parking on North Davis shores, permit parking only for residents
- 598 Move all city employees and use space behind City Hall for public parking. Remove reserved spaces for short term rentals
- 599 Satellite parking is preferred.
- 600 "I like the idea of pushing long term and tourist parking to the perimeters, using a "shuttle" that would run on a timed frequent schedule that locals could use as well. Will need a dedicated lane that would keep them on schedule during times when traffic is congested. If they don't run on a dependable schedule, locals are unlikely to use them.

I like the idea of cheaper parking for city residents.

City garage rates should be tiered: High rate for events & Peak season/Medium rates for Weekends/ Low rates for weekdays. Perhaps a discounted evening rate after 5pm. Consider hourly rates in City Garage.

Important that people who live downtown can use their cars easily.

Problem of STR parking still needs to be resolved. Using the City Garage is not a realistic solution.

Perhaps look into the hotels having a shared shuttle service that bring guests into town on a regular basis.

San Marco & US1 north.

The Beach & Anastasia Blvd.

With tourist traffic and varying traffic speeds, biking with traffic using the Sharroe system doesn't seem to work well. Cyclists don't pedal fast enough to keep up with the speed of traffic and cars don't know how to pass them. Maybe bike routes that are off the major arteries.

Maybe Bike lanes that are shared with pedestrians or protected bike lanes. "

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- 601 I don't like the idea of a tram across the river. I don't like the idea of parking garages near homes.
- 602 Adding traffic cops would be helpful
- 603 Too many no parking curb markings. My Marine St area is perfect example.
- 604 We need more parking in the vicinity of shopping & restaurants, not less. Parking lots should be required to have nice landscaping so it doesn't look like blight.
- 605 Limit amount of tourists as other cities and a few countries have done. Too many people produces a negative impact on the city as far as I'm concerned.
- 606 Walkability to parking is often a huge help in other cities where structured parking is needed.
- 607 Traffic congestion is a problem as people search for parking spaces. This searching also causes safety issues for as people walking on the downtown adjacent streets.
- 608 St. Augustine needs a master plan.
- 609 I work in Vilano and am in St Augustine everyday, there isn't a parking problem for a tourist town. There will be a problem if you take away lots. The shuttles into downtown are a joke because of traffic.
- 610 As an Uber driver, current parking options keep business busy. As a resident, they keep me from going downtown for enjoyment. We need more public transportation to reduce the number of cars on the road.
- 611 Safe lanes for bikers and more bike rentals sure could cut down on the cars in downtown.
- 612 Y'all are doing a great job ruining the city. Congratulations!
- 613 Parking garage south of King St behind the lightener museum.
- 614 This should not cost the citizens and DO NOT RAISE TAXES TO COVER IT
- 615 Create a shuttle service from the old Bozard Ford location on San Marco near US1. It's close enough to downtown for a satellite location.
- 616 Most longtime residents that I have spoken with, including myself, rarely if at all go downtown anymore because of the crowds and the parking situation. I do miss it.
- 617 Need off-site parking with satellite shuttle with circular drop-off similar to airport shuttle drop-offs.
- 618 Tourist take all the parking, locals can't park to go to restaurants downtown. Very frustrating.
- 619 "The city needs more parking spots, lots and garages period.

Question 11 Responses – General Comments

The dream of sending cars to some distant lot with some kinda circulating electric trolley filling the gap sounds nice but will not work well in a real world environment. People are not going to give up driving. It's not practical especially for residents who need to shop, pick up kids from school, sports etc. Put residents needs first and be realistic and practical please."

620 The oldest most beautiful city in Florida. Parking should be accessible to those who want to shop and eat the local businesses. Lower rates during the day or weekdays. Raise rates after 6pm to cover those who are only there to drink

621 My Significant Other and I both have health issues that limits our ability to walk long distances. It would be nice to have easily accessible public parking in a variety of Downtown areas.

622 Just please... no more parking garages or lots downtown. They just add to congestion, directing cars downtown instead of offering alternatives. Make bike riding safe again; that was great until the tourist ads made us a target. Bikes and public transportation should be the focus. STRs should also offer incentives to bring bikes, use public bikes and Sunshine bus... maybe offering discounts or tokens.

623 Hop-on/ hop-off circulator service is the answer. More parking is not the answer. Except for people with mobility issues. Close Hypolita, Charlotte, Cathedral Place and Treasury to vehicle traffic and make them pedestrian like St George Street. Run two way traffic on King Street.

624 Make downtown a walking pedestrian area. Use trolleys for locals and tourists with stops around the city and over to the beaches. It would save on traffic and cars needing to park downtown or at the beaches. Have locals pay a fee. Out of town would need to pay at kiosks to board. Just my two cents.

625 In some ways, the core/historic district of St. Augustine isn't suffering from a parking shortage. Rather, the bigger issue is that it's suffering from too much traffic. Certainly a lot of this is due to a large number of visitors, residents and workers all searching for parking, combined with the high volume of people trying to traverse the city via the Bridge of Lions or get to their homes in the city. But should this "parking" issue be solved by providing more spaces in the core, which won't alleviate the greater traffic and mobility issues? Or, to kill two birds with one stone, would it not be better to work on taking especially the visitor traffic out of the core, thereby eliminating any downtown parking issues while also improving traffic/mobility? This would be especially beneficial for us residents/workers downtown who have no choice but to drive downtown.

626 Leave parking lots alone! We do not need more touchy feely BS green spaces. Leave your liberal ideas in New York.

627 Stop these parking violation cameras ...fees are exorbitant...locals need to have some kind of preferential treatment as parking way too expensive for quick trip not a tourist ...shuttle parking areas with shuttle buses to satellite drop offs located throughout the city or as needed stops would be great

Question 11 Responses – General Comments

- 628 parking should be monitored downtown. A car repair business on San Marco uses a side street to park cars. Some cars stay for months. Things like this should be noticed and corrected.
- 629 PLEASE keep parking free after 5. This brings in business from locals to downtown. Thank you for the ParkNow discount, as well.
- 630 There is not enough parking now. The garage is full but 12-1 on a lot of the weekends. Our tourist number are steady climbing and taking away doors is just ludicrous. Whomever is making these decisions have no idea the need for parking. Our local people that support our businesses year around avoid the area because parking is such a hassle and too difficult to find. You're ruining our city.
- 631 As an employee that works in the downtown 5 to 6 days a week, parking is woefully mismanaged there should be lines in the parking spots on Avenida, Menendez, and or possibly angled parking spots to maximize the space. There should be dedicated motorcycle parking, so they're not allowed to take up two spaces and there needs to be some form of business employee parking for the downtown area. Possible idea is to revamp some of the green space at the base of the bridge of Lyons on the Anastasia Islands side to allow for more parking outside of the historic district.
- 632 I use the VIC parking garage usually. During peak times, it would be great if a south satellite option was added.
- 633 Cars in yards near the amphitheater is more "blight" than parking lots
- 634 As a resident who lives just south of the STA city limits, parking has been and will continue to be an issue. The density downtown - restaurants, shops, entertainment, etc. - is at the choke point. And with the city's and county's penchant to approve almost any growth plan, parking relief does not seem possible without a major downtown garage.
- 635 Please include lighting, police presence and designated lanes for all.
- 636 Please take congestion into account, it continues to get worse for those of us in the old city.
- 637 We need flying cars like Elon Musk keeps promising
- 638 Please revisit how parking is tackled in Anastasia Island. They need lights, cross walls, better parking will make people slow down and not park in surrounding neighborhoods. I own and live closer to the beach and am able to ride my bike or park and walk across the bridge. I have multiple friends who own businesses downtown and parking is the #1 issue for them. Please consider making some changes!
- 639 We need a parking guidance system where people can see at which location parking is available. Private parking lots must be required to participate - or they will lose the license to operate as a public parking lot. 35% or more of the downtown traffic is related to people searching for parking!

Question 11 Responses – General Comments

- 640 I've lived here over 30 years and the parking and traffic is getting worse and worse. Keeps me from going downtown.
- 641 I would support a local resident parking decal. Even with the Park Now card, it can be difficult to find parking in our own city, especially at holidays. Some cities use a decal program for locals, and have tourists use the satellite lots and shuttle services. I would really like to enjoy my city during any time of year. I own in Vilano Beach so I'm technically out of city limits, but's only a few miles to downtown.
- 642 I would like to see downtown, west king and Anastasia as walkable as possible.
- 643 More parking garages are needed. Liked the idea of Broudy's having parking and a walkover from King St
- 644 The appeal of St. Augustine to tourists and transplants is its "European" vibe. It only looks European because of the architecture style. There is too little mixed use development, green space, and far too many cars for it to truly be European, much less enjoyable to be in town. Americans spend too much time in their cars. The appeal of St. George Street is the total lack of cars on it. Not only would tourists and locals alike benefit from a city that is made for people and not cars, it would make St. Augustine more eco-friendly, more beautiful, and an all-around better place to be. There needs to be less car traffic, less parking, and more protected bike lanes and pedestrian crossings throughout the city, as well as a more comprehensive and accessible Sunshine Bus in order to get people around town. The solution to dense traffic is not more roads and parking lots, all that will do is bring more cars in and make traffic worse. The solution is safer, better car-free alternatives. Please make St. Augustine a city for people and not for cars.
- 645 Build parking Garage on North End of San Marco
- 646 Please preserve free parking for handicapped vehicles in the public parking areas. Thank you
- 647 Close off the streets to tourists.. these people don't know how to drive.. make them walk or ride bikes.. make the parking garage on the broudy property to help ease congestion
- 648 On street parking is subsidized by tax dollars and takes away from the overall value of the city. You can not drive a car in Disney world but they have plenty of visitors. The land value is so high and we practically give away the parking. If you choose to drive to the heart of downtown then you should have to pay premium prices. Other modes of transportation should be incentivised and employees should get more compensation for not driving to work.
- 649 Creating a forward looking path to making the downtown navigable is incredible! Thank u to all city staff!
- 650 all covered in the survey
- 651 Parking for visitors is hard, but what's worse is that residents do not have a good option for parking either. Areas where there is not permitted parking must apply for the parking garage and then sometimes even it is full. We have been left driving around for almost an hour trying to find

Question 11 Responses – General Comments

somewhere to park. Another parking garage and possibly a commuter lot further out with shuttle service would help significantly. Or the current garage could be built up more levels. Parking is definitely an issue, but it is necessary to expand with the influx of tourists that attractions such as Nights of Lights bring in.

- 652 Many of our streets are narrow. Parking even on one side of the street causes congestion with the significant influx of traffic. Some residential areas are overwhelmed with vehicular traffic and parking. Intersections become dangerous for cars and pedestrians when you cannot see around parked cars (legally and illegally parked). pedestrians.
- 653 Do not take away existing parking spaces. Add more parking.
- 654 The city needs to go ahead and rip off the bandaid and get rid of parking on San Marco and the plaza (replaced with protected bike lanes).

CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Planning and Zoning Board

DATE: April 25, 2023

RE: **Item 3(b)**

Consideration and Discussion Related to Updating the City's Parking Code

This Special Meeting of the PZB provides an opportunity for the Board to discuss and eventually recommend the adoption of an Ordinance to update the city's existing parking code to be more consistent with the city's recently adopted Mobility Plan.

This is an important next step to set the tone and direction for trying to keep the downtown livable and functional related to parking cars and traffic for all interests including residents, businesses, and resiliency into the future. These concepts come out of the 2014 Vision Plan, the 2040 Comprehensive Plan, and the Mobility Plan adopted in 2020.

The PZB held a Special Meeting on February 21, 2023, to begin discussion regarding the Parking Code update. From this meeting staff developed an initial survey as previously discussed.

Additionally, the PZB offered the following comment:

- Move forward with updating parking requirements based on the updated ITE Manual (International Transportation Engineers Manual)
- Look at clarifying or adding more creative options for providing parking to the code, including mixed use and shared parking and other opportunities, such as fees in lieu of providing parking, satellite parking, mobility hubs, and valet options.
- Different areas of the city may require different standards and solutions.
- Allowing other forms of transportation like bicycles, scooter, and other small mobility device parking to off-set regular space requirements
- Emphasize pedestrian and bicycle safety, and
- Improve flexibility of requirements to recognize saving character in areas and the uniqueness of St. Augustine.

The St. Johns County Property Appraiser data base on their website indicates 60 properties within the St. Augustine taxing district as "parking lot", equaling 256 acres and over 11 million dollars in taxable value (\$11,160,272.00). These acres are approximately 3% of the total land area of the city.

The St. Johns County Property Appraiser data base on their website indicates 65 properties within the St. Augustine taxing district as “parking lot owner occupied”, equaling 92 acres and close to 4 million dollars in taxable value (\$3,992,988.00). These acres are approximately 1% of the total land area of the city.

For reference the overall city acreage discussed in the Comprehensive Plan is approximately 8,181 acres and the overall taxable value for the entire city (7,005 parcels) is \$4,265,595,039.00 according to the Property Appraiser.

Attached please find a data map set for your reference created by the Planning and Building Department using St. Johns County Property Appraiser data that shows where parking lots are, land values per square foot overall in areas of the city, land values per square foot for mixed use properties and parking lots, and land values per square foot for residentially designated properties from single family to multifamily and parking lots.

Also included is the Data and Analysis written material for the update to the Comprehensive Plan for additional information, excerpts from the 2040 Comprehensive Plan as previously provided, the table of potential projects related to the 2040 Mobility Plan, the current Parking Code highlighted to show areas where updates could be revised or inserted, and information related to potential updates for the Board to discuss. The Board may also want to refer to the 2040 Comprehensive Plan in its entirety.

The city’s Mobility Consultant Jonathan Paul helped create the information attached related to potential updates for discussion. This information includes a comparison of the existing city parking code to the current ITE manual, a discussion of historic district parking lots as well as general parking lots and off-sets and current and a couple areas that could be potential parking exemption areas for discussion.

As stated previously these are difficult and complex issues that require thoughtfulness and consideration of balance between land use and preservation and livability, mobility and the transportation system, a balance of culture and economic resources, and protection of the city’s built and natural resources. It also includes the consideration of creating a sustainable, safe, successful, and efficient land use pattern.

This item is for the PZB to discuss and eventually set the direction for moving forward, but also to garner public comment, and provide an opportunity for staff to respond to any questions and concerns.

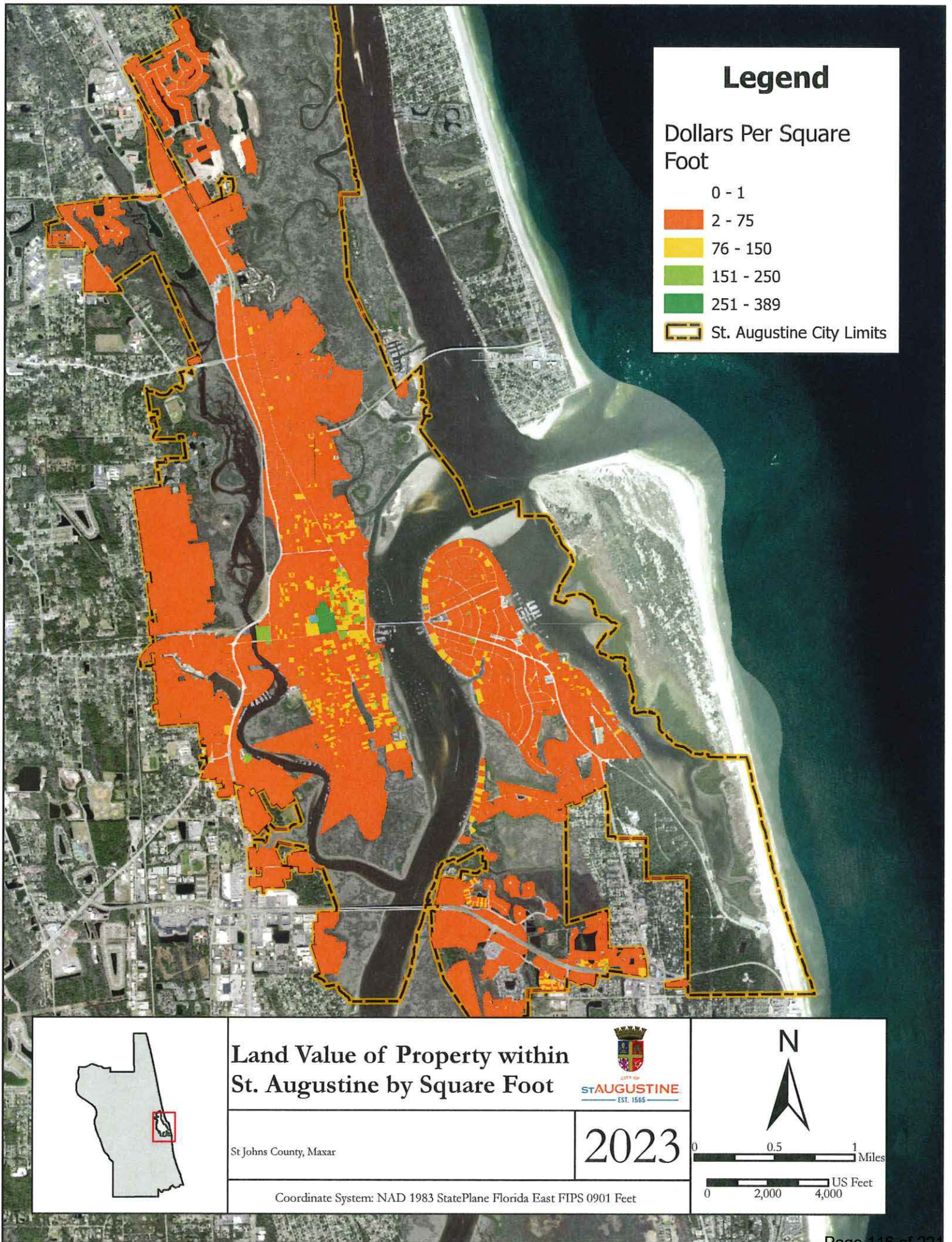
Thank you for your attention to this matter. If you have any questions, please call me at (904) 209-4320 or email at askinner@citystaug.com.



Amy McClure Skinner, AICP

Director, Planning and Building Department

Data Map Sets for Information



Legend

Dollars Per Square Foot

- 0 - 1
- 2 - 75
- 76 - 150
- 151 - 250
- 251 - 389
- St. Augustine City Limits



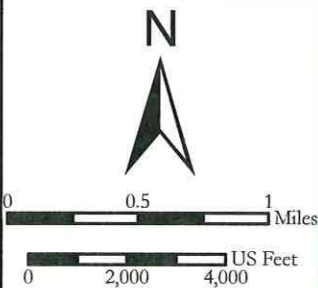
Land Value of Property within St. Augustine by Square Foot

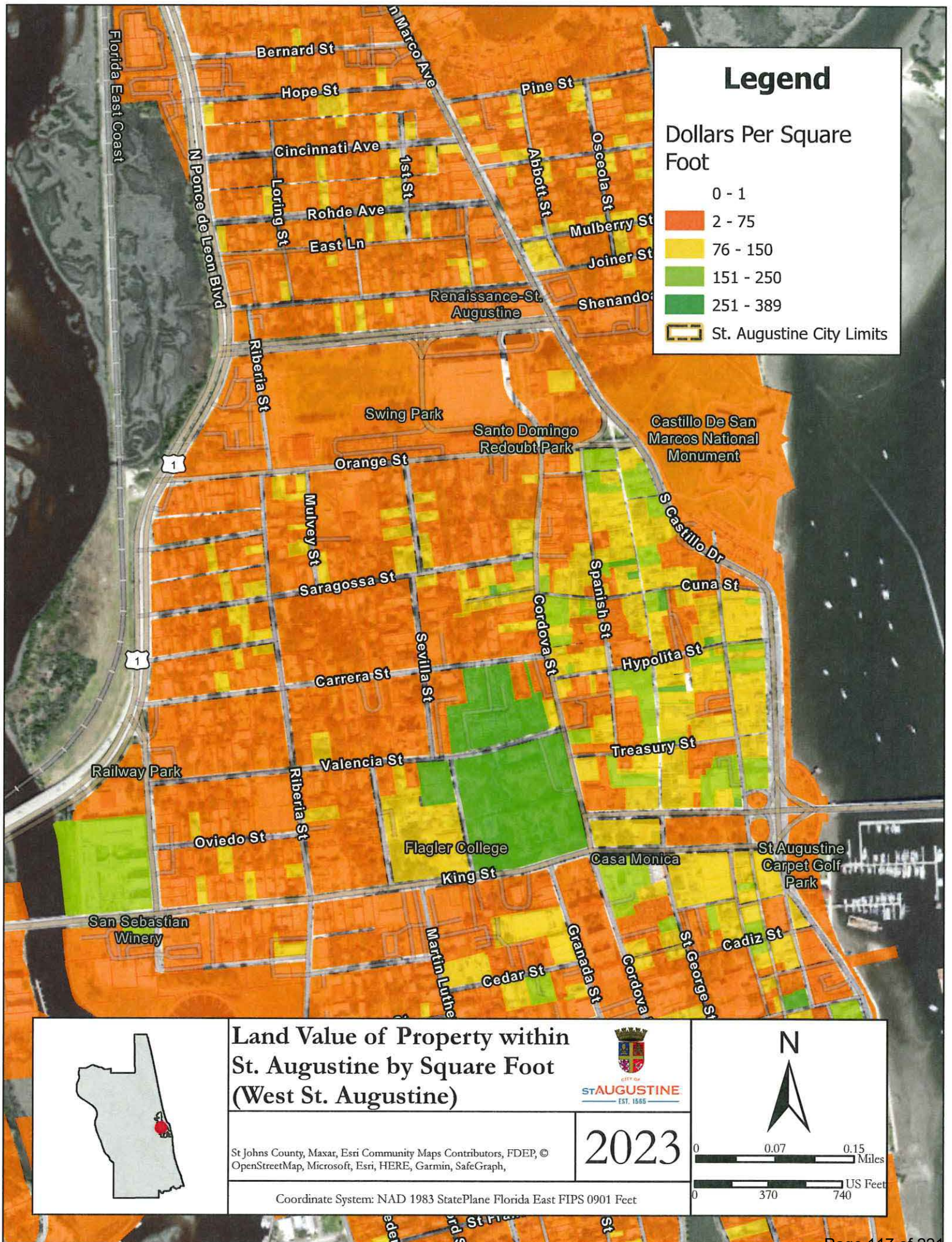


St Johns County, Maxar

2023

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet







Legend

Parking Lots



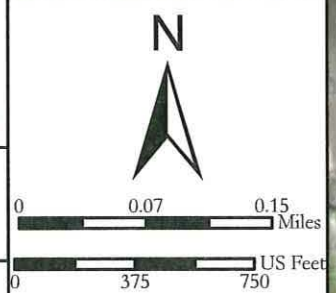
**Property Categorized as Parking
Lots or Parking Lots (Owner Occupied)**

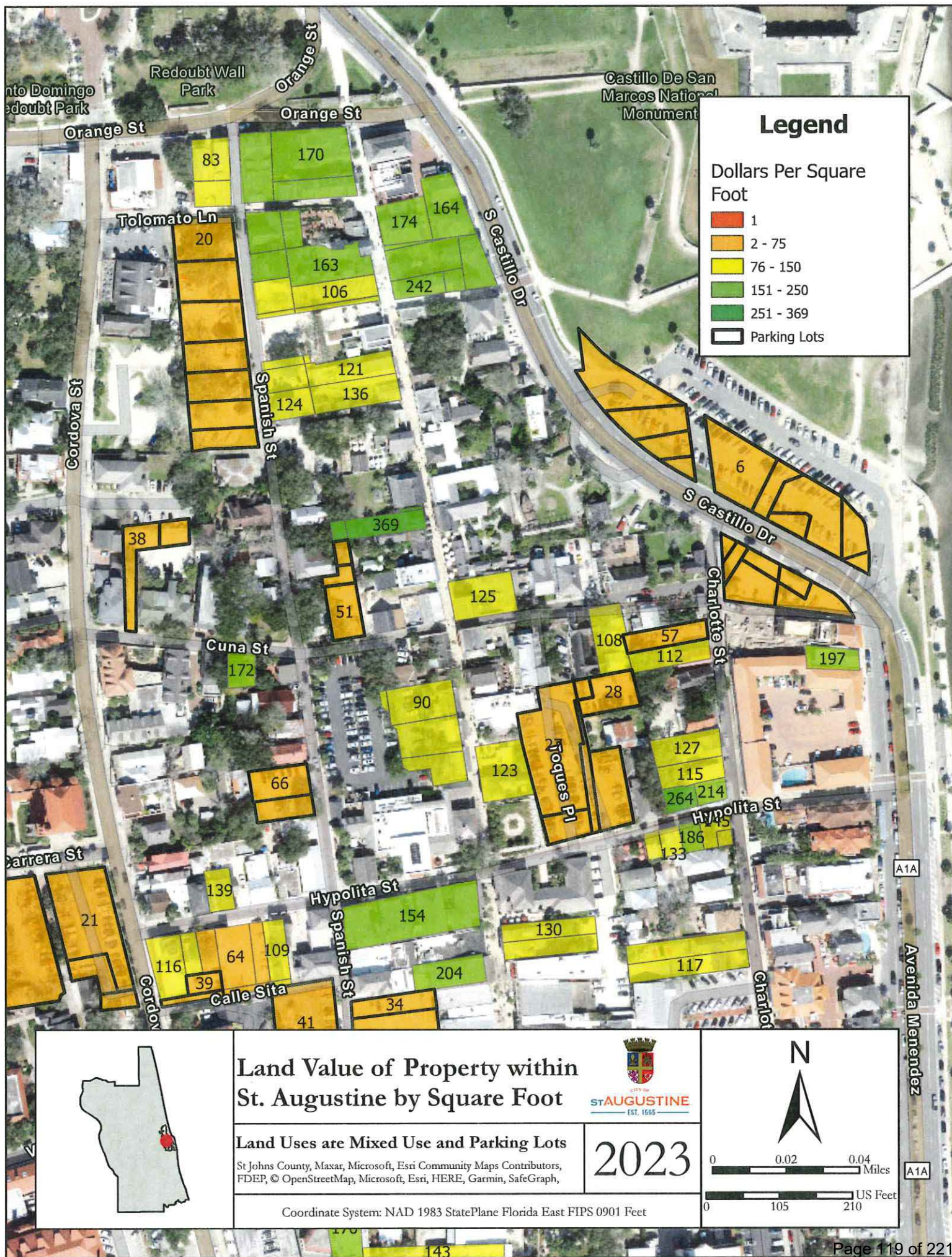


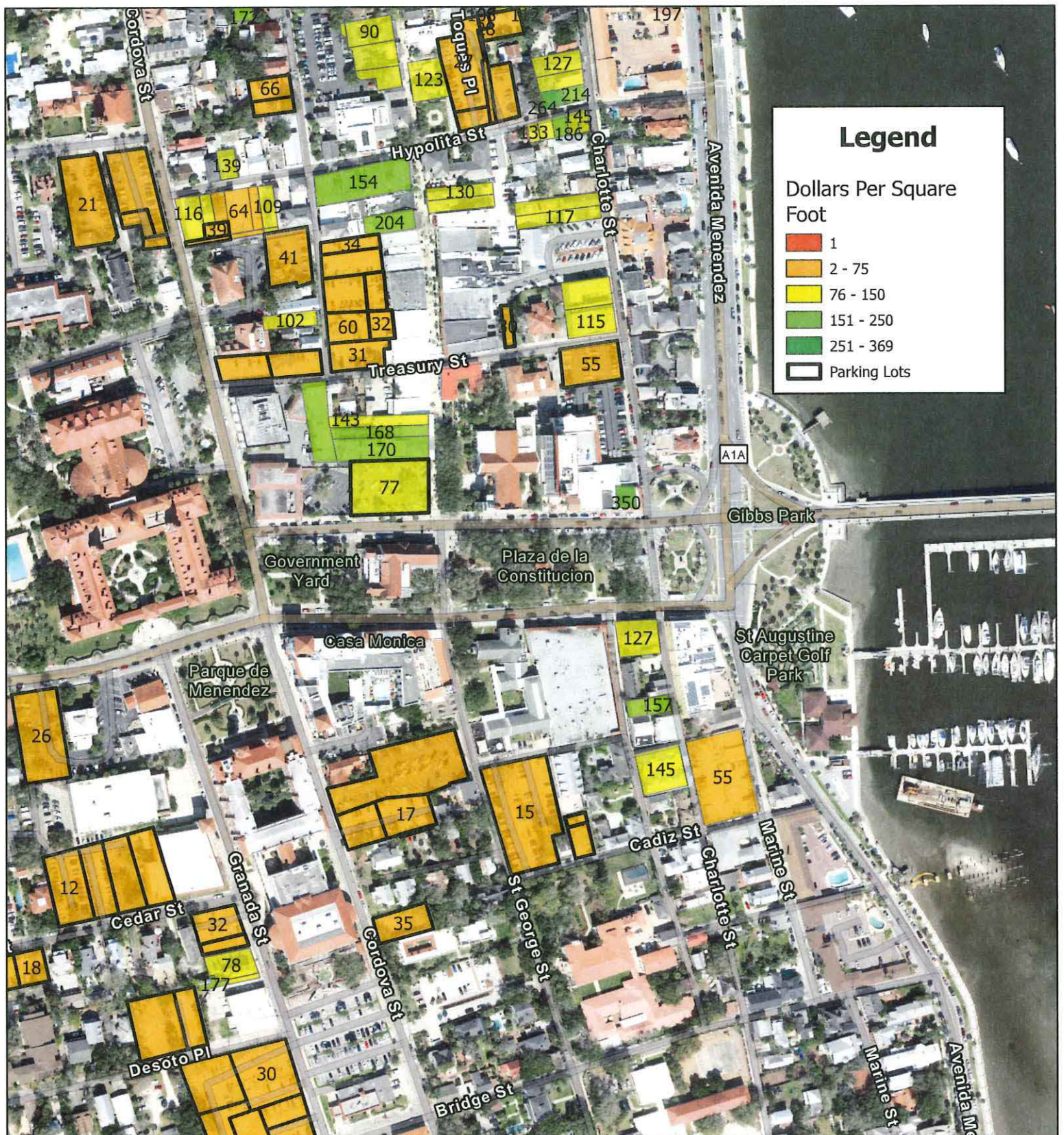
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Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet



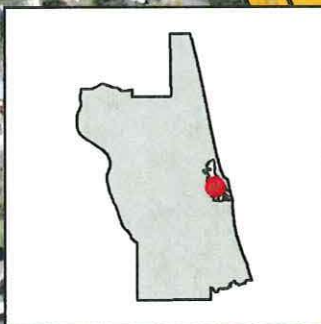




Legend

Dollars Per Square Foot

- 1
- 2 - 75
- 76 - 150
- 151 - 250
- 251 - 369
- Parking Lots



Land Value of Property within St. Augustine by Square Foot

Land Uses are Mixed Use and Parking Lots

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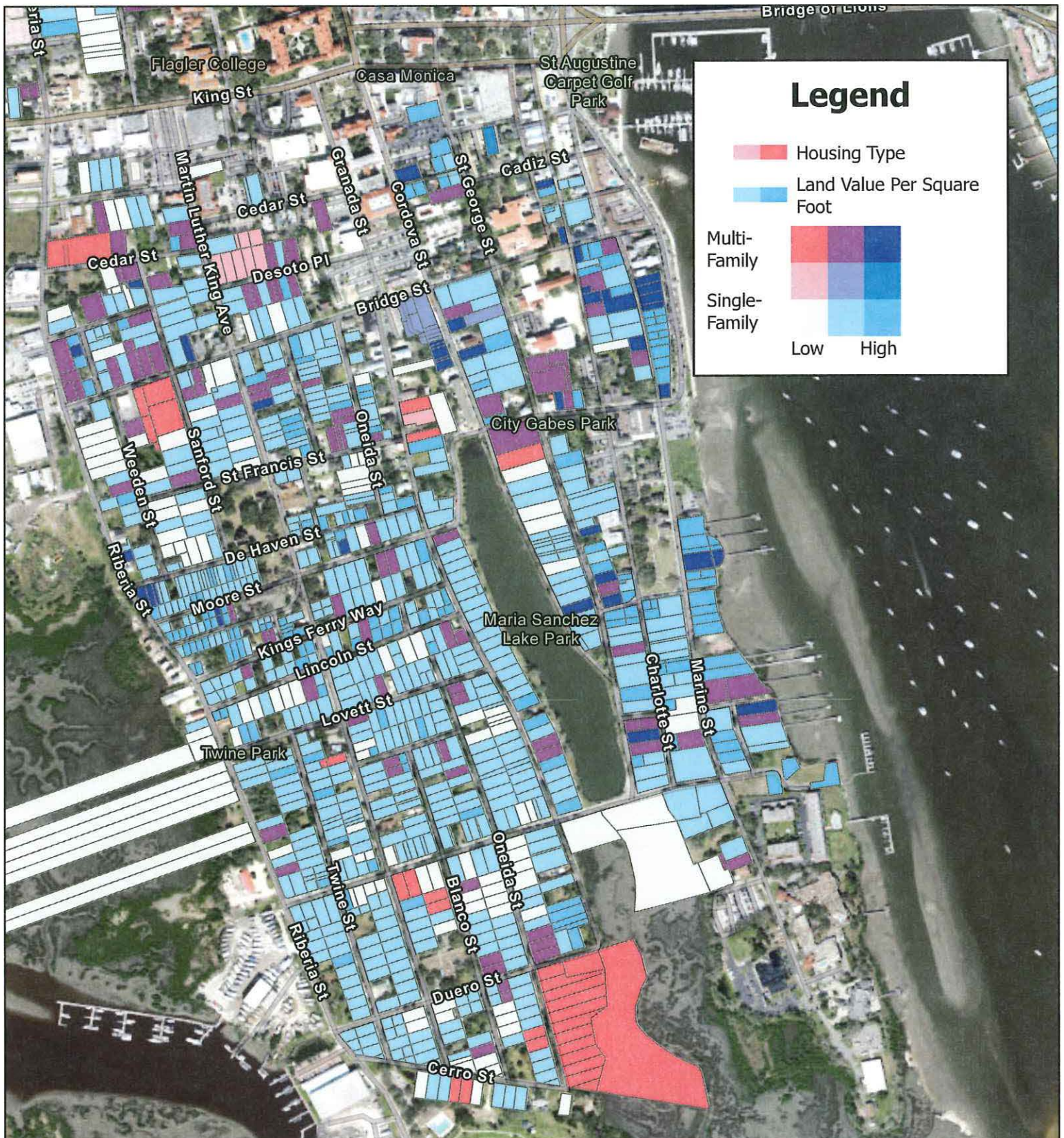
2023

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet

N

0 0.03 0.07 Miles

0 165 330 US Feet



Legend

Housing Type
 Land Value Per Square Foot

	Low	High
Multi-Family		
Single-Family		

Single-Family and Multi-Family Housing and Value Per Square Foot

Land Value Per Square Foot is broken down into intervals of 0-\$41, \$42-\$87, and \$88-\$267

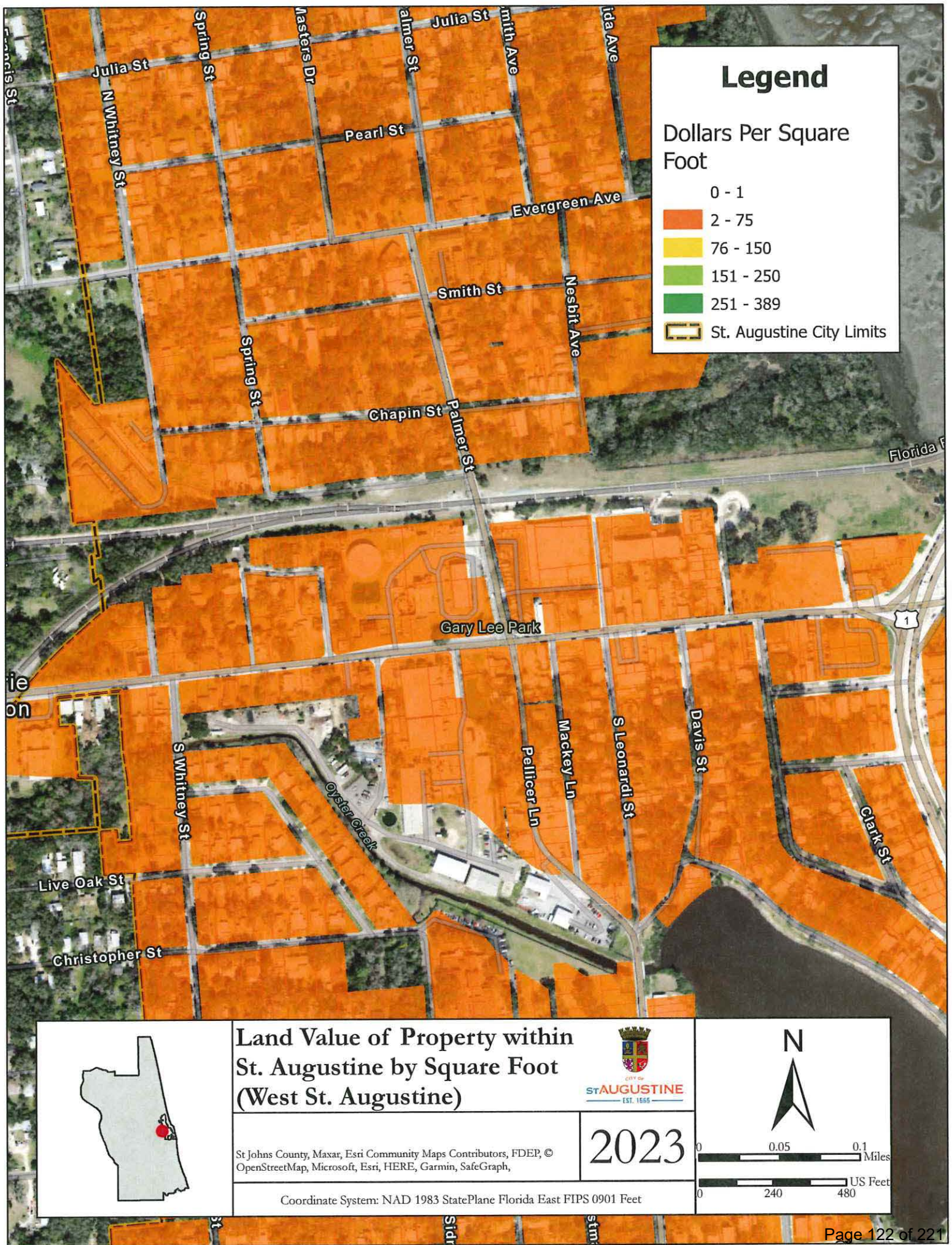
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0 0.07 0.15 Miles

0 375 750 US Feet

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet



Legend

Dollars Per Square Foot

- 0 - 1
- 2 - 75
- 76 - 150
- 151 - 250
- 251 - 389
- St. Augustine City Limits

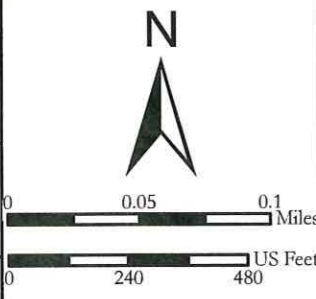
Land Value of Property within St. Augustine by Square Foot (West St. Augustine)



2023

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Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet





Property Categorized as Parking
Lots or Parking Lots (Owner Occupied)



CITY OF
ST. AUGUSTINE
EST. 1665

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Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet

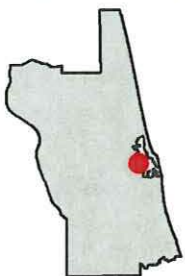




Legend

Dollars Per Square Foot

- 1
- 2 - 75
- 76 - 150
- 151 - 250
- 251 - 369
- Parking Lots



Land Value of Property within St. Augustine by Square Foot

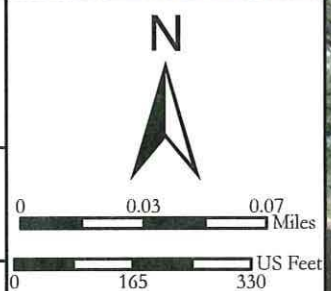


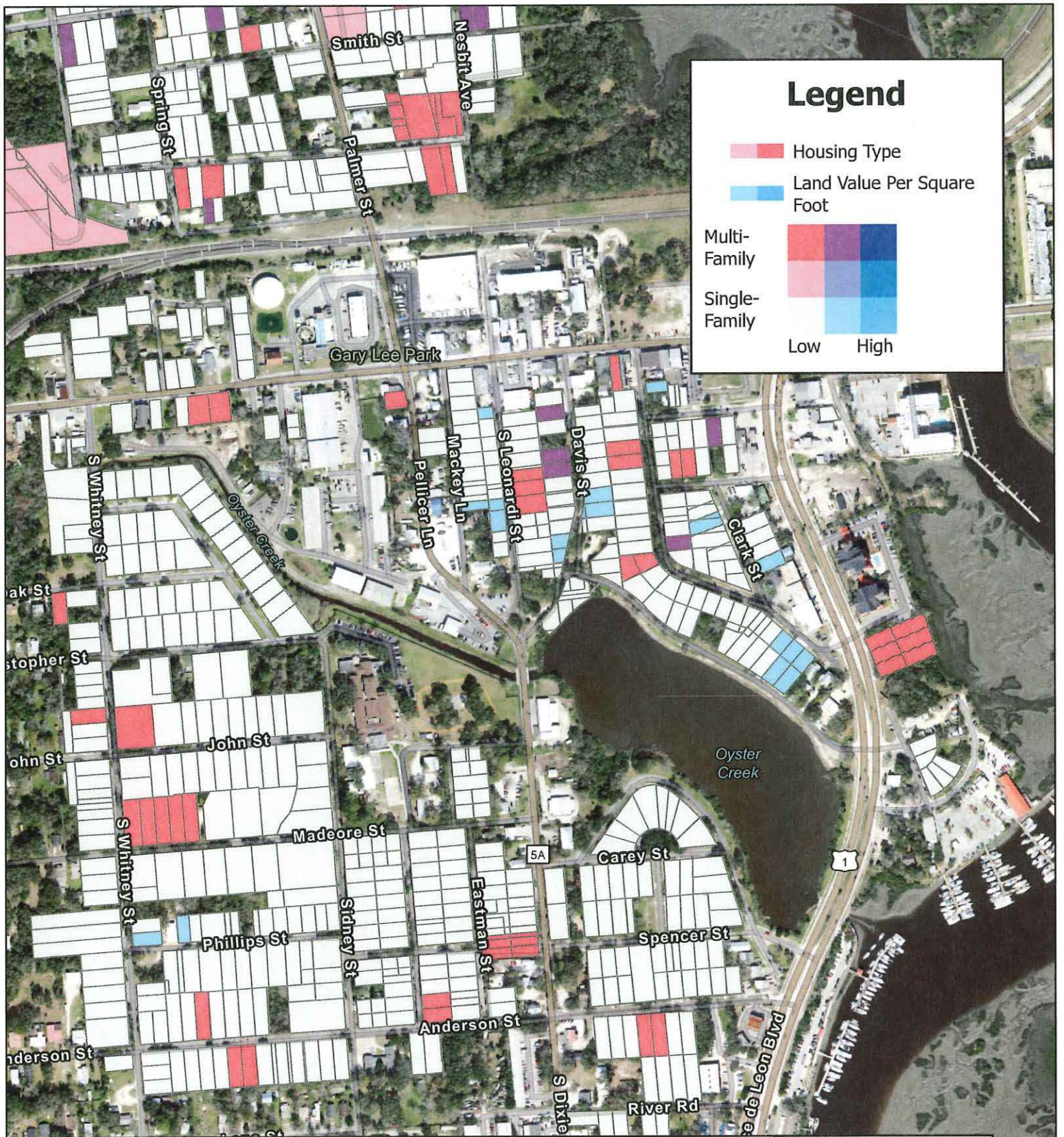
Land Uses are Mixed Use and Parking Lots

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2023

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet





Legend

Housing Type
 Land Value Per Square Foot

	Low	High
Multi-Family		
Single-Family		



Single-Family and Multi-Family Housing and Value Per Square Foot

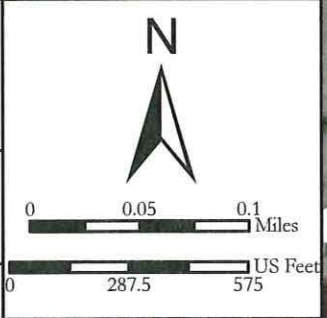


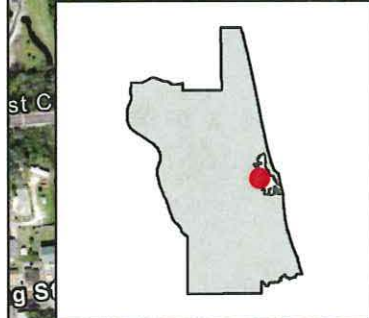
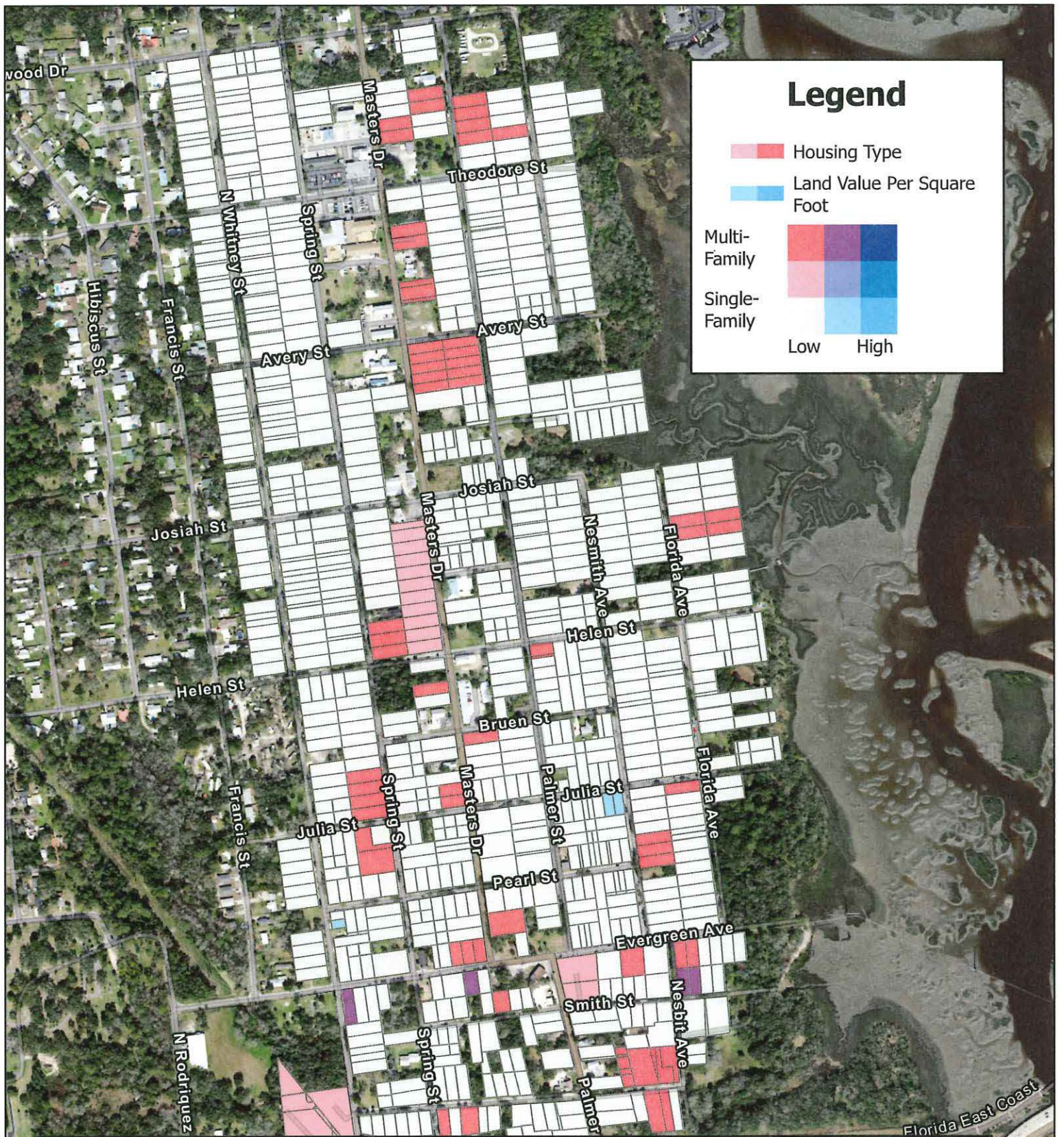
Land Value Per Square Foot is broken down into intervals of 0-\$41, \$42-\$87, and \$88-\$267

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CITY OF ST. AUGUSTINE
EST. 1665

Single-Family and Multi-Family Housing and Value Per Square Foot

Land Value Per Square Foot is broken down into intervals of 0-\$41, \$42-\$87, and \$88-\$267

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Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet

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0 0.05 0.1 Miles

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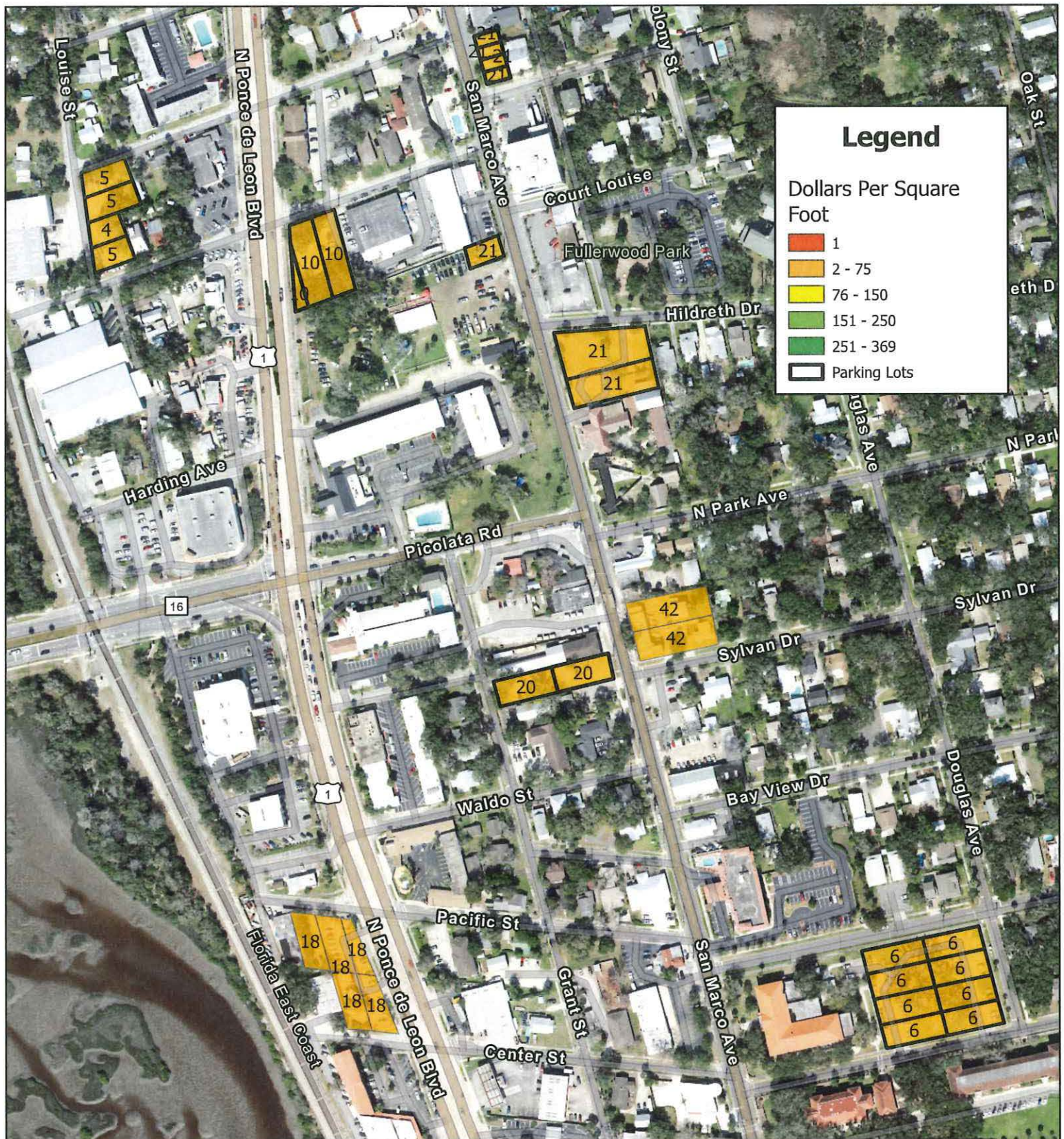
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Legend

Parking Lots

	Property Categorized as Parking Lots or Parking Lots (Owner Occupied)				
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	Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet				



Legend

Dollars Per Square Foot

- 1
- 2 - 75
- 76 - 150
- 151 - 250
- 251 - 369
- Parking Lots



Land Value of Property within St. Augustine by Square Foot

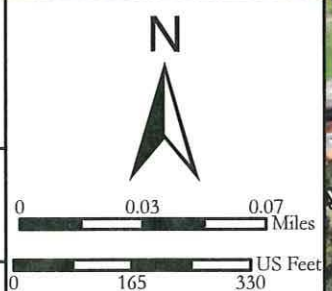


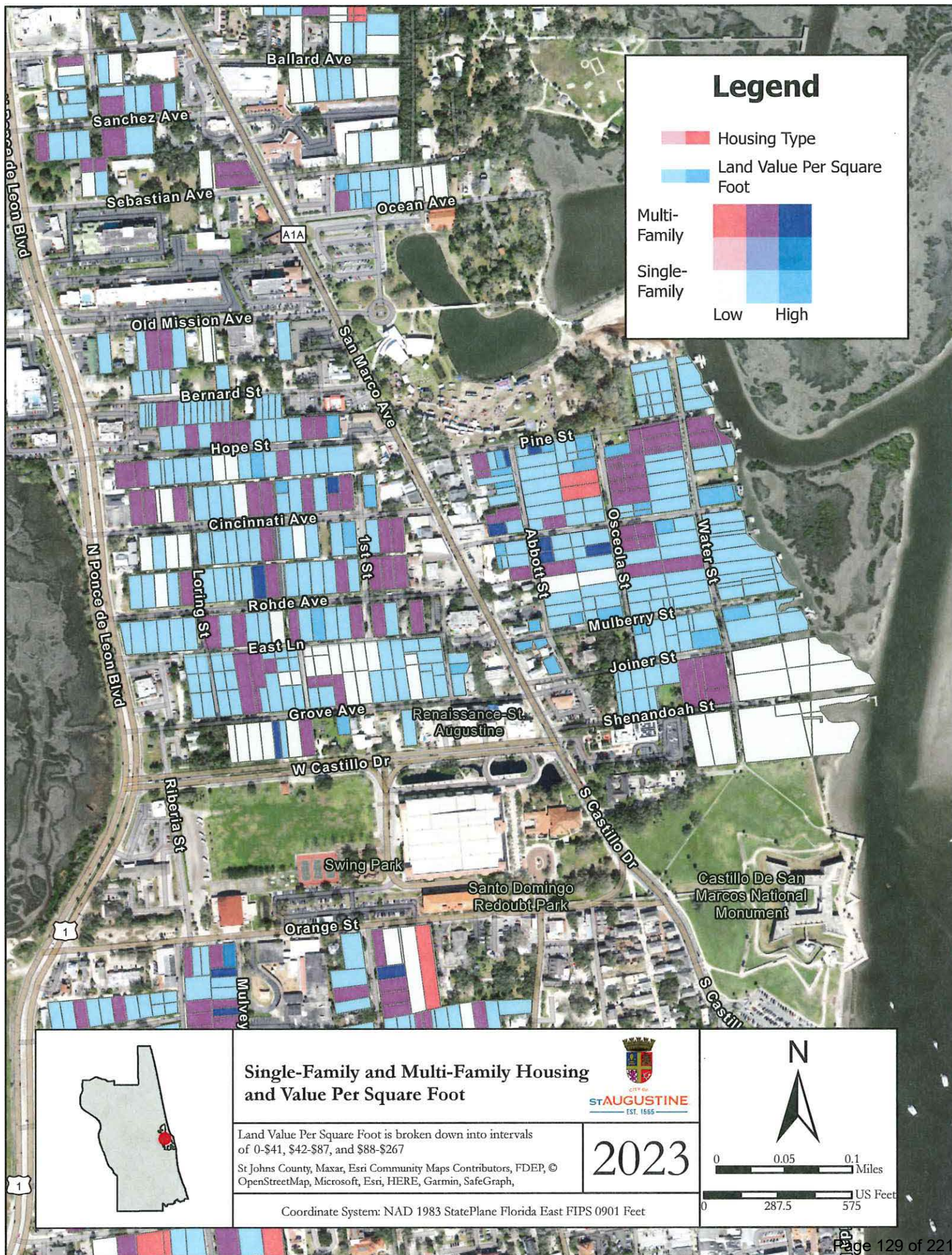
Land Uses are Mixed Use and Parking Lots

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Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet





Legend

- Housing Type
- Land Value Per Square Foot
- Multi-Family
- Single-Family
- Low
- High

Single-Family and Multi-Family Housing and Value Per Square Foot

Land Value Per Square Foot is broken down into intervals of 0-\$41, \$42-\$87, and \$88-\$267

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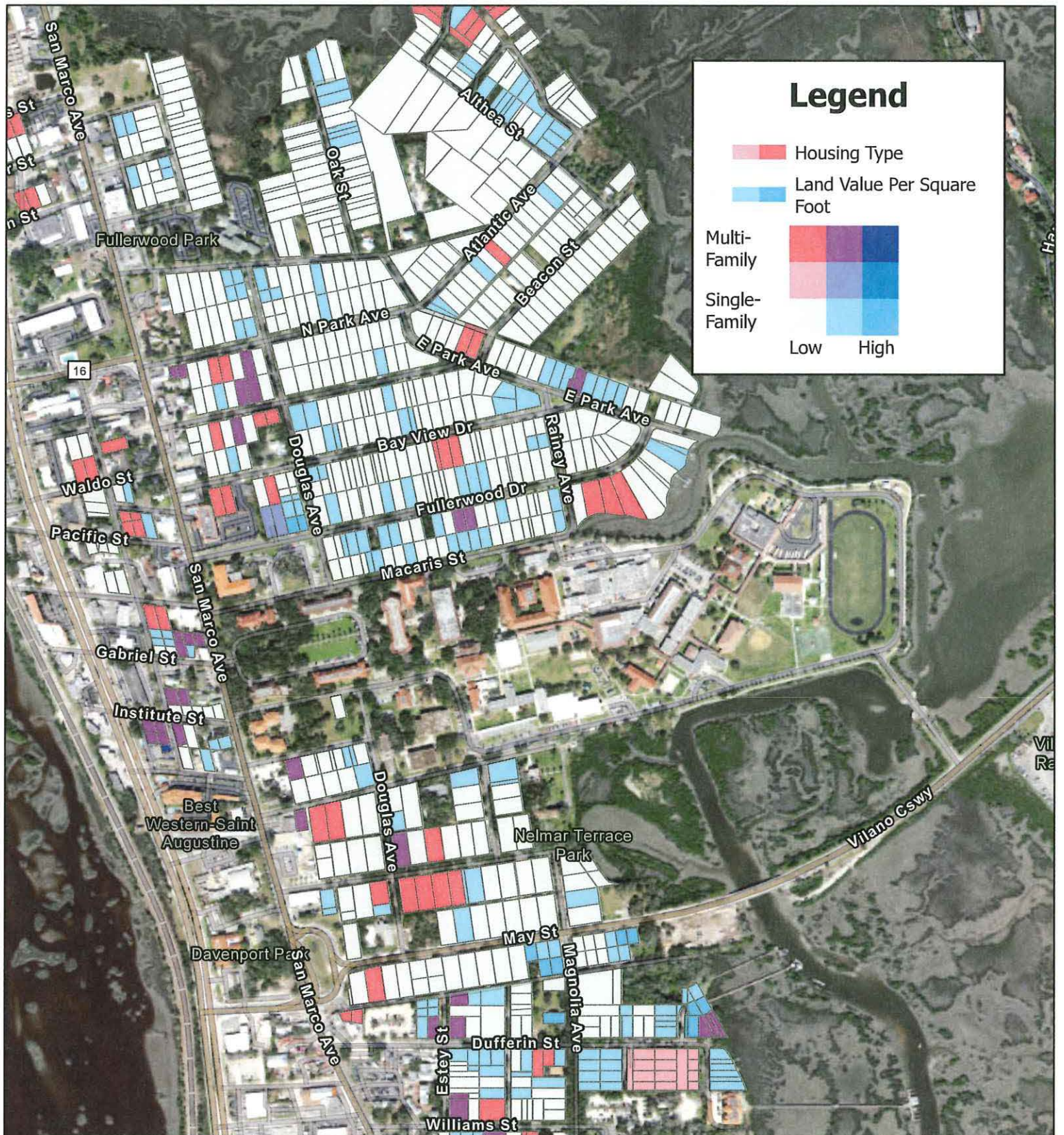


CITY OF ST. AUGUSTINE EST. 1665



0 0.05 0.1 Miles

0 287.5 575 US Feet



Legend

■ Housing Type
■ Land Value Per Square Foot

	Low	High
Multi-Family	■	■
Single-Family	■	■

Single-Family and Multi-Family Housing and Value Per Square Foot

Land Value Per Square Foot is broken down into intervals of 0-\$41, \$42-\$87, and \$88-\$267

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Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet

2023

0 0.07 0.15 Miles

0 375 750 US Feet



Legend

Dollars Per Square Foot

0 - 1

2 - 75

76 - 150

151 - 250

251 - 389

 St. Augustine City Limits



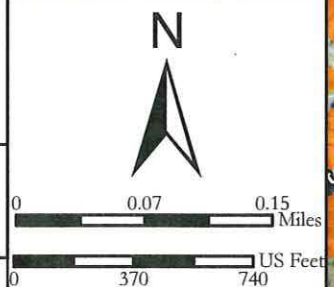
Land Value of Property within St. Augustine by Square Foot (Davis Shores)



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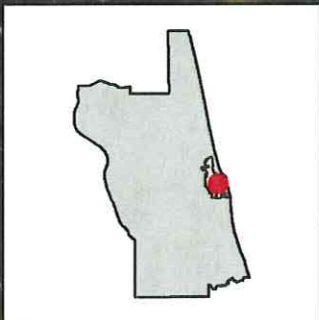
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Legend

Parking Lots



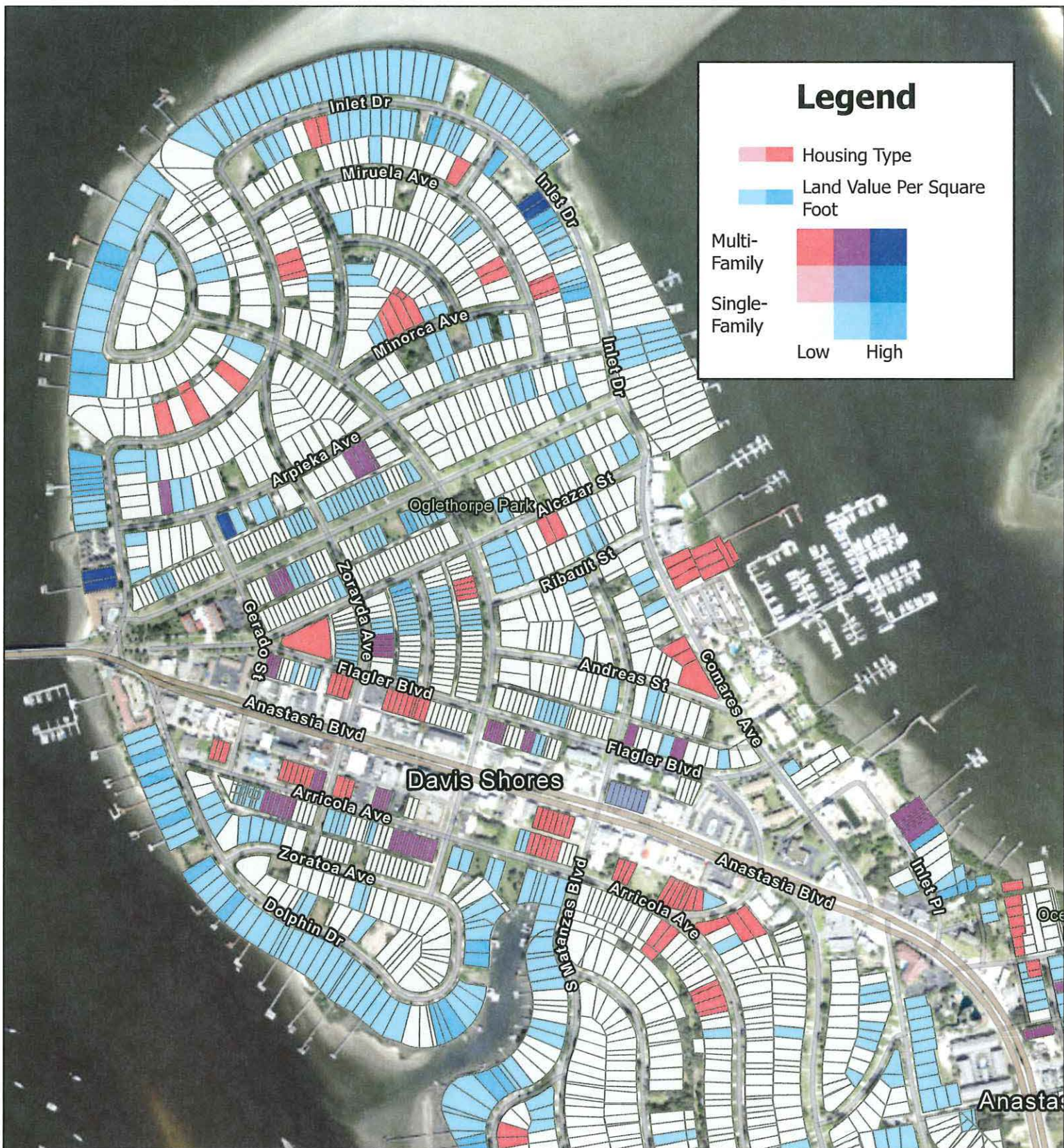
Property Categorized as Parking Lots or Parking Lots (Owner Occupied)		 CITY OF ST. AUGUSTINE EST. 1665
St Johns County, Maxar, Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph,		2023
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0 0.07 0.15 Miles

0 375 750 US Feet



Legend

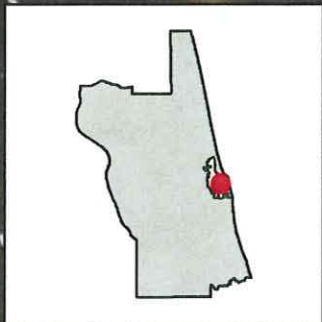
 Housing Type

 Land Value Per Square Foot

Multi-Family 

Single-Family 

Low High



Single-Family and Multi-Family Housing and Value Per Square Foot

Land Value Per Square Foot is broken down into intervals of 0-\$41, \$42-\$87, and \$88-\$267

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2023

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet

N

0 0.07 0.15 Miles

0 375 750 US Feet

Data and Analysis for 2040 Comprehensive Plan

Transportation and Mobility Element Data & Analysis

Prepared by:

**City of St. Augustine
Planning and Building Department
75 King Street
St. Augustine, FL 32084**

In conjunction with:

**Jonathan Paul, AICP
NUE Urban Concepts
2579 SW 87th Drive
Gainesville, Florida 32608**

July 2020

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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 ~~volumes~~, and establishing a program to encourage ~~multiple alternative~~ 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 and encourage 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, ~~and a potential circulator system~~. Downtown management also includes shared streets, ~~and~~ pedestrian, bicycle and accessibility improvements, along with a, ~~and a potential circulator system~~.

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

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 Riberia			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		
Riberia 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 TCMA’s 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 TCMA’s.

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 backlogged 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 backlogged 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

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

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
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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	Proi	Fro	T	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	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-
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	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 ---	n/a	Parking Garage	2020-
1	West Castillo Drive	San Marco Ave	North Ponce De Leon	0.31	Widen to four	2020-
1	Park & Ride	SR 312 @		n/a	Park & Ride	2020-
1	Multimodal	Anastasia Blvd @ Red Cox Road		n/a	Improve	2020-
1	Water Taxi Docks	Various locations ---	subject to	n/a	Water Taxi Docks	2020-

1	Bike Share	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	2020-
2	Parking	Citywide		n/a	Dynamic Parking	2020-
2	Sidewalk	Citywide		n/a	Improving	2020-
2	Safety	Citywide		n/a	Intersection	2020-
2	Transit / Trolley	Connecting existing and future parking		n/a	Proposed transit /	2020-
2	Multimodal	May Road @ Magnolia Blvd		n/a	Improve	2025-
2	Anastasia Blvd	N St. Augustine	Comares Avenue	0.68	Multimodal Way	2025-
2	Anastasia Blvd	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	King Street	Charles Usinas	1.95	Protected Bike	2025-
3	Orange Street	Avenida Menendez	North Ponce De Leon	0.45	Complete Street	2025-
3	Carrera Street	Cordova Street	North Ponce De Leon	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	1.15	Riverwalk	2025-
4	South Dixie	King St	SR 207	0.75	Complete Street	2025-
4	Anastasia Blvd	Red Cox Rd	SR 312	1.46	Protected Bike	2025-
4	South Garage	South of SR 207 --- Ice Plant Road & US 1		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	Charles Usinas	San Sebastian View	1.15	Protected Bike	2030-
5	East Garage	Anastasia Blvd --- Comares Avenue --- Red		n/a	Parking Garage	2030-
5	Old Moultrie Road	SR 207	SR 312	0.95	Complete Street	2035-
5	Masters Drive /	SR 16	King St	1.75	Complete Street	2035-
5	North Garage	Florida East Coast		n/a	Parking Garage	2035-
5	Dixie Highway (US	San Sebastian View	Lewis Speedway	0.65	Protected Bike	2035-
5	SR 312	Anastasia Blvd	Matanzas River	1.50	Protected Bike	2035-
5	San Sebastian	Ice Plant Road	Matanzas River	1.25	Riverwalk	2035-
5	Regional Rail	Future regional rail service along existing		6	Regional Rail	2035-
5	North San	Charles Usinas	North Ponce De Leon	0.75	New Multimodal	2040
6	SR 312	Set Totten 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 Garage 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.

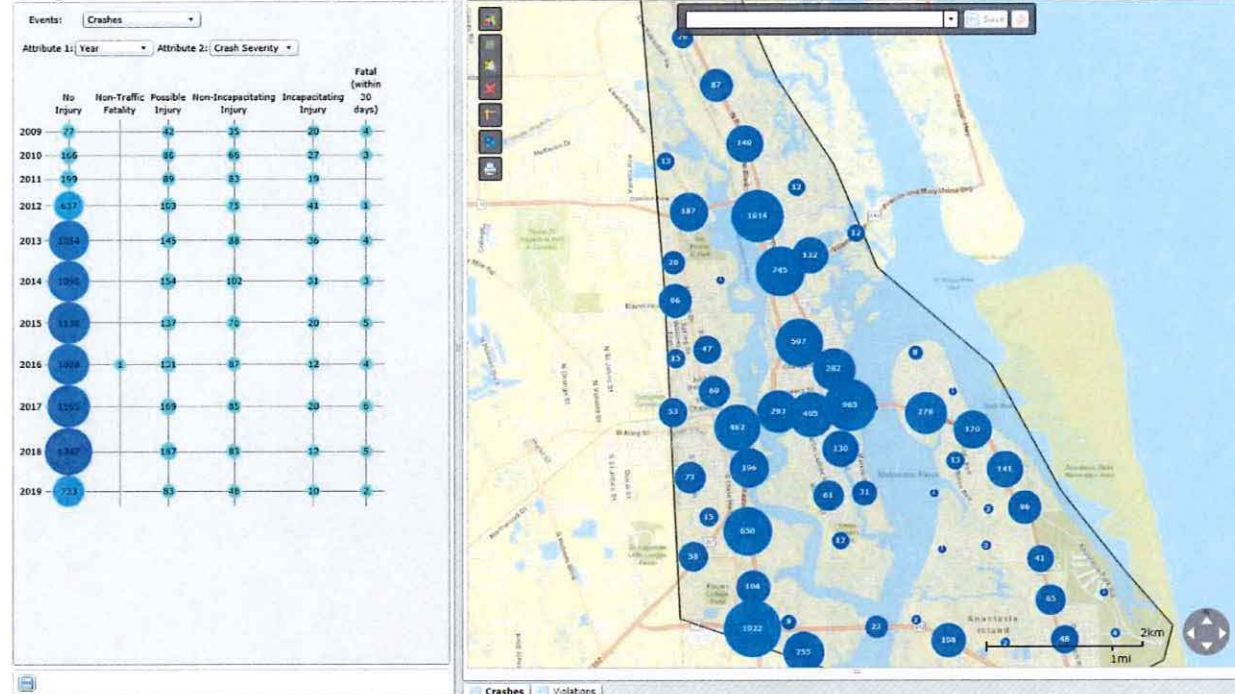
The Land Use Plan emphasizes the need to look at transportation and mobility in the City of St. Augustine from a perspective of the context of the local area, the individual property within a certain context, the transportation corridors, and the core downtown area, and continue to build an historic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

Conclusion

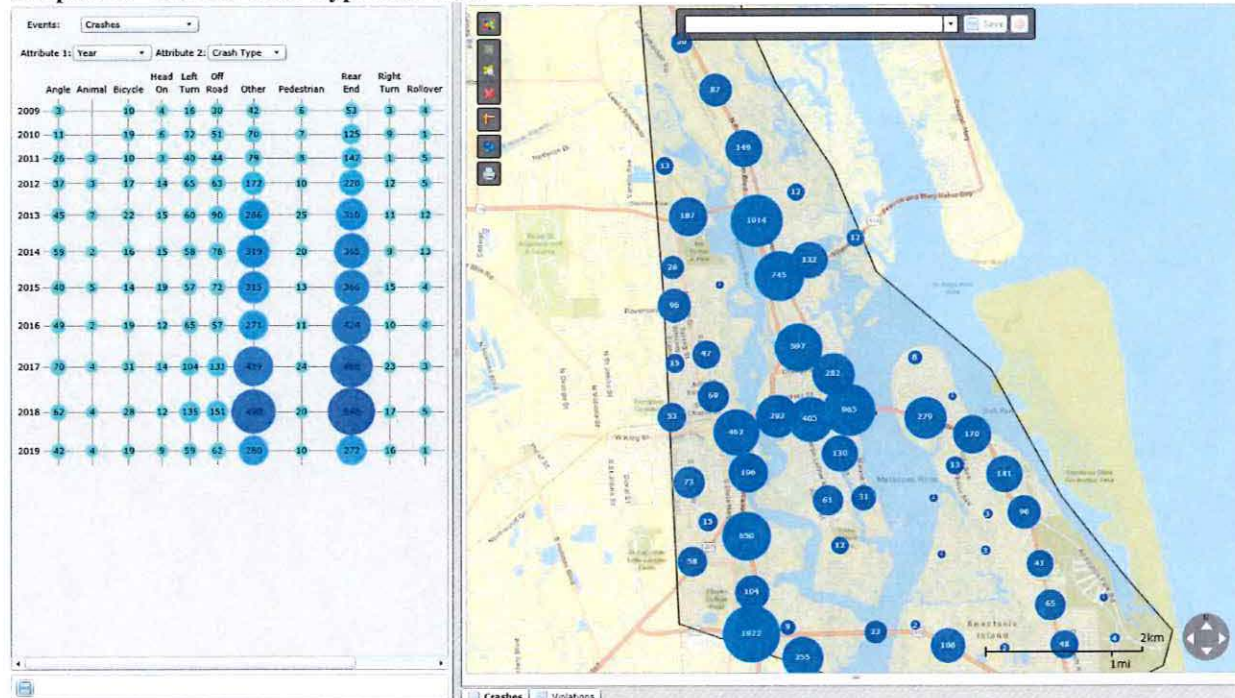
With this Comprehensive Plan update and the inclusion of a Mobility Plan looking ahead to 2040 the City will be better able to address the pressures that modern transportation and increased volumes of people have on an ancient city.

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

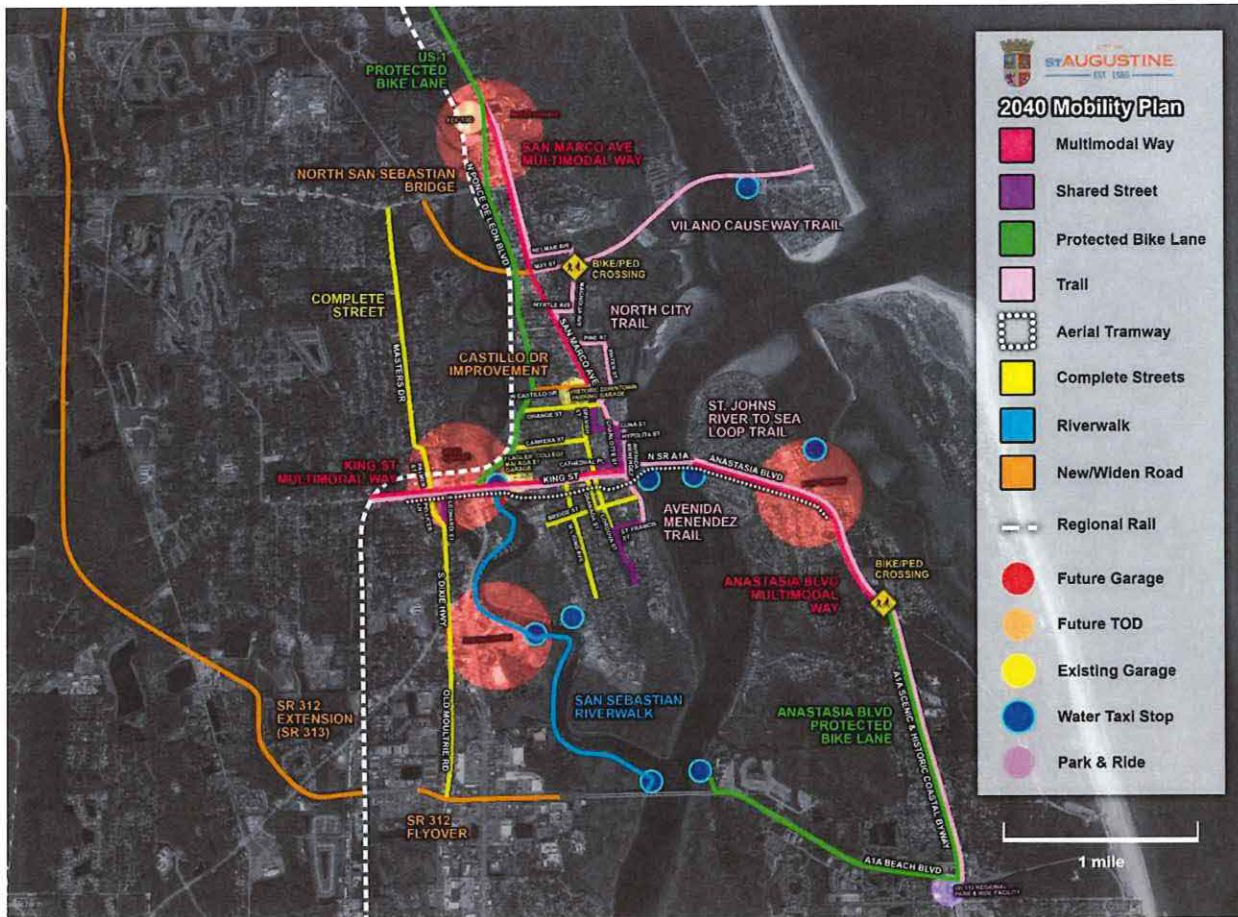


Figure 3: 2040 Mobility Plan: Proposed Transit Circulators and Parking Garages

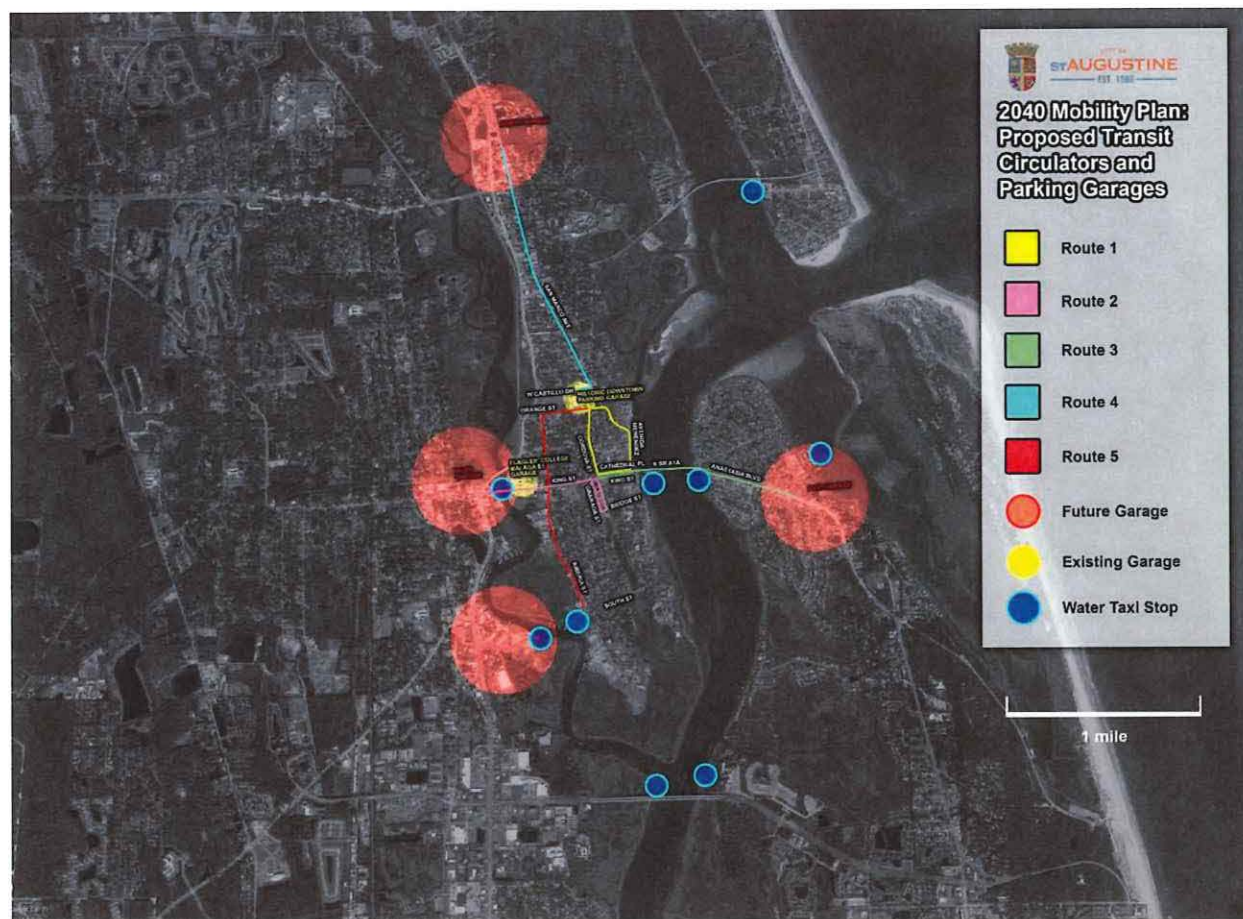
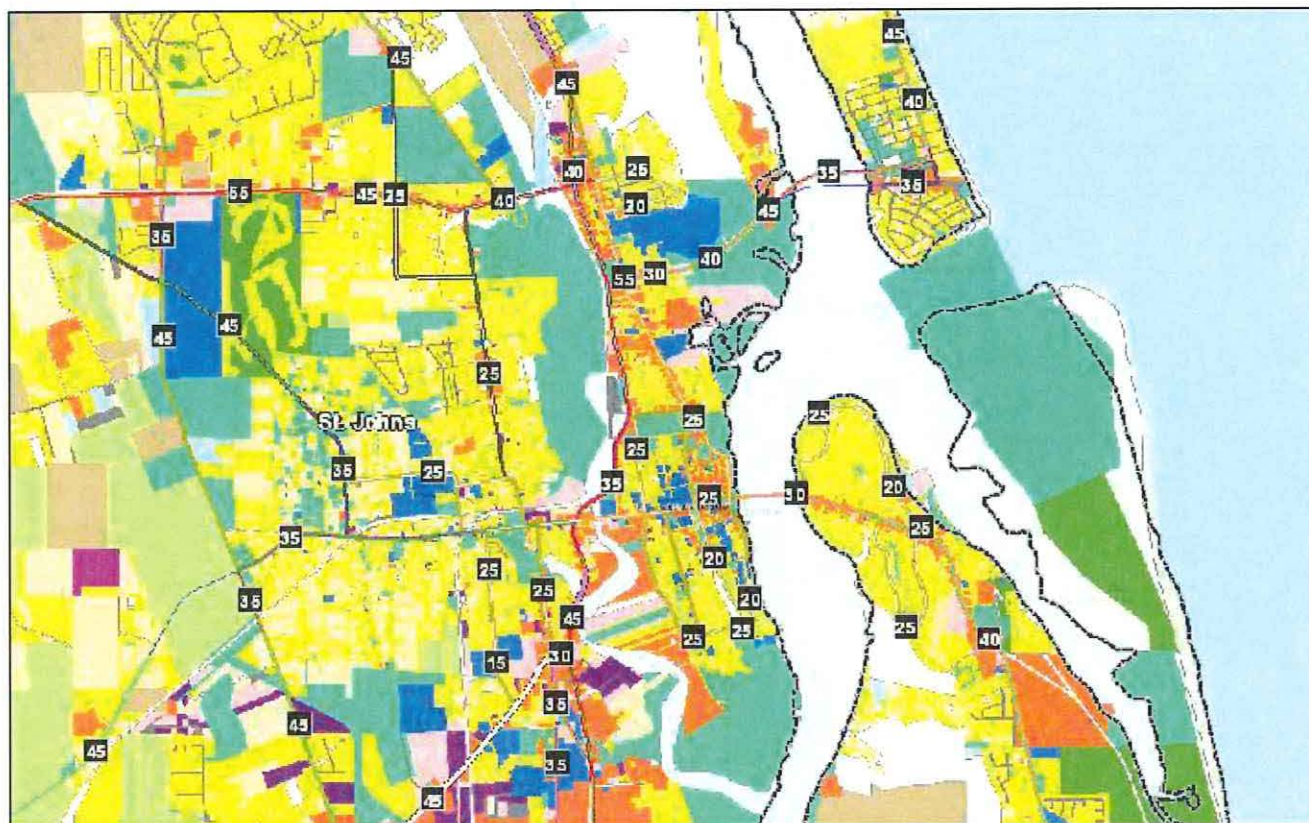


Figure 4. City of St. Augustine FDOT Context Classification

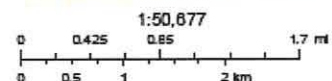
FDOT D2 Context Classification



June 25, 2018

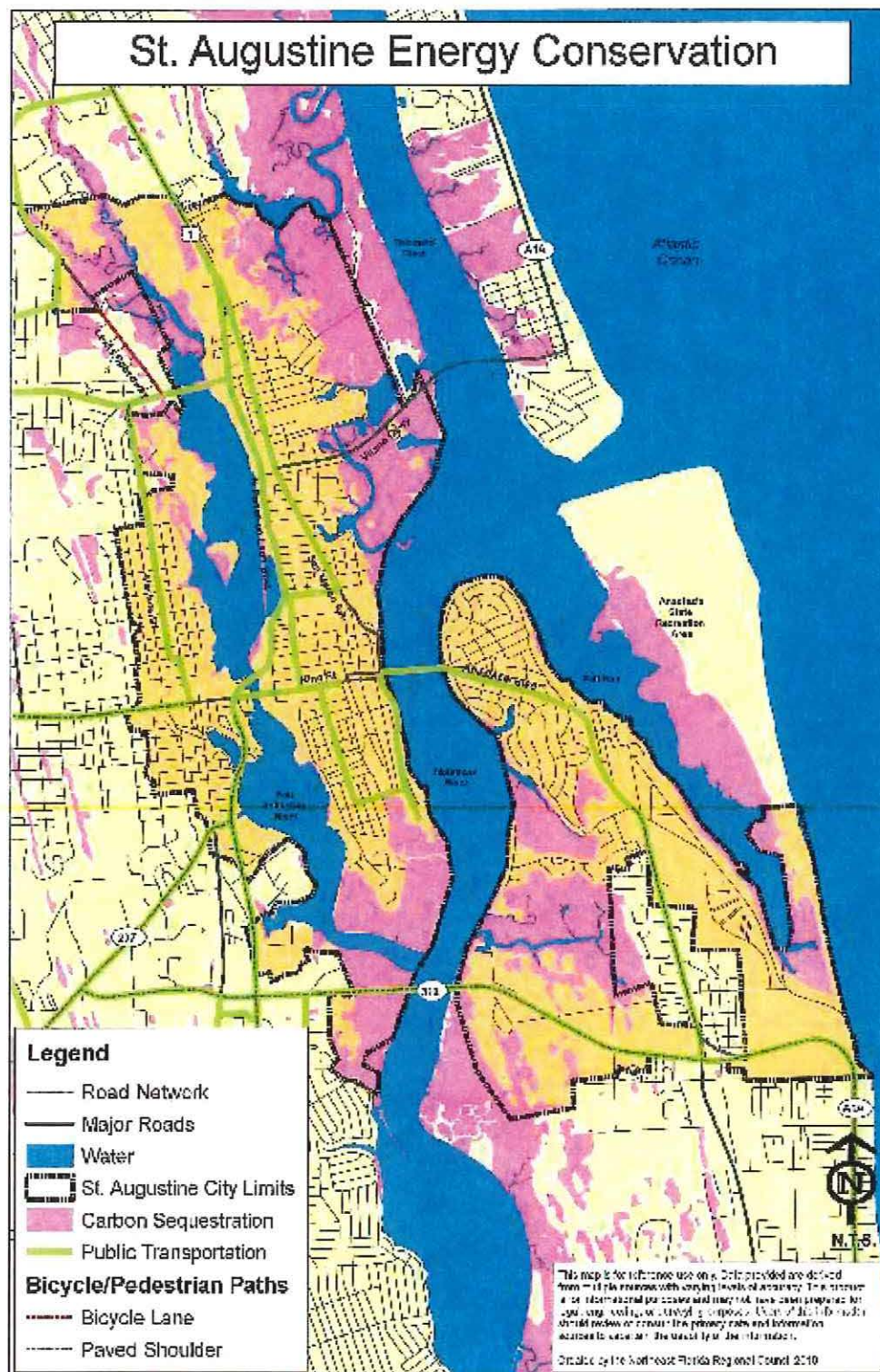
State Roads

C1-Natural	C2T-Rural Town	C4-Urban General	LA-Limited Access
C2-Rural	C3R-Suburban Residential	C5-Urban Center	
	C3C-Suburban Commercial	C6-Urban Core	



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kabuter NL, Ordnance Survey, Esri

Energy Conservation Map



Map FLU-6 Energy Conservation

2040 Adopted Comprehensive Plan excerpts

Future Land Use Element

FLUE Goal 8 Preserving Sense of Place

The City will promote its historic urban character, preserve its unique residential neighborhoods, and support adjacent, compact commercial areas, as well as, protect its natural, environmentally sensitive marsh and riverine environs, and significant tree canopy to preserve its sense of place that promotes the city's authentic character.

The planning goals related to preserving a sense of place for the City are to:

- Preserve the small town urban character while promoting a balance of economic activity;
- Prevent urban sprawl by encouraging compatible infill and redevelopment within the city limits;
- Provide continued opportunity for diverse forms of residential and commercial projects;
- Create a preservation program that protects the historic Town Plan and promotes responsible tourism;
- Provide protection of natural resources and ecological systems;
- Reduce automobile trips in and through the downtown by promoting the City's mobility plan and alternative forms of transportation that work to protect the environment, reduce congestion, provide residents with a higher quality of life, and, neighborhoods with greater livability, and promote local businesses;
- Provide a variety of housing types to support residents of diverse ages, incomes, family sizes, and lifestyles;
- Create predictability and efficiency in planning and in the provision of infrastructure;
- Recognize and preserve the historic skyline;
- Balance livability and economic pressures; and
- Proactively recognize increasing threats of sea level rise on the City's character and livability.

FLUE Objective 8.1

Protect the small town mixed use urban context to maintain its industrious and charming character.

FLUE Policy 8.1.1

Promote the community vision through adoption of an updated comprehensive plan, and its elements, and subsequent update to the land development code.

FLUE Policy 8.1.2

Continue to support design standards that define authentic characteristics and promote better development for Anastasia Boulevard, San Marco Avenue, King Street including West King Street to the city limits, and potentially West Castillo Drive, US Highway 1, SR 16, SR 207, Masters Drive, South Dixie Highway and May Street.

FLUE Policy 8.1.3

Develop protection mechanisms to protect the historic skyline, view sheds and view corridors, and character defining features that make St. Augustine unique.

FLUE Policy 8.1.4

Develop mitigation measures that protect the city from the impacts of tourism and growth in St. Johns County that threaten to overwhelm the historic nature and charm of the City.

FLUE Policy 8.1.5

Continue to value the existing tree canopy and promote healthy urban forestry practices.

FLUE Policy 8.1.6

Continue to protect environmentally sensitive areas that create a valuable scenic and protective armor against environmental change.

FLUE Policy 8.1.7

Continue to protect archaeologically sensitive areas that creates and demonstrates a valuable educational and historic record against environmental change.

FLUE Goal 9 Economic Development

Promote economic development in an effort to provide a variety of employment opportunities, create a sustainable future, and encourage a positive business climate.

FLUE Objective 9.1

Promote an economic strategy that will address a variety of economic opportunities.

FLUE Policy 9.1.1

The City shall work towards a variety of policies within the Comprehensive Plan and land development code that support and encourage a diverse economy that supports the local market within the City and surrounding area.

- This includes promoting and supporting local business efforts for local, regional, state and national markets.
- This includes the possibility of utilizing new and emerging technologies, and industries particularly suited for urban areas.
- This includes the utilization of necessary preservation techniques, and mobility options to encourage infill and redevelopment beyond tourism.

FLUE Policy 9.1.2

The City shall work towards a variety of policies within the Comprehensive Plan and land development code that support and encourage commercial and industrial development within the City and surrounding area.

- This includes encouraging a mix of uses in the city to promote accessibility to a variety of uses.
- This includes strengthening and diversifying the local economy.
- This includes redevelopment and revitalization efforts, including aesthetic improvements to encourage commercial and industrial investment within the City of St. Augustine.

- This includes the promotion of uses that are commercial or industrial that support, promote or are compatible with the urban character of the city.

FLU Policy 9.1.3

The City shall encourage education (primary and secondary), job-training, technical training and the building trades in an effort to provide a local employable workforce to stay and work within the City and St. Johns County.

Transportation and Mobility Element

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.

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.

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 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.

Mobility Plan 2040 in List of Potential Projects

Table 6: List of Potential Mobility Projects

I	Proi	Fro	T	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	1.85	Trail	2020-
5	North City Trail	S Castillo Dr (A1A)	Mav 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-
8	Cuna Street	Charlotte Street	Cordova Street	0.20	Shared Street	2020-
9	Hynolita 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	Red Cox Rd	SR 312	1.46	Trail	2020-
1	North City Trail	Mav 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 ---	n/a	Parking Garage	2020-
1	West Castillo Drive	San Marco Ave	North Ponce De Leon	0.31	Widen to four	2020-
1	Park & Ride	SR 312 @		n/a	Park & Ride	2020-
1	Multimodal	Anastasia Blvd @ Red Cox Road		n/a	Improve	2020-
1	Water Taxi Docks	Various locations ---	subject to	n/a	Water Taxi Docks	2020-
1	Bike Share	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	2020-
2	Parking	Citywide		n/a	Dynamic Parking	2020-
2	Sidewalk	Citywide		n/a	Improving	2020-
2	Safety	Citywide		n/a	Intersection	2020-
2	Transit / Trolley	Connecting existing and future parking		n/a	Proposed transit /	2020-
2	Multimodal	Mav Road @ Magnolia Blvd		n/a	Improve	2025-
2	Anastasia Blvd	N St. Augustine	Comares Avenue	0.68	Multimodal Way	2025-
2	Anastasia Blvd	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	King Street	Charles Usinas	1.95	Protected Bike	2025-
3	Orange Street	Avenida Menendez	North Ponce De Leon	0.45	Complete Street	2025-
3	Carrera Street	Cordova Street	North Ponce De Leon	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	1.15	Riverwalk	2025-
4	South Dixie	King St	SR 207	0.75	Complete Street	2025-
4	Anastasia Blvd	Red Cox Rd	SR 312	1.46	Protected Bike	2025-
4	South Garage	South of SR 207 ---	Ice Plant Road & US 1	n/a	Parking Garage	2025-
4	San Macro Avenue	W Castillo Drive	Mav Street (A1A)	0.75	Multimodal Way	2025-
4	San Macro Avenue	Mav 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	Charles Usinas	San Sebastian View	1.15	Protected Bike	2030-
5	East Garage	Anastasia Blvd ---	Comares Avenue --- Red	n/a	Parking Garage	2030-
5	Old Moultrie Road	SR 207	SR 312	0.95	Complete Street	2035-
5	Masters Drive /	SR 16	King St	1.75	Complete Street	2035-
5	North Garage	Florida East Coast		n/a	Parking Garage	2035-
5	Dixie Highway (US	San Sebastian View	Lewis Speedway	0.65	Protected Bike	2035-

5	SR 312	Anastasia Blvd	Matanzas River	1.50	Protected Bike	2035-
5	San Sebastian	Ice Plant Road	Matanzas River	1.25	Riverwalk	2035-
5	Regional Rail	Future regional rail service along existing		6	Regional Rail	2035-
5	North San	Charles Usinas	North Ponce De Leon	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

Existing Parking Land Development Code Requirements

DIVISION 2. - OFF-STREET PARKING AND LOADING

Sec. 28-366. - In general.

All new and expanded uses and structures as well as all changes in use shall meet all requirements contained in this section for off-street parking and loading. Where fractional spaces result from parking space requirement calculations, the parking space required shall be the nearest whole number.

(Code 1964, § 33-116)

Sec. 28-367. - Historic preservation districts requirements.

Uses and structures located in historic preservation districts 1, 2, 3 and 4 are not required to provide off-street parking and loading. Any parking facilities within these districts shall meet the specific requirements contained in this section. Parking facilities within historic preservation districts 1, 2 and 3 shall not exceed a maximum of twenty (20) spaces and shall not be located within twenty-five (25) feet of another facility. All parking facilities shall have a fence or wall around the perimeter of the facility. Parking facilities located on the premises of a structure shall meet the height requirements for fences or walls established by the architectural guidelines for historic preservation as appropriate to the era of the structure. Parking facilities located off the premises shall meet the height requirements for pre-1821 construction. No parking garages shall be approved within historic preservation districts 1, 2 and 3, and any parking facility located on a corner lot shall be by exception only.

(Code 1964, § 33-117)

Sec. 28-368. - Design standards.

(a) *Approval of plans and specifications.* No permits shall be issued for any parking facility until the plans and specifications, including required landscaping, materials and storm drainage, have been submitted to and approved by the planning and building department and the engineering division. These plans and specifications shall include proper drainage and retention, surface materials, curbing and screening as required, clearly marked and dimensioned, with handicap and other special use spaces designated. All entrances, exits and aisles shall be dimensioned, with the traffic pattern indicated.

(b) *Drainage.* Off-street parking and loading facilities shall meet city requirements for stormwater retention and drainage to prevent damage to abutting property, the public right-of-way and the adjacent environment. All such facilities shall be paved with erosion-resistant materials in accordance with city specifications. Drainage from parking facilities into the city drainage system (either overground or direct underground) shall require the approval of the engineering division.

(c) *Lighting.* Adequate lighting shall be provided if an off-street parking or loading facility is to be used at night. Such lighting shall be provided to insure user safety and security. Lighting shall be designed and installed to minimize glare on adjacent property and streets. No source of illumination shall be directed into the windows of any residential building.

(d) *Landscaping.* Landscaping requirements for parking facilities shall be as required by [Chapter 25](#).

(e) *Separation from walkways and streets.* Off-street parking and loading facilities shall be separated from walkways, sidewalks, streets or alleys by a wall, fence, curbing, bollards, landscaping or other approved protective device. Such protective devices shall not impair the visibility of pedestrians or vehicles at entrances and exits.

(f) *Entrances and exits.* The location and design of entrances and exits shall be in accordance with city specifications. The number of curb cuts shall be the minimum required to allow free and safe use of the facility without impairing traffic flow along the street. The use of shared or common curb cuts is encouraged where

practical. Trees and appropriate landscaping may be used to define entrances and exits. Landscaping, curbing or other protective devices may be provided to control access and to separate pedestrian and vehicular traffic. (g) *Interior driving aisles and maneuverability.* The minimum width of interior driving aisles and maneuverability space within parking facilities shall be related to the angle of the parking spaces and the use of one-way or two-way traffic as follows:

Parking Space Degrees	Angle in	One-Way Traffic Aisle Width/Maneuverability Space in Feet	Two-Way Traffic Aisle Width/Maneuverability Space in Feet
0 (Parallel)		13	24
30		13	24
45		13	24
60		18	24
90		24	24

(h) *Existing site constraints.* For parking facilities to be used in conjunction with existing structures containing physical constraints, such as trees or buildings, making it impractical to provide entrances, exits and interior aisles in accordance with subsections (f) and (g) hereof, the city planning and building manager may grant a variance from such requirements; provided, however, no variance shall be given by the planning and building manager to the required parking space requirements or required interior maneuverability space. (Code 1964, § 33-118; Ord. No. 94-15, §§ 1, 2, 6-13-94; Ord. No. 96-30, § 2, 7-8-96)

Sec. 28-369. - Compact space standards.

A compact parking space shall be at least eight (8) feet wide by eighteen (18) feet in length. All compact spaces shall be indicated by signs. A maximum of twenty-five (25) percent of required parking spaces may be compact spaces.

(Code 1964, § 33-119)

Sec. 28-370. - Handicap parking space standards.

Handicap parking spaces shall conform to the standards of the most recently adopted Florida Building Code. (Code 1964, § 33-120; Ord. No. 03-17, § 11, 6-23-03)

Sec. 28-371. - Location.

(a) A required off-street parking and loading facility shall be located on the same lot or parcel of land it is intended to serve. However, an off-street parking and loading facility within four hundred (400) feet of the premises may be allowed as a permitted use by exception.

(b) The planning and zoning board may grant an exception when practical difficulties prevent the placing of all or part of the facility on the premises they are designated to serve. The board shall review the proposal for impact upon pedestrian and vehicular traffic patterns and user safety, impact upon surrounding properties from noise, glare, visual quality, nuisance and traffic generation.

(Code 1964, § 33-121)

Sec. 28-372. - Joint use of parking facilities.

Nothing in this chapter shall be construed to prevent the joint contractual use of off-street parking facilities by two (2) or more structures or uses when such facilities provide the number of spaces required for all uses or structures.

Sec. 28-373. - Required off-street parking.

(a) *Intent.* The purpose of this section is to insure the reasonable provision of off-street, on-site parking facilities. Any use not listed shall provide off-street parking facilities as required of the use listed which is most closely related to it, as determined by the planning and building department.

(b) *Continuation required.* Off-street parking or loading facilities shall be maintained and continued as long as the main use continues.

(1) *Repair.* Conforming buildings and uses existing at the time of adoption of this chapter (June 27, 1988) may be modernized, altered and/or repaired without providing additional facilities, providing there is no increase in area or capacity.

(2) *Enlargement.* When a building or use existing at the time of adoption of this chapter is enlarged or increased in area or capacity by adding floor area, volume or seats, off-street parking and loading as required by this chapter shall be provided for the additional floor area, volume, capacity or seats so created or used.

(3) *Change in use.* When the use of a building or portion thereof changes, the new use shall meet the off-street parking requirements of this section.

(c) *Required parking San Marco Avenue Design Standards.* Developments within the San Marco Avenue Design Standards entranceway corridor area, utilizing the residential typology development option, shall receive a twenty-five (25) percent reduction for the total calculated required parking based on (d) Minimum spaces required in order to maintain the appearance of a residential in nature front yard consistent with the intent of the design standards.

(d) *Minimum spaces required:*

	Use	1 Space Per Gross Floor Area (Sq. Ft.)	1 Space Per Patron Capacity	Units, Seats, Rooms, Spaces	Special Requirements
(1)	Amusement/recreation				
	Skating rink	300			
	Indoor recreation		4 patrons or seats		
	Bowling			3 per lane	
	Miniature golf			2 per hole	
	Outdoor recreation		4 patrons or seats		
	Outdoor pool				1 per 75 ft. water area
	Racquet courts				3 per court
(2)	Art gallery, library and museum	400			
(3)	Auditorium			4 seats	
(4)	Auto, boat, equipment sales, rentals	300 (buildings)			
(5)	Banks and financial institutions	300		3 per automatic teller machine	
(6)	Barber/hair salon				3 spaces per operator or chair

(7)	Bar, lounge, tavern, nightclub		3 patrons or seats		
(8)	Boarding and rooming houses, and hostels			1 per bed	and 2 per resident manager
(9)	Bus/transportation depot	300			
(10)	Church/funeral home			4 seats	(for churches based on largest group assembly room)
(11)	Community center	250			
(12)	Clinic				5 per doctor/ dentist
(13)	Clubs, lodges	250			(includes outside assembly/recreation)
(14)	Convention center	200			
(15)	Daycare, child care facility				1 per employee
(16)	Furniture, clothing, appliance store	500			
(17)	Garage, repair			3 per bay	
(18)	Gym, spa	200			
(19)	Hospital			1.5 per 3 beds	plus as required for accessory uses
(20)	Hotel/motel/inn		3 (for meeting or banquet rooms) and	4 (for meeting or banquet rooms) and 1 per room	75% as required for accessory uses
(21)	Industrial manufacturing	1,000 devoted to manufacturing, shipping or receiving			and 1 per stored company vehicle and as required for office use
(22)	Shopping center	300 (nonstorage area)			
(23)	Marina			1 per 2 newly constructed wet boat slips, excluding those used for charter boats, plus 1 per 10 dry boat storage spaces. Wet slips used for charter boats (including those for fishing, shelling, diving, and sightseeing purposes) are computed at 1 per 3 boat passengers based on the	and as required for accessory uses

				maximum number of passengers, and charter boats used for dining are computed at 1 per 2 boat passengers based on the maximum number of passengers. Each parking space provided to meet the marina's boat slip or dry storage parking requirements may also be credited towards meeting 100 square feet of the parking requirements for the marina or permitted marina-related activities, excluding restaurants, lounges/bars and private clubs. Uses not receiving credit from parking provided for boat slips or dry storage spaces shall provide parking at the normal rate for those uses as required within this Code.	
(24)	Mobile home			2 per unit	
(25)	Multifamily residential/apartments				
	1 bedroom			1.5 per unit	
	2 bedrooms			2 per unit	
	3 or more bedrooms			2.25 per unit	
(26)	Office use medical/dental				3 per doctor
	Veterinary				3 per doctor
	Professional/business office	400			
	Real estate, property rental/management, employment office	300			
(27)	Restaurant	75 patron area or (nonfixed seating)	4 patrons		and 1 per 200 sq. ft. nonpatron area

			(fixed seating)		
(28)	Restaurant, fast food or drive-through	75 patron area (nonfixed seating)	or patrons (fixed seating)	3	and 1 per 100 sq. ft. nonpatron area
(29)	Schools				
	Elementary			2 per classroom, office and kitchen	
	Jr. high/high			2 per classroom, office and kitchen	and 1 per 6 auditorium or gym seats
	College/university/technical or vocational school			1 per classroom, and 1 per 4 students at average capacity class attendance	and 10% as required for accessory uses including libraries, book stores, athletic facilities and cafeterias or restaurants
(30)	Single-family/duplex			2 per unit	
(31)	Recreational vehicle park/campground			1 per space	and as required for office use
(32)	Nursing home			1 per 6 beds	and 1 per employee
(33)	Retirement home/adult congregate living facility		2 patrons	or 1 per bedroom	
(34)	Service station	200 (buildings)			
(35)	Wholesale distribution	1,500			and as required for office
(36)	Warehouse storage	2,000			and as required for office
(37)	Mini-warehouse and self-storage facility			1 per 102 storage units	2 per office plus 2 per caretaker's unit
(38)	Convenience store	100			
(39)	Theatre		4 seats		
(40)	Grocery/supermarket	200			
(41)	Business, commercial, or service establishments	300			
(42)	Outdoor market	100 (sale/display area)			
(43)	Public service				1 per employee plus 1 per stored company vehicle
(44)	Winery	450			
(45)	Winery with restaurant				
	a. Winery area	450			
	b. Restaurant area				
	1. Patron area	75	or patrons or seats	4	

	2. Non-patron area (kitchen, etc.)	100			
(46)	Bed and breakfast			1 per room	2 for owner/resident manager
(47)	College dormitory			1 per bed	and 10% as required for accessory uses provided as part of the dormitory
(48)	Special event venue			One (1) parking space per four (4) seats, except for special event venue space in hotels and motels as below, and If the special event venue is an accessory or ancillary use to a hotel or motel one (1) parking space per two hundred (200) square feet of special event venue space, and One (1) parking space per two hundred (200) square feet for designated special event venue outdoor standing patron areas and if accessory or ancillary to other uses (other than hotel and motel requirements above) 75% of calculated required parking for the special event venue use shall be provided on-site in addition to other required parking.	

(Code 1964, § 33-123; Ord. No. 98-26, § 2, 9-14-98; Ord. No. 98-35, § 1, 2-22-98; Ord. No. 03-17, § 8, 6-23-03; Ord. No. 06-35, § 1, 2-12-07; Ord. No. 15-02, § 1, 12-14-15; Ord. 16-02, § 1, 1-25-16; 16-06, § 4, 2-8-16; Ord. No. 18-09, § 5, 6-25-18)

Sec. 28-374. - Off-street stacking requirements.

(a) Whenever a structure or use requires the off-loading of passengers or allows for use without exiting the vehicle, stacking or off-loading lanes and spaces will be required on-site as follows:

- (1) Drive-through uses. Three (3) stacking spaces per window.
- (2) Child care facilities. One (1) stacking space per eight (8) students up to a minimum of five (5) spaces.
- (3) Schools. One (1) stacking space per fifteen (15) students up to a maximum of ten (10) spaces.
- (4) Hotel/motel office. Two (2) stacking spaces.
- (5) Automatic/mechanical car wash. Three (3) stacking spaces per individual unit.
- (6) Hand car wash/auto detailing. Two (2) stacking spaces per individual unit or work station.
- (7) Dumpsters/trash receptacles. One (1) stacking space per dumpster or receptacle location, oriented to allow loading without requiring access or maneuvering through parking spaces.

(b) A stacking space shall be a minimum of twelve (12) by twenty (20) feet and shall be located so as not to obstruct, endanger or interfere with either on-site or off-site access, maneuvering or traffic patterns. Stacking lanes shall be marked or separated to prevent use as access and to protect users while off-loading or waiting.

(Code 1964, § 33-124)

Sec. 28-375. - Off-street loading requirements.

Whenever a structure or use requires the loading or off-loading of supplies or materials, loading zones or spaces will be required on-site as follows:

(1) Multiple office building, motel, hotel, hospital, auditorium, theatre or similar use. One (1) space if aggregate floor area is over five thousand (5,000) square feet but not greater than forty thousand (40,000) square feet, plus one (1) space for each additional sixty thousand (60,000) square feet or major fraction thereof.

(2) Retail or service establishment, wholesale establishment, mini-warehouse and self-storage facilities, industrial uses and restaurant. One (1) space if the gross floor area is not greater than twenty thousand (20,000) square feet; two (2) spaces if the aggregate floor area is more than twenty thousand (20,000) square feet but not greater than sixty thousand (60,000) square feet; plus one (1) space for each additional sixty thousand (60,000) square feet or major fraction thereof.

(3) In no case shall the required off-street loading space be less than the following:

- a. Auditoriums, theatres, hotels, motels, hospitals, industrial uses, warehouse uses, multiple office buildings or individual offices of greater than four thousand (4,000) square feet; retail stores, restaurants and all other commercial buildings shall have at least one (1) space.
- b. Shopping centers or shopping plazas shall provide at least one (1) space for every two (2) stores or businesses located so as to service both locations.

(4) In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements of this chapter. The off-street loading space required for the uses mentioned in this section shall in all cases be on the same lot or parcel of land use as the structures or use it is intended to serve.

(5) A loading space shall be located so as to facilitate loading and off-loading and so as not to obstruct, endanger or interfere with either on-site or off-site access, maneuvering or traffic patterns. Loading spaces or loading zones shall be marked or located to prevent use as access or parking and to protect users while loading or off-loading.

(6) A loading space or loading zone may be located adjacent to a building to allow parallel parking when use of such space or zone is limited to fifteen (15) minutes or less, when this time limit is clearly indicated, and when other parking is prohibited.

(7) A loading space or loading zone shall be oriented so as to allow loading and off-loading without requiring access or maneuvering through parking spaces.

(Code 1964, § 33-125; Ord. No. 16-02, § 1, 1-25-16)

Secs. 28-376—28-399. - Reserved.

Comparison Tables of Existing Code with Current ITE Manual

RESIDENTIAL PARKING RATES COMPARISON

Land Use	ITE Code	Unit of Measure	Per Unit of Measure	Current City Code	ITE Average	ITE 33rd%	ITE 85th%	City vs ITE
SINGLE FAMILY / DUPLEX	210	--	Dwelling	2.0	--	--	--	--
MULTI FAMILY (1 - 2 Story)	220	1	Bedroom	1.5	0.66	0.61	0.86	higher
MULTI FAMILY (1 - 2 Story)	220	2	Bedroom	2.0	1.32	1.22	1.72	higher
MULTI FAMILY (1 - 2 Story)	220	3	Bedroom	2.25	1.98	1.83	2.58	higher
MULTI FAMILY (3+ Story)	221	1	Bedroom	1.5	0.75	0.65	0.87	higher
MULTI FAMILY (3+ Story)	221	2	Bedroom	2.0	1.5	1.3	1.74	higher
MULTI FAMILY (3+ Story)	221	3	Bedroom	2.25	2.25	1.95	2.61	same

ITE = Institute of Transportation Engineers Parking Manual, 5th Edition

Average means 50% of land uses will have parking at this rate or lower

33% of land uses will have parking at this rate or lower

85% of land uses will have parking at this rate of lower (Many local governments use 85th % Rates)

Single Family Note: ITE not longer provides. Prior Versions was 1.83 spaces per DU

Multi Family Note: City rate adjust per bedroom, ITE flat rate per bedroom

City vs ITE: City required parking rate vs Average ITE rate

OFFICE, RECREATION & HOTEL PARKING RATES COMPARISON

Land Use	ITE Code	Unit of Measure	Per Unit	Current City Code	ITE Average	ITE 33rd%	ITE 85th%	City vs ITE
PROFESSIONAL / BUSINESS	710	400 sq. ft.	1000 sq. ft.	2.5	2.39	2.3	3.3	higher
REAL ESTATE / PROPERTY MGMT	710	300 sq. ft.	1000 sq. ft.	3.3	2.39	2.3	3.3	higher
MEDICAL / DENTAL	720	3 per doctor	1000 sq. ft.	--	3.23	2.73	4.59	--
GYM / SPA	492	200 sq. ft.	1000 sq. ft.	5.0	4.73	3.93	8.87	higher
COMMUNITY CENTER	495	250 sq. ft.	1000 sq. ft.	4.0	2.07	1.69	3.78	higher
HOTEL	310	1 per room	per room	1.0	0.74	0.64	0.99	higher

**Hotel Additional: 3 spaces per meeting room
plus 75% of total spaces for accessory uses**

HIGHER EDUCATION PARKING RATES COMPARISON

Land Use	ITE Code	Unit of Measure	Per Unit	Current City Code	ITE Average	ITE 33rd%	ITE 85th%	City vs ITE
COMMUNITY COLLEGE	540	1 per 4	Students	0.3	0.2	0.16	0.43	higher
COMMUNITY COLLEGE	540	--	Population	0.275	0.17	0.15	0.25	higher
COMMUNITY COLLEGE	540	--	1000 sq. ft.	--	3.71	3.1	5.47	--
UNIVERSITY / COLLEGE	550	1 per 4	Students	0.25	0.33	0.28	0.45	higher
UNIVERSITY / COLLEGE	550	--	Population	0.275	0.28	0.25	0.39	same

Current City Requirement:

- 1 space per classroom**
- 1 space per 4 students**
- plus 10% of total spaced for accessory uses**

RETAIL PARKING RATES COMPARISON

Land Use	ITE Code	Unit of Measure	Per Unit	Current City Code	ITE Average	ITE 33rd%	ITE 85th%	City vs ITE
SHOPPING CENTER	820	300 sq. ft.	1000 sq. ft.	3.3	1.95	1.99	3.68	higher
BUSINESS / COMMERCIAL / SERVICE	820	300 sq. ft.	1000 sq. ft.	3.3	1.95	1.99	3.68	higher
GROCERY / SUPERMARKET	850	200 sq. ft.	1000 sq. ft.	5.0	2.93	2.7	4.07	higher
CONVENIENCE STORE	960	100 sq. ft.	1000 sq. ft.	10	8.11	7.22	11.15	higher
BANK	912	300 sq. ft.	1000 sq. ft.	3.3	3.72	3.1	6.0	lower

Retail Rates: Average Weekday Rates, Not Weekend & Not Peak Season

Bank Additional Requirement: 3 spaces per ATM

RESTAURANT PARKING RATES COMPARISON: **SEE NOTES**

Land Use	ITE Code	Unit of Measure	Per Unit	Current City Code	ITE Average	ITE 33rd%	ITE 85th%	City vs ITE
RESTAURANT	932	75 sq. ft.	1000 sq. ft.	13	9.44	6.39	17.4	higher
RESTAURANT	932	1 per 4 seats	per seat	0.25	0.33	0.26	0.53	lower
FAST FOOD	933	75 sq. ft.	1000 sq. ft.	13	9.91	4.83	16.6	higher
FAST FOOD	933	1 per 3 seats	per seat	0.33	0.25	0.18	0.37	lower
FAST FOOD w/ DRIVE-THRU	934	75 sq. ft.	1000 sq. ft.	13	8.66	6.71	13.78	higher
FAST FOOD w/ DRIVE-THRU	934	1 per 3 seats	per seat	0.33	0.34	0.27	0.47	lower

Restaurant: Plus 1 space per 200 sq. ft. non seating / customer area

Fast Food or Drive-Through: Plus 1 space per 100 sq. ft. non seating / customer area

COFFEE SHOP & DRINKING ESTABLISHMENTS PARKING RATES COMPARISON

Land Use	ITE Code	Unit of Measure	Per Unit	Current City Code	ITE Average	ITE 33rd%	ITE 85th%	City vs ITE
COFFEE SHOP	936	75 sq. ft.	1000 sq. ft.	13.0	10.49	8.44	17.2	higher
COFFEE SHOP w/ DRIVE-THRU	937	75 sq. ft.	1000 sq. ft.	13	5.22	3.62	12.52	higher
BAR / TAVERN / LOUNGE / CLUB	932	1 per 3 seats	1000 sq. ft.	--	6	8.74	11.82	--
BAR / TAVERN / LOUNGE / CLUB	932	1 per 3 seats	per seat	0.33	0.28	--	--	higher

Current City Code Drinking Establishment: 1 space per 3 patrons or seats

Current City Code Winery: 1 space per 450 sq. ft.

Current City Code Winery with Restaurant: 1 space per 450 sq. ft. + 1 space per 75 sq. ft. of patron area or 1 space per 4 seats + 1 space per 100 sq. ft. non patron / winery

Other Considerations for Discussion

HISTORIC DISTRICT PARKING REQUIREMENTS FOR CONSIDERATION

No off-site parking is required currently

All off-site parking required to be a stable and pervious surface

No additional storm treatment or storage beyond current requirements

Five (5) Spaces or less: No Additional Off-Set

Six (6) to Ten (10) Spaces: 1 bicycle rack & 1 additional tree per 3 spaces

11 to 20 Spaces: 1 bicycle rack & 1 additional tree per 2 spaces

Greater than 20 spaces: not permitted

HISTORIC DISTRICT PAID OFF-STREET PARKING

Not currently an allowable land use

No design, dimension, or landscape requirements

No limits on the number of allowable spaces or design of spaces

No rules governing use, towing, hours of operation, or rates

Increasing number of complaints of predatory practices

Visitors frequently believe lots are City facilities, not privately owned

Consider banning all paid off-street surface parking (including City)

Establish regulations for paid off-street surface parking

OUTSIDE HISTORIC DISTRICT PARKING CONSIDERATIONS

Allow for shared-use parking studies

Allow for multimodal off-sets

Allow off-site parking to meet parking requirements within certain distance

Allow for on-street parking to be provided versus off-street

Allow for valet parking and mechanical lifts

Allow for payment in-lieu of parking spaces (fund multimodal or surface)

Allow for annual rental of off-site parking spaces (surface or structure)

SHARED USE PARKING

Recognition that uses have different parking peaks (demand)

Allows for sharing spaces for multi-use developments

Percentage X
Required Parking

Can require for highest periods or just weekday

	Weekday			Weekend	
Use	Night Midnight to 6:00 a.m.	Day 6:00 a.m. to 6:00 p.m.	Evening 6:00 p.m. to Midnight	Day 9:00 a.m. to 4:00 p.m.	Evening 6:00 p.m. to Midnight
Residential	90%	50%	90%	70%	90%
Office	5%	90%	10%	5%	5%
Commercial/Retail	5%	50%	80%	80%	70%
Hotel	80%	60%	90%	80%	90%
Restaurant	10%	50%	80%	50%	90%
Entertainment/Recreational (theatres, bowling alleys, etc.)	10%	40%	80%	80%	90%
Other	80%	90%	50%	70%	70%

MULTIMODAL OFF-SETS FOR REQUIRED PARKING

Shared Micromobility: Reduce by a % for funding bike or scooter share

Bicycle or Micromobility Parking: Reduce by a % for bike racks

Car Share: Reduce by a % for funding car share program

Pick-Up / Drop-Off: Reduce by a % if provide a dedicated space for ride share (Uber / Lyft) or transit vehicle (public or private)

Golf Cart / Neighborhood Electric Vehicle: Allow a % of spaces to be provided for smaller vehicles such as a golf cart

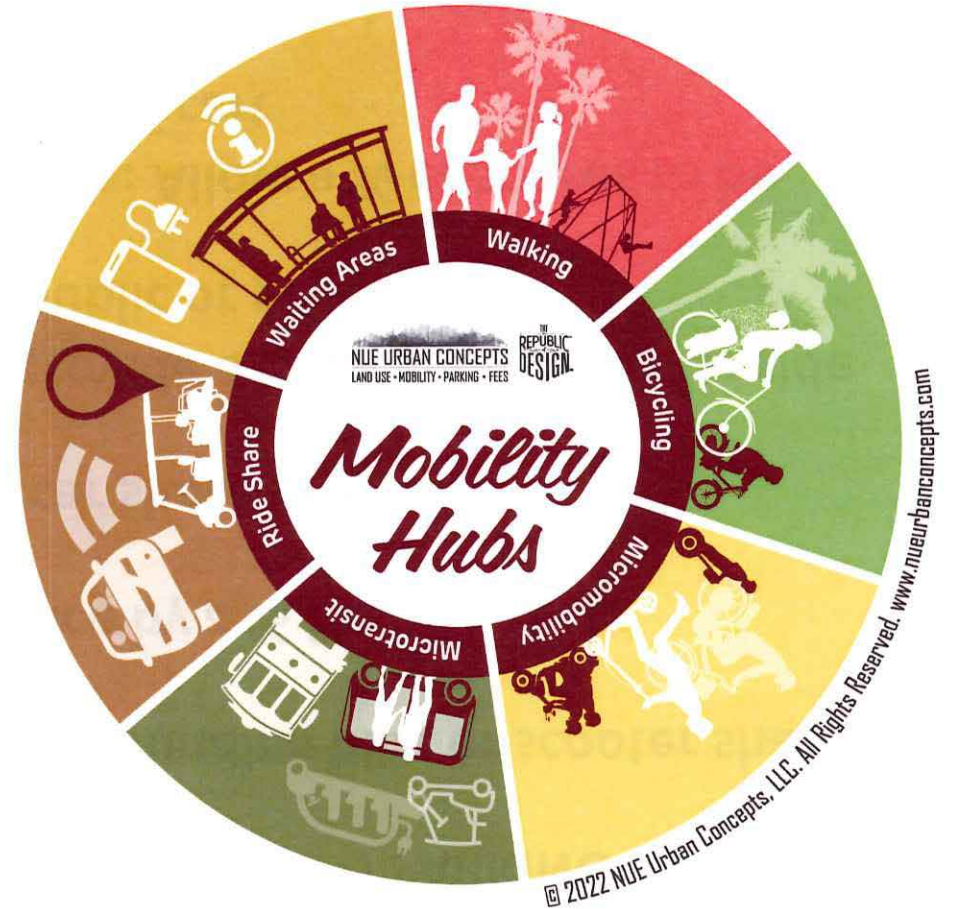
Mobility Hub: Allow a % reduction for providing hub serving 2 or more modes of travel with required amenities

MOBILITY HUBS (EXAMPLES)

MOBILITY HUB AMENITIES		REQUIRED: ●	OPTIONAL: ■	RECOMMENDED: ○	NONE: ✕				
		REGIONAL	COMMUNITY	NEIGHBORHOOD	CURBSIDE				
VEHICLES / PARKING	Car / Vehicle Parking	●	●	✕	✕				
	Golf Cart / LSV Parking	●	●	■	■				
	EV Charging Stations	●	○	■	■				
	Parking Garage	○	■	✕	✕				
	Valet Stand / Kiosk	●	○	■	■				
MULTIMODAL MOBILITY	Bicycle & Scooter Racks	●	●	●	●				
	Bicycle Air / Repair Kiosk	●	●	○	○				
	Drop-Off / Pick-Up Lane	●	●	○	○				
	Ride Share Idle Zone	●	○	■	■				
	Bicycle Rental / Share	●	●	○	○				
	Golf Cart / LSV Rental	●	○	✕	✕				
	E-Scooter Rental / Share	■	■	■	■				
	Car / Vehicle Share	○	■	✕	✕				
	Car / Vehicle Rental	○	■	✕	✕				
WAITING AREAS / SUPPORT SERVICES	Covered Waiting Area	●	●	●	○				
	Real-time Information	●	○	■	■				
	Wifi/Smartphone Connectivity	●	○	■	■				
	Security Patrol	●	○	■	✕				
	Restroom Facilities	●	○	■	✕				
	Vending Machines	●	○	■	✕				
	Recycling & Trash Cans	●	●	●	●				
	Beach Accessories Rental	■	■	■	✕				
	Convenience Store / Kiosk	●	○	■	■				
	Lighting	●	●	●	●				
	Package Delivery / Lockers	■	■	■	✕				
	Benches / Sitting Areas	●	●	●	○				
	ADA Accessibility & Routes	●	●	●	●				
	Connectivity to Adjacent Uses	●	●	●	●				

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Current and Potential Parking Exemption Areas

**CURRENTLY EXEMPT FROM PARKING
HP Zoning Districts 1 thru 4**

**MAXIMUM 20 OFF-STREET PARKING SPACES
HP Zoning Districts 1 thru 3**

**NO PARKING GARAGES
HP Zoning Districts 1 thru 3**

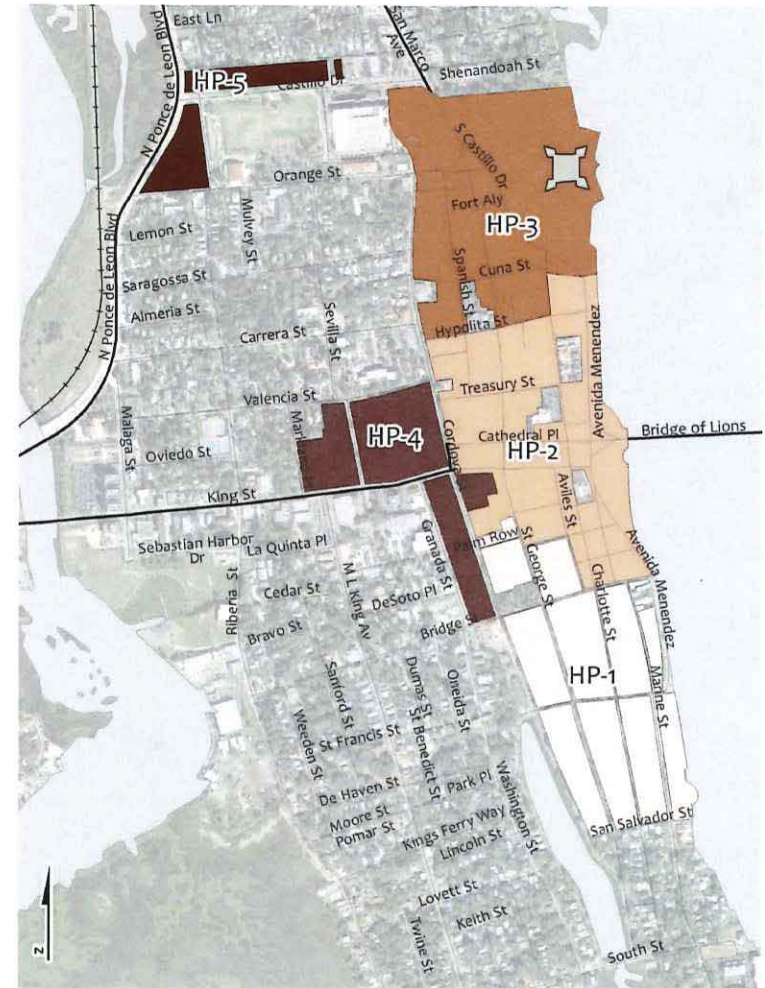
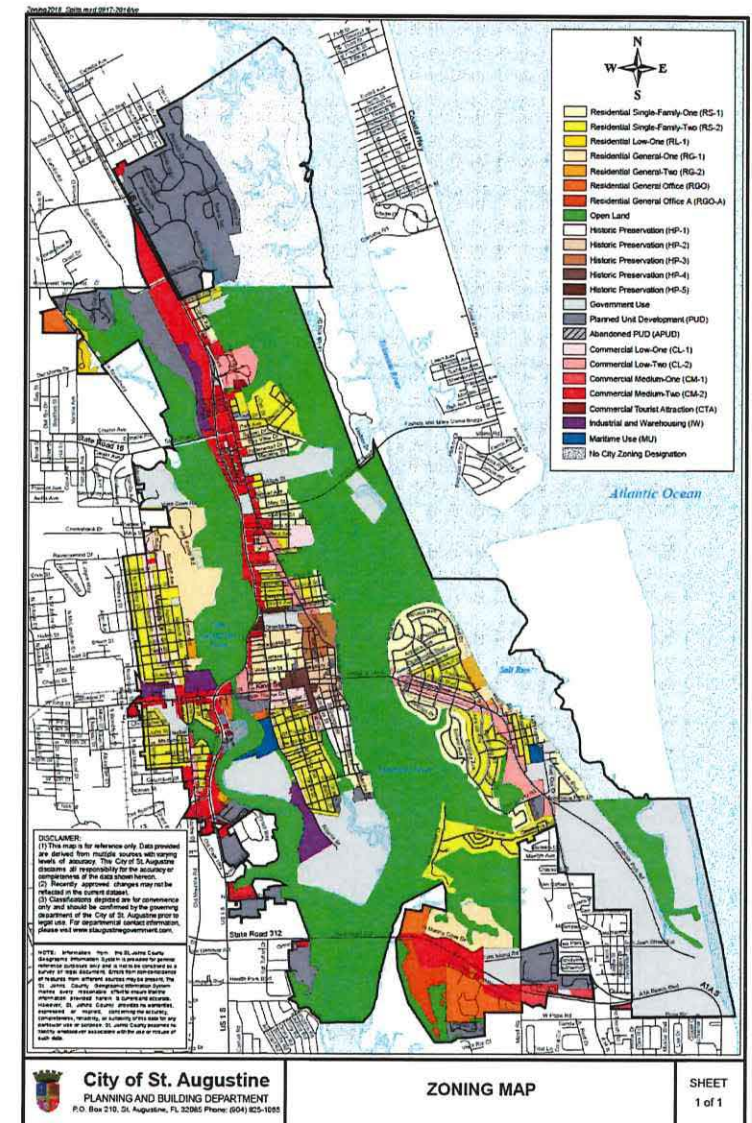
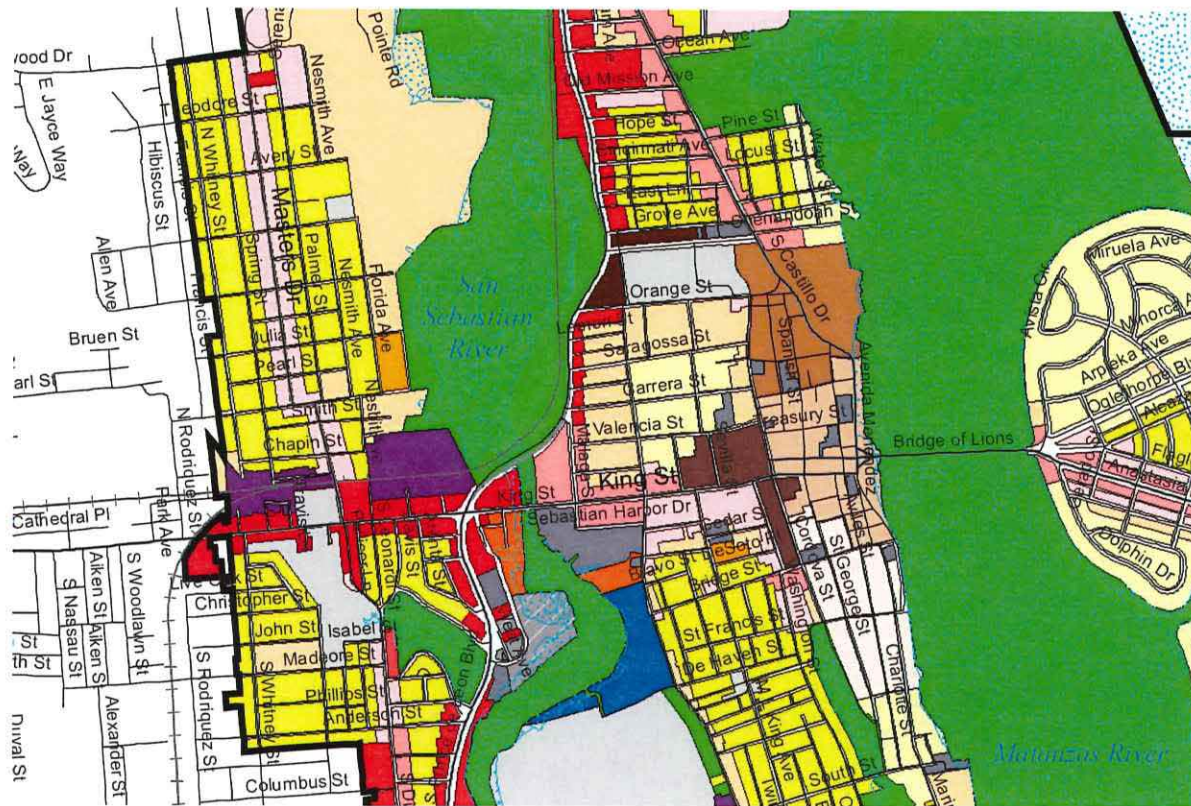


Figure 4.13: There are five local historic preservation zoning districts which are regulated by the HARB and the AGHP.

CURRENT ZONING MAP



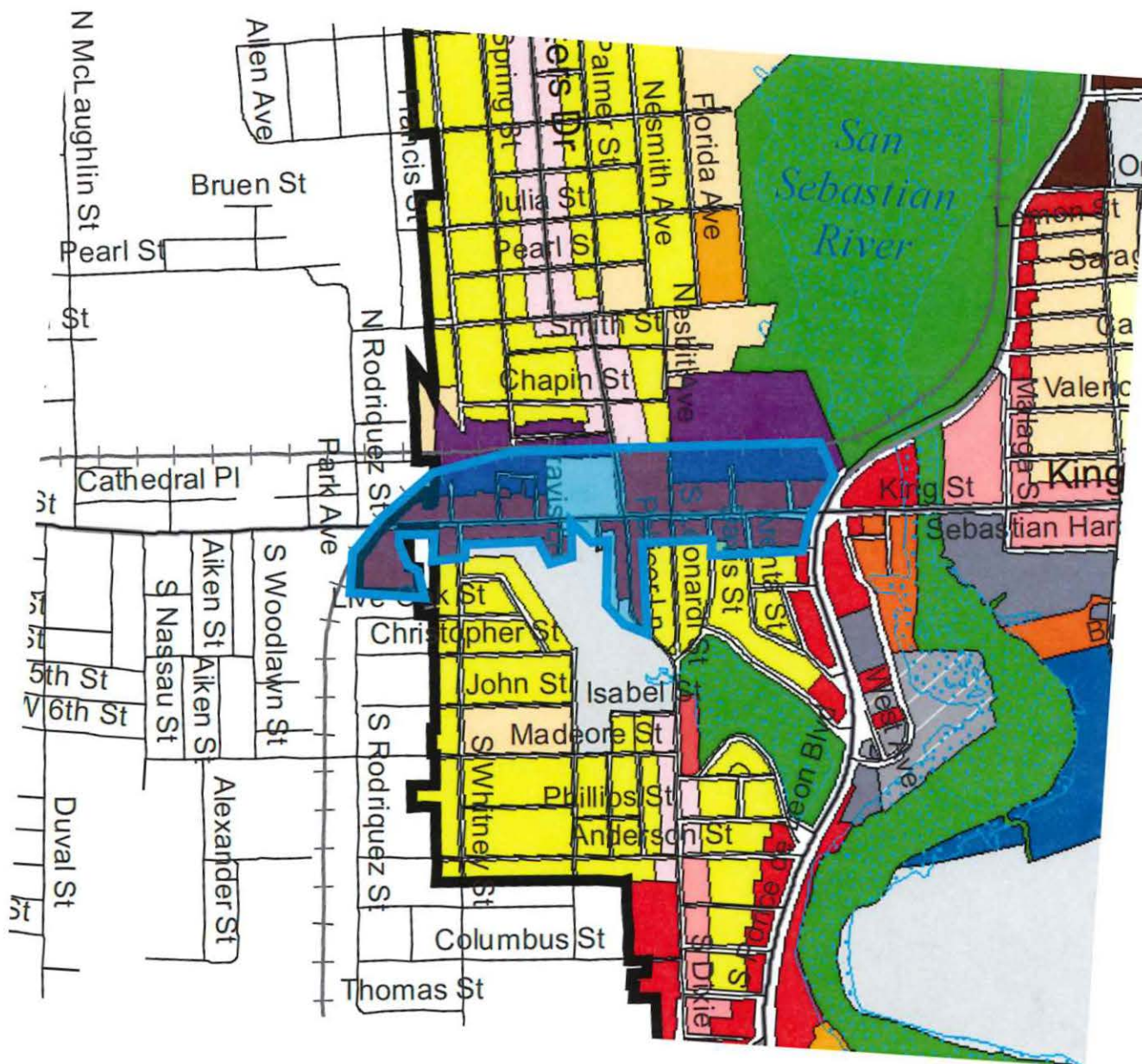
**West King Street
Proposed Exemption
(light blue outline)**

Options For Area:

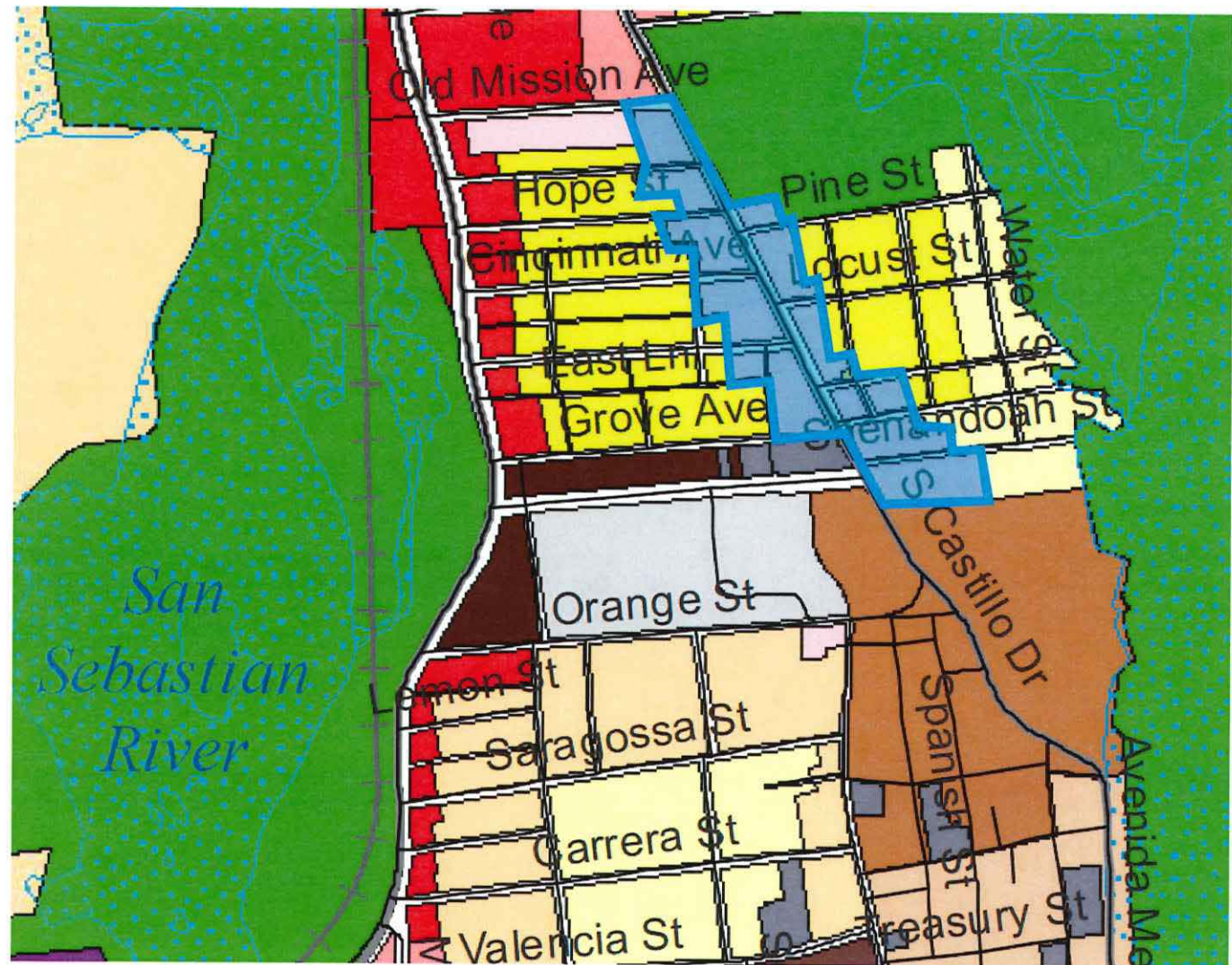
Stop at Palmer / Pellicer

Extend North to capture Industrial zoning

**Extend South to Lewis
Blvd & US 1 West**



San Marco
Proposed Exemption
(light blue outline)



CITY OF ST. AUGUSTINE

MEMORANDUM

TO: Planning and Zoning Board

DATE: April 25, 2023

RE: **Item 4**

Discussion and Recommendation Related to Drafted Ordinance Updating Sections in the Land Development Code Regarding Food Truck Recommendations

This Special Meeting of the PZB provides an opportunity for the Board to discuss and review an Ordinance to establish definitions, locations, policy, and procedures clearly in the Land Development Code (LDC), specifically in Chapter 28 Zoning Code, for the regulation of Mobile Food Dispensing Vehicles (Food Trucks).

The State of Florida has preempted the City's ability to regulate these types of businesses (See attached Florida Statute 509.102), however the city can adopt regulatory language to establish locations and review criteria. The State also regulates these uses through the Florida Administrative Code (FAC) (See attached 61C-4.0161 FAC).

In practice the City has been implementing these regulatory policies through the Business Tax Receipt process and the Public Works review process. The drafted ordinance would adopt these procedures into the code. This would effectively codify the language clarifying requirements for all involved and more clearly establishing code requirements for this type of use within the city.

The proposed ordinance is attached for your review along with the current application process through our Public Works Department. This item is for the PZB to discuss and eventually make a recommendation to the City Commission, but also to garner public comment, and provide an opportunity for staff to respond to any questions and concerns.

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, or Tracey Mullins at (904) 209-4324 or email at tmullins@citystaug.com.



Amy McClure Skinner, AICP
Director, Planning and Building Department

509.102 Mobile food dispensing vehicles; preemption.—

(1) As used in this section, the term “mobile food dispensing vehicle” means any vehicle that is a public food service establishment and that is self-propelled or otherwise movable from place to place and includes self-contained utilities, including, but not limited to, gas, water, electricity, or liquid waste disposal.

(2) Regulation of mobile food dispensing vehicles involving licenses, registrations, permits, and fees is preempted to the state. A municipality, county, or other local governmental entity may not require a separate license, registration, or permit other than the license required under s. 509.241, or require the payment of any license, registration, or permit fee other than the fee required under s. 509.251, as a condition for the operation of a mobile food dispensing vehicle within the entity’s jurisdiction. A municipality, county, or other local governmental entity may not prohibit mobile food dispensing vehicles from operating within the entirety of the entity’s jurisdiction.

(3) This section may not be construed to affect a municipality, county, or other local governmental entity’s authority to regulate the operation of mobile food dispensing vehicles other than the regulations described in subsection (2).

(4) This section does not apply to any port authority, aviation authority, airport, or seaport.
History.—s. 75, ch. 2020-160.

61C-4.0161 Mobile Food Dispensing Vehicles and Theme Park Food Carts.

(1) Except as otherwise specified in this rule, mobile food dispensing vehicles and theme park food carts shall comply with applicable requirements of Rules 61C-4.010 and 61C-4.023, F.A.C.

(2) Mobile food dispensing vehicles shall meet the following additional requirements:

(a) Food serving openings shall not be larger than necessary for the particular operation conducted and shall be kept closed at all times except when food is actually being served.

(b) Waste containers shall be provided for the deposit of food scraps, food wrappings, cups, napkins and discarded single-service articles.

(c) Mobile food dispensing vehicles shall operate from an approved commissary that meets all applicable requirements of this rule. The commissary must be provided with potable water and adequate facilities for disposal of liquid and solid waste. The mobile food unit must report to the commissary to store or replenish supplies, clean utensils and equipment, or dispose of liquid and solid waste. Mobile food dispensing vehicles must report to their commissary at least once daily.

(d) When a service area is provided at the commissary for cleaning and servicing mobile food units, the service area shall be physically separated from other food operations; shall be equipped to furnish potable water in accordance with applicable provisions of Chapters 62-550 and 62-555, F.A.C.; and shall provide facilities for the drainage and disposal of liquid wastes in accordance with applicable provisions of Chapter 64E-6 or 62-601, F.A.C., and the local building authority having jurisdiction. The surface of the servicing area shall be constructed of a smooth nonabsorbent material such as concrete or machine laid asphalt and shall be maintained in good repair, kept clean and be graded to drain.

(e) The owner of each mobile food dispensing vehicle shall notify the division of each commissary they intend to utilize for support services before using the commissary by submitting DBPR HR-7022, COMMISSARY NOTIFICATION, incorporated herein by reference and effective 2009 January 1. Instructions for filling in DBPR HR-7022 are provided in DBPR HR-7022i, INSTRUCTIONS FOR COMPLETING COMMISSARY NOTIFICATION, incorporated herein by reference and effective 2009 January 1.

(f) Mobile food dispensing vehicles shall not obtain water from or dispose of wastewater at a private residence or prepare food; store food products, equipment or utensils; or conduct warewashing or any other activities related to the public food service in a private residence. The exterior of the vehicle may be washed in any location, provided the wastewater does not create a sanitary nuisance.

(g) Self-sufficient mobile food dispensing vehicles are exempt from paragraphs (2)(c) and (2)(e) of this rule.

(3) Mobile food dispensing vehicles which limit the preparation of food to frankfurters only shall comply with all applicable requirements set forth in Rules 61C-4.010 and 61C-4.023, F.A.C., as well as the additional requirements set forth in paragraph (2)(a) and subsections (8)-(10) of this rule; except that:

(a) A utensil washing sink will not be required when all necessary washing and sanitizing of utensils and equipment are conducted at a designated approved commissary or fixed food establishment. An adequate supply of spare preparation or serving utensils shall be maintained on the vehicle and used to replace any utensils that become contaminated.

(b) Paragraph (2)(a) of this rule shall not apply when adequate precautions are utilized to prevent contamination of the frankfurters during cooking operations.

(c) Potentially hazardous foods such as chili, cooked onions and peppers, cheese, and cheese sauce may only be served in individually portioned and packaged or pre-packaged containers which are maintained at proper temperatures on the unit. Non-potentially hazardous foods such as relish, raw onions and peppers, and other such condiments may be served directly from the unit.

(4) Mobile food dispensing vehicles which fail to provide water and waste systems or which otherwise fail to meet all applicable requirements of this chapter shall not engage in food preparation except as permitted in subsection (3) of this rule. Such mobile food units shall handle only completely wrapped or packaged food which has been manufactured, processed, prepared, and packaged in individual servings at an approved public food service establishment or a food processing plant and transported and stored in accordance with the provisions of this chapter. Bulk beverages from approved sources may be dispensed from covered urns or other protected containers.

(5) Mobile food dispensing vehicles may temporarily connect to an approved utility system for no more than one day's operation, if the utility system provides water, wastewater, or electricity adequate to meet the needs of the unit; bathroom facilities are available for employees in accordance with the local building authority having jurisdiction or, where no plumbing code has been adopted locally, with Chapter 64E-10, F.A.C.; and the unit returns to its base commissary as described in paragraph (2)(c) of this

rule.

(6) A mobile food dispensing vehicle which conducts business within a theme park or entertainment complex may be stationary; may connect to an approved utility system; and shall be exempt from the further requirements of paragraph (2)(c) and subsection (5) of this rule.

(a) The mobile food dispensing vehicle shall designate a commissary within the theme park or entertainment complex. The designated commissary shall be equipped with a mobile cleaning unit that will travel from the commissary to the mobile food dispensing vehicle. The mobile cleaning unit will be based in a service area adjacent to the designated commissary as described in paragraph (2)(d) of this rule. The mobile cleaning unit shall be stocked with supplies to clean the interior and exterior of a mobile food dispensing vehicle. In addition, the mobile cleaning unit shall carry a supply of potable water sufficient to fill the mobile food dispensing vehicle's potable water tank, and shall be able to pump waste water from a mobile food dispensing vehicle into holding tanks on the mobile cleaning unit, if necessary. The mobile cleaning unit holding tanks shall be emptied in accordance with the provisions of paragraph (2)(d) of this rule.

(b) Mobile cleaning units shall be subject to the plan review requirements contained in paragraph 61C-1.002(5)(c), F.A.C.

(c) The mobile cleaning unit shall travel to and service the mobile food dispensing vehicle not less than once weekly or more often as needed to replenish supplies, clean the interior of the unit, or dispose of liquid or solid wastes.

(7) If a theme park has a servicing area to support its theme park food carts which meets the sanitation and safety standards of this rule, deviations from the provisions of this rule are allowed for theme park food carts, provided there is full compliance with the following additional requirements:

(a) The preparation of potentially hazardous foods shall be prohibited; except that, frankfurters and hamburger patties, obtained from approved sources, which prior to service require no further preparation except cooking, may be served. Potentially hazardous food, which has been portioned for individual service at an approved fixed food service establishment, may be served from an enclosed theme park food cart as long as the food is protected from contamination by way of enclosures with self-closing doors, screens, air curtains, or other approved methods. Sandwich fillings may be individually portioned from protected containers. Condiments may be served individually packaged, from approved dispensers, or by the operator as a part of food preparation. Theme park food carts shall operate adjacent to or within 300 feet of the support facility.

(b) Ice which will be consumed or which will come into contact with food shall be obtained from an approved source only in chipped, crushed or cubed form. The ice shall be held in a way that protects it from contamination until dispensed.

(c) Food and food-contact surfaces shall be protected from rain, dust, rodents, insects and customer contamination. Where necessary to prevent such contamination, overhead protection and effective shields or air curtains shall be provided.

(d) All food carts, when used, shall be cleaned and serviced at least once daily.

(e) At the end of each period of operation, all foods and supplies shall be stored in the theme park's commissary or at an approved fixed food service establishment within the park.

(f) Each theme park food cart other than those offering only packaged shall provide employees with adequate and conveniently located handwashing facilities equipped with running hot and cold water, hand cleansing soap or detergent, and approved sanitary towels or other approved hand-drying device.

(g) An adequate supply of sanitized, covered, or wrapped spare preparation or serving utensils shall be maintained in the theme park food cart and used to replace any utensil that becomes contaminated. All multi-use preparation and serving utensils used in theme park food carts shall be washed and sanitized daily at the theme park's commissary or at an approved fixed food service establishment within the park.

(h) All storage cabinets must be of closed construction to prevent the entrance of vermin.

(8) Fire extinguishing equipment and liquified petroleum gas appliances, equipment, apparatus or containers shall be installed, approved, maintained, and used in accordance with the Florida Fire Prevention Code as approved by the local fire authority.

(9) Copies of all forms adopted in this section are available from the Division of Hotels and Restaurants Internet website www.MyFloridaLicense.com/dbpr/hr; by e-mail request submitted at www.MyFloridaLicense.com/contactus; by phone request to the department at (850) 487-1395; or upon written request to the Division of Hotels and Restaurants, Department of Business and Professional Regulation, 1940 North Monroe Street, Tallahassee, Florida 32399-1011.

Rulemaking Authority 509.032, 509.221 FS. Law Implemented 509.032, 509.101, 509.211, 509.215, 509.221 FS. History—New 2-21-91, Formerly 10D-13.0291, 7C-4.0161, Amended 3-31-94, 9-25-96, 5-11-98, 7-2-98, 2-12-08, 8-12-08, 6-13-10, 11-1-12.

ORDINANCE NO. 2023-XX

AN ORDINANCE OF THE CITY COMMISSION OF ST. AUGUSTINE, FLORIDA, AMENDING CHAPTER 28, SECTION 28-2 TO PROVIDE DEFINITIONS FOR MOBILE FOOD DISPENSING VEHICLE, MOBILE FOOD VENDOR, MOBILE FOOD ESTABLISHMENT, MOBILE FOOD TRUCK COURT, AND COMMISSARY; AMENDING SECTIONS 28-165, 28-167, 28-206, 28-207, 28-208, 28-209, 28-311, AND 28-312 TO ALLOW FOR MOBILE FOOD DISPENSING VEHICLES AS A PERMITTED USE; AMENDING CODE SECTIONS 28-207, 28-208, 28-209, AND 28-312 TO ALLOW FOR MOBILE FOOD COURTS AS A PERMITTED USE; AMENDING CODE SECTIONS 28-163, 28-164, 28-226, AND 28-246 TO ALLOW FOR MOBILE FOOD DISPENSING VEHICLE AS A PERMITTED USE BY EXCEPTION; AMENDING CODE SECTION 28-226 AND 28-246 TO ALLOW FOR MOBILE FOOD TRUCK COURTS AS A PERMITTED USE BY EXCEPTION; AMENDING CODE SECTION 28-347 TO PROVIDE FOR SUPPLEMENTARY REGULATIONS OF MOBILE FOOD DISPENSING VEHICLES AND MOBILE FOOD TRUCK COURTS; PROVIDING FOR INCLUSION IN THE CODE OF THE CITY OF ST. AUGUSTINE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 166.041, Florida Statutes, provides procedures for the adoption of ordinances and resolutions by municipalities; and

WHEREAS, the Governor of the State of Florida signed into law the Occupational Freedom and Opportunity Act (SB474/HB1171)(“Act”), which became effective on July 1, 2020; and

WHEREAS, the Act created Florida Statutes Section 509.102 which defined the term Mobile food dispensing vehicle (“MFDV”) and preempted the regulation of MFDVs to the State while otherwise allowing a municipality to regulate the operation of MFDVs; and

WHEREAS, in order to further the intent of Section 509.102, the City wishes to adopt an amendment of terms to clearly define the applicable law as it relates to zoning districts for mobile food dispensing vehicles; and

WHEREAS, on May 2, 2023, the Planning and Zoning Board acting as the designated land planning agency for the City of St. Augustine recommended revisions to Chapter 28, the Zoning Code to the City Commission; and

WHEREAS, the City Commission for the City of St. Augustine finds that it is in the best interest of the public health, safety, and general welfare to adopt the following standards for the location and operation of MFDVs within the City, consistent with the requirements of Section 166.021(4), Florida Statutes, to address and mitigate the potential negative effects that MFDVs may cause.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION FOR ST. AUGUSTINE, FLORIDA, AS FOLLOWS:

Section 1. Amending the Code of the City of St. Augustine. Section 28-2 of the Zoning Code of the City of St. Augustine is hereby amended, as follows:

“Sec. 28-2. - Definitions.

For the purpose of this chapter, certain words and terms used herein shall be interpreted to have meanings as defined below. Where words or terms are not defined, they shall have their ordinarily accepted meanings or such as the context may imply. Words used in the present tense include the future; the singular number includes the plural and the plural includes the singular. The word ‘shall’ is mandatory; the word ‘may’ is permissive. The word ‘used’ or ‘occupied’ includes the words ‘intended, designed or arranged to be used or occupied.’ The word ‘lot’ includes the word ‘plot’ or ‘parcel.’ The word ‘structure’ includes the word ‘building’ as well as other things constructed or erected on the ground, attached to something having location on the ground, or requiring construction or erection on the ground. The word ‘land’ includes the word ‘marsh,’ ‘water’ or ‘swamp.’ The word ‘map’ shall mean the ‘Zoning Maps of the City of St. Augustine, Florida’ and the ‘city’ shall mean the City of St. Augustine, Florida, a corporation of the State of Florida.

...

Commissary means an approved facility that provides support services for specific required functions of a mobile food vendor. Any food establishment permitted or licensed by a regulatory agency, such as a catering operation, restaurant, grocery store, or similar establishment, or any other approved facility where food, containers, or supplies are kept, handled, prepared, packaged, or stored can be considered for approval as a commissary. A private residence may not be used as a commissary, consistent with section 61C-1.001, Florida Administrative Code, as amended.

...

Mobile food dispensing vehicle (MFDV) means any vehicle that is a public food service establishment as defined in section 509.013(5)(a), Florida Statutes, as may be amended, and that is self-propelled or otherwise moveable from place to place and includes self-contained utilities, including, but not limited to, gas, water, electricity, or liquid waste disposal, as defined in section 509.102, Florida Statutes as may be amended. MFDVs are regulated by the Florida Department of Business and Professional Regulation.

Mobile food establishment means any mobile food vendor who sells prepackaged food and non-potentially hazardous food items, including coffee, tea, pastries, popcorn, candies and ice confections and are regulated by the Florida Department of Agriculture and Consumer Services (FDACS).

Mobile food truck court means a property used or developed to accommodate one or more mobile food dispensary vehicles as the primary use of the property while possibly accommodating areas on the property for entertainment or recreational opportunities. Food truck courts must have a valid certificate of occupancy in addition to all other applicable permits and inspections.

Mobile food vendor means any person or business selling food from a mobile food dispensing vehicle or mobile food establishment from which food items are sold separately from a catered event.

...

Operator means the owner, licensee, proprietor, lessee, manager, assistant manager, or appointed agent of a public food service establishment.

Catered event means an event where a food truck is used as the sole source of food supply.

...”

Section 2. Amending the Code of the City of St. Augustine. Sections 28-163, 28-164, 28-165, and 28-167 of Code of the City of St. Augustine are hereby amended, as follows:

“Sec. 28-163. Residential, general-one: RG-1.

Intent. This district is intended to apply to those neighborhoods designated for multiple-family dwellings and uses, as well as those nonresidential uses compatible and complementary with medium density residential uses, so as to create and maintain a medium intensity residential character.

...

(3) *Permitted uses by exception:*

...
j. Mobile food dispensing vehicle as per section 28-347(9).

...”
...
“Sec. 28-164. Residential, general-two: RG-2.

Intent. This district is intended to apply to those neighborhoods designated for multiple-family dwellings and uses, as well as those nonresidential uses compatible and complementary with medium density residential uses, so as to create and maintain a diverse medium intensity residential character.

...
(3) *Permitted uses by exception:*

...
h. Mobile food dispensing vehicle as per section 28-347(9).

...”
...
“Sec. 28-165. - Residential and general office: RGO.

Intent. This district is intended to apply to those neighborhoods designated for mixed residential and commercial uses so as to create a medium intensity residential and low intensity commercial mix of uses.

(1) *Permitted uses and structures:*

...
i. Mobile food dispensing vehicle as per section 28-347(9).

...”
...
“Sec. 28-167. - Residential and general office-A: RGO-A.

(a) *Intent.* This district is intended to apply to those neighborhoods designated for mixed residential and commercial uses so as to create a medium intensity residential and low intensity commercial mix of uses.

(1) *Permitted uses and structures.*

...
i. Mobile food dispensing vehicles as per section 28-347(9).

...”
...

Section 3. Amending the Code of the City of St. Augustine. Sections 28-206, 28-207, 28-208, and 28-209 of Code of the City of St. Augustine are hereby amended, as follows:

“Sec. 28-206. - Commercial low-one: CL-1.

Intent. This district is intended to apply to areas where small groups of low intensity commercial uses may be appropriately located to serve within convenient traveling distance from one (1) or several neighborhoods. The CL-1

district is not intended for use by medium intensity commercial uses such as service stations, vehicle repair and sales, etc. However, professional and business offices and similar uses are encouraged.

(1) Permitted uses and structures:

...

p. Mobile food dispensing vehicle as per section 28-347(9).

...”

“Sec. 28-207. - Commercial low-two: CL-2.

Intent. This district is intended to apply to areas where low intensity commercial uses may be located to serve one (1) or more neighborhoods. The CL-2 district is not intended for use by medium intensity commercial uses but low traffic generating commercial uses are encouraged.

(1) Permitted uses and structures:

...

r. Mobile food dispensing vehicle as per section 28-347(9).

s. Mobile food truck court as per section 28-347(9).

...”

“Sec. 28-208. - Commercial medium-one: CM-1.

Intent. This district is intended to apply to areas where adequate lot depth is available to provide meaningful development for service-oriented automotive uses, tourist accommodations, attractions and supporting facilities. It is not intended that this district become or be used for strip commercial purposes.

(1) *Permitted principal uses and structures:*

...

q. Mobile food dispensing vehicle as per section 28-347(9).

r. Mobile food truck court

...”

“Sec. 28-209. - Commercial medium-two: CM-2.

Intent. This district is intended to apply where adequate traffic circulation capacity is available to provide medium intensity automotive oriented commercial and service uses and related facilities. It is not intended that this district become or be used for strip commercial purposes.

(1) *Permitted uses and structures.* As for CM-1 (section 28-208), and in addition:

...

o. Mobile food dispensing vehicle as per section 28-347(9).

p. Mobile food truck court as per section 28-347(9).

...”

Section 4. Amending the Code of the City of St. Augustine. Section 28-226 of the City of St. Augustine is hereby amended, as follows:

“Sec. 28-226. - Industrial and warehousing: IW.

Intent. This district is intended to allow light manufacturing and related service, storage and commercial uses.

(1) *Permitted use by exception:*

o. Mobile food dispensing vehicle as per section 28-347(9).

p. Mobile food truck court as per section 28-347(9).

...”

Section 5. Amending the Code of the City of St. Augustine. Section 28-246 of the City of St. Augustine is hereby amended, as follows:

“Sec. 28-246. - Open lands district: OL.

Intent. This district is intended to apply to areas which are sparsely developed and including uses as normally found in environmentally sensitive areas away from urban activity. It is intended that substantial residential, commercial or industrial development shall not be permitted in the OL district; but lands in such district may be rezoned to the proper district to accommodate such uses when conditions warrant rezoning.

...

(3) (3) *Permitted uses by exception:*

...

m. Mobile food dispensing vehicle as per section 28-347(9).

n. Mobile food truck court as per section 28-347(9).

...”

Section 6. Amending the Code of the City of St. Augustine. Sections 28-311 and 28-312 of the City of St. Augustine are hereby amended, as follows:

“Sec. 28-311. - Maritime use district: MUD.

Intent: The city has a long history of marine uses, such as boat building, fishing, and seafood processing, to include the historic lighthouse. This zoning district is intended to recognize these uses, and establish areas where this industry, and associated uses are allowed.

(a) *Permitted uses and structures:*

...

(9) Mobile food dispensing vehicle as per section 28-347(9).

...”

“Sec. 28-312. - Maritime use district-A: MUD-A.

Intent: The city has a long history of marine uses, such as boat building, fishing, and seafood processing along its waterways. This zoning district is intended to recognize the historic maritime uses in our community and establish areas where this maritime industry, and similar uses that are compatible with maritime uses are allowed, but also recognize that a mix of commercial uses along the waterways protects the city's maritime heritage and promotes the working waterfronts and access to the waterfronts. To this end a ratio of sixty (60) percent of the gross land area of a site must be used for water dependent uses associated with maritime industries or working waterfronts with a maximum of forty (40) percent of the gross land area of a site allowed for non-water dependent uses as listed below.

(a) *Permitted uses and structures:*

...

Non-water dependent permitted uses:

...

(10) Mobile food dispensing vehicles as per section 28-347(9).

(11) Mobile food truck court as per section 28-347(9).

...”

Section 7. Amending the Code of the City of St. Augustine. Section 28-347 of the Code of the City of St. Augustine is hereby amended, as follows:

“Sec. 28-347. - Supplementary regulations for certain uses.

In addition to the permissible uses by exception listed in the schedule of district regulations, (article III), the following uses shall be permissible by exception in the districts indicated; and, unless specific provision is made otherwise in the grant of exception, such uses, whether permitted or permissible by exception, shall conform to all supplementary regulations listed under such use:

...

(9) Mobile food dispensing vehicle. Where such use is permitted or permitted as a use by exception it shall be subject to the following conditions:

- a. Complete a Public Works Mobile Food Vendor Site Compliance Review application on forms supplied by the Public Works Department as updated from time to time with the following requirements:
 1. All applications shall include the name, address, telephone number, and email address of the applicant and vehicle owner, where applicable;
 2. Attach a copy of the DBPR application submitted to and approved by the state;
 3. Attach a sketch of the proposed site for operation with Parcel ID or address and its zoning.

- b. No vehicle shall be used for the sale of products as provided in this article until it has passed a city fire department safety inspection at a location determined by the fire department. The fire department safety inspection is for the safety of the general public to ensure the mobile food dispensing vehicle complies with all applicable federal, state, and local fire safety statutes, regulations, ordinances, and codes.
- c. Location and Separation Requirements
 - 1. Mobile food dispensing vehicles shall not be operated on unimproved surfaces, vacant lots, and abandoned business locations where public safety is a potential issue, unless otherwise approved by the Building Official and Fire Marshal. Any denial of a location may be appealed through the City's Planning and Zoning Board.
 - 2. Any food truck gatherings or mobile food truck courts of two or more mobile food dispensing vehicles shall consider the estimated public attendees and the maximum number of individual food trucks on site. This will include: general placement of the individual food trucks, location of garbage and recycling receptacles, public bathroom locations, location of onsite and offsite parking areas.
 - 3. Mobile food dispensary vehicles shall not make use of tables, seats, umbrellas or similar furnishings for customers, with the exception of waste receptacles without paying applicable utility capacity charges, i.e. flow based fees, pursuant to Sec.26-53 of the Municipal Code of the City of St. Augustine. This requirement may be met through the owner of the property.
 - 4. Mobile food dispensing vehicles that are present in the same location more than three times per week and/or park on site overnight shall also provide a notarized letter/affidavit from the property owner authorizing the food truck be located on the property.
 - 5. Mobile food dispensing vehicles that are present in the same location more than three times per week shall not be located in parking spaces required by the primary or accessory use on the property unless the number of spaces exceeds the minimum amount required for other uses on the property.
 - 6. Individual mobile food dispensing vehicles shall not be required to have a flushable restroom unless outdoor seating is provided pursuant to a site plan provided by the City. All food truck courts shall confirm that employees and patrons have a flushable restroom within one hundred fifty (150) feet of the vending location during hours of operation.
 - 7. Mobile food dispensing vehicles shall not be located within any city park, city right-of-way, city owned or controlled public parking lot or facility, or within ten feet of any right-of-way or public sidewalk and may not disrupt vehicular or pedestrian circulation for ingress and egress to the property; create or become a public nuisance; increase traffic

congestion; constitute a hazard to life or property; or, obstruct adequate access by fire/medic, police or sanitation vehicles.

8. Mobile food dispensing vehicles may not enter or park upon any "no parking" area, loading zone, driveway, handicapped parking space, or designated public safety lane (e.g., fire lanes) or within ten (10) feet of a crosswalk or within ten (10) feet of a fire hydrant or storm drainage structure.
9. No more than one mobile food dispensing vehicle may be operating on any property at any given time unless it is by special event, or at an established mobile food truck court or food truck gathering approved by the City.
10. Mobile food dispensing vehicle gatherings shall be permitted without the need for a public hearing and by a temporary event permit for food truck gatherings issued by the City Manager or his or her designee.
11. With the exception of allowable outdoor seating areas, all equipment must be contained within, attached to, or within 3 feet of the mobile food dispensing vehicle.

d. Hours of Operation, Signage and Noise.

1. The mobile food vendor or designee must be present at all times during operation of the mobile food dispensing vehicle. Hours of operation are limited to the hours between 7:00 a.m. and 10:00 p.m. in residential zones but may not be in the same location more than twice per calendar month. Mobile food dispensing vehicles may operate on private property in all other listed zones until no later than 2:00 am unless the location of the site is within one-hundred fifty (150) feet of a residential neighborhood.
2. Mobile food truck courts hours of operations shall be limited to the hours between 6:00 a.m. and 2:00 a.m.
3. Animated signs, flashing signs, balloons, streamers and attention-getting devices are not permitted on MFDVs. Free standing advertisements, A-Frame or sandwich boards are not permitted to be placed on the ground in the zones provided in Chapter 3 of the Municipal Code of the City of St. Augustine. All signage must be contained on the vehicle itself.
4. Audio amplification or bullhorns are not permitted as part of a mobile food dispensing vehicle operation.
5. Mobile food dispensing vehicles are prohibited from selling, dispensing or distributing alcoholic beverages within the city limits of the City of St. Augustine.

6. Private caterers and mobile licensed bar tenders for private events not open to the public are not regulated pursuant to this subsection, but must otherwise comply with all other state and local regulations.

e. Waste Management

1. Mobile food vendors must keep all areas within twenty-five (25) feet of the vehicles and any associated seating areas clean of grease, trash, paper, cups, or cans associated with the mobile food dispensing operation.
2. No grease shall be released or disposed of in the City's sanitary or stormwater systems. Each mobile food dispensing vehicle must provide for grease interception by either:
 - i. Install a grease interceptor approved by the City within the mobile food dispensing vehicle to receive drainage from fixtures and equipment with grease-laden waste and meet the definition of a Self-Sufficient Mobile Food Dispensing Vehicle as stated in 61C-1.001 of the Florida Administrative Code; or
 - ii. Discharge wastewater into an approved commissary grease interceptor on a daily basis with a fully executed commissary agreement verifying the mobile food vendor is operating in conjunction with a licensed commissary in accordance with Florida law and regulations, where applicable.
3. Provide for recycling of used cooking oil with a rendering company.
4. Provide a reduced pressure backflow preventer on the potable water service used by the mobile food dispensing vehicle.
5. Provide solid waste service pursuant to Chapter 30 of this code.
6. If at any time evidence of the improper disposal of liquid waste or grease is discovered, the responsible mobile food vendor will be required to cease operation immediately, clean up the improperly disposed material to the satisfaction of the City, and shall not resume operation of the mobile food dispensing vehicle until an alternate method of disposal has been approved by the City Utility Department.

f. Enforcement.

1. All mobile food dispensing vehicles shall make the vehicle available for routine inspections by the City Fire Marshal, Building Official, environmental compliance inspectors, or Code Enforcement officer at any time requested and at any frequency deemed appropriate, while at a location or in operation, to ensure compliance with all applicable federal, state, and local fire safety statutes, regulations and codes, and local regulation of this section.
2. All mobile food dispensing vehicles shall comply with all requirements of the most current edition of the Florida Fire Prevention Code (FFPC) and the National Fire Protection Association (NFPA). Upon inspection, if the fire marshal or his or her designee determines any violations of

the FFPC or NFPA exists, the mobile food dispensing vehicle may be required to cease operations immediately.

3. If at any time, the State of Florida revokes or suspends the issued mobile food dispensing vehicle permit, the City of St. Augustine local business tax receipt will simultaneously be revoked or suspended. A mobile food dispensing vehicle that has its state license or permit declared null and void or revoked for any of the reasons set forth in this section shall not be allowed to reapply for a mobile food dispensing vehicle authorization or a local business tax receipt for a period of ninety (90) days after the effective date of such action.
4. If at any time evidence is provided that a mobile food dispensing vehicle is being operated in a way that does not comply with these regulations, a notice of violation shall be issued to the lot owner and mobile food vendor and the violation shall be referred to the Code Enforcement Board for a hearing and disposition in accordance with the provisions of Chapter 2, Article VI of this Code of Ordinances.

g. Non-Transferability.

1. All mobile food dispensing vehicle operation locations approved by the City are non-transferable upon the sale or transfer of ownership of the mobile food dispensing vehicle. All local business tax receipts issued by the City are non-transferable upon the sale or transfer of ownership of the mobile food dispensing vehicle.

...”

Section 8. Inclusion in Code. The City Commission intends that the provisions of this ordinance shall become and shall be made part of the Code of the City of St. Augustine, that repealed language shall be removed and that the sections of this ordinance may be re-numbered or re-lettered and that the word ordinance may be changed to section, article or other such appropriate word or phrase in order to accomplish such intentions.

Section 9. Conflict with Other Ordinances. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 10. Severance of Invalid Provisions. If any section, subsection, sentence, clause, phrase, word, or provision of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then said holding shall not be so construed as to render invalid or unconstitutional the remaining provisions of this ordinance.

Section 11. Effective Date. This ordinance shall become effective upon passage, pursuant to § 166.041(4), Florida Statutes.

PASSED by the City Commission of the City of St. Augustine, Florida, this _____ day of _____, 2023.

ATTEST:

Nancy Sikes-Kline, Mayor-Commissioner

Darlene Galambos, City Clerk
(SEAL)



City of St. Augustine
Public Works Department

Mobile Food Vendor REQUIREMENTS

City Hall – Public Works Department
75 King Street, Elevator Lobby B, 4th Floor
P.O. Box 210, St. Augustine, FL 32085-0210
Phone: (904) 825-1040
www.CityStAug.com

Email all required documents to PublicWorks@CityStAug.com, or hand deliver or mail directly to the Public Works Department at the above address. Public Works will not sign-off on the business license until all requirements have been satisfied.

Note: Mobile food vendors are not allowed to connect to City water and sewer service lines.

1. Complete the required [Public Works Mobile Food Vendor Application form](#).
2. Submit a site plan to Public Works indicating where mobile food unit will be set up on the property. Identify any customer seats that are existing and/or proposed at the location (fees may apply for seats).
3. Submit a scaled drawing of the mobile food unit, showing all kitchen equipment and plumbing fixtures, including sinks, oven, microwaves, etc.
4. A grease interceptor is required (see options and requirements below):

Option 1: Install grease interceptor within the mobile food unit to receive drainage from fixtures and equipment with grease-laden waste, i.e. the kitchen sink. Requirements:

- Submit plumbing schematic indicating fixtures discharging to grease interceptor.
- Provide size of grease interceptor and dimensions of sink.
- Grease interceptor must be an approved device meeting the requirements of the [City's Fats, Oils & Grease Program Manual](#).
- Maintain an on-site cleaning/maintenance log documenting date, time, volume removed and name of person performing activity.

Option 2: Discharge wastewater into an approved commissary's grease interceptor. Requirements:

- Commissary must be inside the [City Utility Service Area](#) or within 10 miles of vending location.
- Submit a signed agreement for waste disposal – [use this Commissary Form](#).
- Maintain an on-site log of wastewater disposed at Commissary. Include date, time, volume removed and name of person discharging.

5. Used fryer oil must be recycled with a rendering company, either through commissary or on-site.
6. A reduced pressure backflow preventer is required on the potable water service that will be used to fill the mobile food unit. A passing test report must be submitted prior to Public Works signing off on the business license. Requirements:

If backflow preventer is already installed:

- Submit current backflow preventer test report (within past 12 months). If test fails, device must be repaired and retested.

If backflow preventer is not yet installed:

- Installation guidelines and approved backflow devices are available on the [City website](#). Submit proposed device and installation location for Public Works approval **before** installation. Device must be tested by a certified backflow prevention assembly tester immediately following installation, and annually thereafter, with test report submitted to Public Works (Backflow@CityStAug.com).



Mobile Food Vendor REQUIREMENTS

7. Solid Waste (trash) service must be obtained (see options and requirements below):

Option 1: Obtain a signed letter of agreement for solid waste service from the utility bill account holder at the physical address where the mobile food unit will be located for vending. Letter must be on the account holder's business letterhead stating all of the following:

" [Utility bill account holder] hereby allows [mobile food vendor name] to deposit their solid waste materials in [utility bill account holder]'s [dumpster/cart] for the duration of the [mobile food vendor name] operating on [utility bill account holder]'s business property located at [physical address]. [Utility bill account holder] understands that the City will monitor the [dumpster/cart], and if an increase in service is required, [utility bill account holder] will be billed accordingly. "

**** If the utility billing account is closed for any reason, then the mobile food vendor is responsible for obtaining a new agreement with the new account holder and submitting this agreement to the Public Works Department; or, mobile food vendor must open their own "Trash Only" billing account ****

Option 2: Set-up a "Trash Only" account by contacting Customer Service at (904) 825-1037 or UtilityBilling@CityStAug.com. Minimum charge is \$25 per month and will be adjusted based on volume of trash generated at site.

Submittals to the Public Works Department:

- ☐ Completed Mobile Food Vendor Application form
- ☐ Site plan showing mobile food unit location, and any seats
- ☐ Scaled drawing of mobile food unit showing all kitchen equipment, plumbing fixtures, etc. If grease interceptor is installed, include a plumbing schematic.
- ☐ Commissary Form (if applicable)
- ☐ Backflow preventer test report (if device is already installed)
- ☐ Solid waste signed letter of agreement (if applicable)

PROTECT OUR WATERWAYS FROM ILLICIT DISCHARGES



ONLY wash hood fan filters, floor mats and other kitchen equipment in a sink or wash down area that is connected to a grease trap on the sanitary sewer line.

It is **UNLAWFUL** to wash these items in streets or alleys where discharged water will flow into storm drains.

Violators may be subject to fines per City Code of Ordinances, Chapter 29, Article III, Section 29-43.



City of St. Augustine
Public Works Department
Mobile Food Vendor
APPLICATION FORM

City Hall – Public Works Department
 75 King Street, Elevator Lobby B, 4th Floor
 P.O. Box 210, St. Augustine, FL 32085-0210
 Phone: (904) 825-1040
PublicWorks@CityStAug.com
www.CityStAug.com

Section 1: Applicant Information

First Name: _____ Middle Initial: _____ Last Name: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Email: _____ Daytime Phone Number: _____

Section 2: Mobile Food Unit Information

Business Name: _____

Vending Location Address: _____

FL Dept of Business and Professional Regulation License #: _____

Type of unit: ☐ Mobile Food Dispensing Vehicle ☐ Hot Dog Cart

Will location include a seating area? ☐ Yes, ____ # seats (fees may apply) ☐ No

Is vehicle self-sufficient? ☐ Yes ☐ No (**must submit Commissary Form**)

**Self-sufficient means all food activities are performed inside the vehicle, such as storing food, preparing food, dishwashing, etc.*

Section 3: Wastewater / Fats, Oils & Grease

Wastewater must be routed through a grease interceptor; select one of the following options:

☐ Grease interceptor is installed as part of the mobile food unit, between the sink drain(s) and wastewater tank

☐ Discharge into a Commissary's grease interceptor (**must submit Commissary Form**)

Used fryer/cooking oil disposal: ☐ Using Commissary ☐ On-site collection bin for rendering company

Section 4: Potable Water

A reduced pressure backflow preventer is required on the potable water service that will be used to supply water to the mobile food unit. Environmental Compliance staff will review backflow preventer information currently on file and contact applicant with requirements. If assembly is already installed, a current passing test report must be submitted from within the last 12-months. If assembly is not yet installed, [installation procedures](#) will be provided.

Address from which potable water will be obtained: _____

Section 5: Solid Waste (Trash Service)

Select one of the following options:

☐ Use the trash service currently provided at the property (must submit solid waste signed letter of agreement; see page 2 of **Mobile Food Vendor Requirements**)

☐ Open a "Trash Only" account - contact Customer Service at (904) 825-1037 or UtilityBilling@CityStAug.com

Section 6: Required Supporting Documents

The following documents must be submitted with this form:

1. Site plan showing where mobile food unit will be set up for business, and any existing/proposed seats
2. Scaled drawing of mobile food unit showing all kitchen equipment, plumbing fixtures, etc.
3. Commissary Form (if applicable)
4. Backflow preventer test report (if device is already installed)
5. Solid waste signed letter of agreement (if applicable)

Section 7: Applicant Signature

Signature: _____ Date: _____

*Submit completed form and supporting documents to the Public Works Department at the contact information listed in the upper right corner, preferably via email PublicWorks@CityStAug.com.
 Public Works will not sign off on the business license until all requirements have been satisfied.*

City Hall Office Hours: Mon - Fri, 8:00am - 5:00pm ▪ Environmental Compliance Office Hours: Mon - Thurs, 7:00am - 4:30pm and Fri, 7:00am - 11:00am



City of St. Augustine
Public Works Department
Mobile Food Vendor
COMMISSARY FORM

City Hall – Public Works Department
 75 King Street, Elevator Lobby B, 4th Floor
 P.O. Box 210, St. Augustine, FL 32085-0210
 Phone: (904) 825-1040
PublicWorks@CityStAug.com
www.CityStAug.com

*If the mobile food unit will utilize a **Commissary** for water supply and/or wastewater disposal, then submittal of this form is required to Public Works along with the **Mobile Food Vendor Application form**. If a Commissary will **not** be used, then the mobile food unit must be self-sufficient and have in-unit grease interceptor installed.*

Section 1: Mobile Food Vendor

Business Owner Name: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Email Address: _____ Daytime Phone Number: _____

Vending location address: _____

Section 2: Commissary Information

Commissary Business Name: _____

Commissary Physical Address: _____

City: _____ State: _____ Zip Code: _____

Email Address: _____ Daytime Phone Number: _____

Utilizing commissary for: ☐ Water Supply (refer to section 3) ☐ Wastewater Disposal (complete section 4)

Section 3: Commissary Water Supply

A reduced pressure backflow preventer is required on the potable water service from which the mobile food vendor will fill. If backflow preventer is already installed, a current passing test report must be submitted dated within the last 12-months. If assembly is not yet installed, installation guidelines and a list of approved backflow preventers are available on the City's website at:

http://www.citystaug.com/document_center/Publicworks/EnvComp/BackflowPreventerInstallations.pdf

Note: Reduced pressure backflow preventers must be tested annually by a certified backflow tester. The commissary location is responsible for having this test performed and submitting results to Backflow@CityStAug.com.

Section 4: Commissary Wastewater Disposal

Wastewater must be disposed in a location that flows through the grease interceptor. The flow rate must be limited to the design flow of the grease interceptor.

Commissary grease interceptor size: _____ Gallons; or _____ Pounds

Volume of mobile food vendor's wastewater tank: _____ Gallons

Anticipated frequency of disposal: _____ times per week, or other: _____

Mobile food vendor will be utilizing commissary's used cooking oil recycling bin: ☐ Yes ☐ No

Note: The City of St. Augustine Fats, Oils & Grease Program conducts routine inspections on facilities with grease interceptors connected to the City's sewer system. The commissary location is responsible for cleaning and maintaining their grease interceptor to maintain compliance. More information is available on the City's website:

http://www.citystaug.com/government/public_works/wastewater/CommercialFOGProgram.php

Section 5: Commissary Owner Signature

Printed Name: _____ Title: _____

Signature: _____ Date: _____

*Submit completed form to the Public Works Department at the contact information listed in the upper right corner, preferably via email PublicWorks@CityStAug.com. Public Works will **not** sign off on the business license until all requirements have been satisfied.*

City Hall Office Hours: Mon - Fri, 8:00am - 5:00pm ■ Environmental Compliance Office Hours: Mon - Thurs, 7:00am - 4:30pm and Fri, 7:00am - 11:00am