



**CITY OF ST. AUGUSTINE CITY COMMISSION  
REGULAR MEETING AGENDA  
MONDAY, JANUARY 8, 2024 - 5:00 PM  
ALCAZAR ROOM**

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**1. CALL TO ORDER**

- ◆ Roll Call
- ◆ Invocation and Pledge of Allegiance

**2. ADMINISTRATIVE ITEMS**

- ◆ Modification and Approval of REGULAR AGENDA

**3. SPECIAL PRESENTATIONS, RECOGNITIONS AND PROCLAMATIONS**

- 3.A.** New Year Poem by St. Augustine Poet Laureate, Norma Sherry. (*R. Horvath, Commissioner*)
- 3.B.** **Proclamation 2024-01**: Proclaims January as Human Trafficking Awareness Month. (*B. Blonder, Commissioner*)
- 3.C.** **Certificate of Recognition - 2024-01CR** - Recognizing the 100th year anniversary of STAAA, the St. Augustine Art Association. (*N. Sikes-Kline, Mayor*)

**4. PUBLIC COMMENTS FOR GENERAL PUBLIC COMMENTS OR FOR AGENDA ITEMS NOT REQUIRING A SEPARATE PUBLIC HEARING**

- ◆ 3 minutes per individual

**5. CONSENT AGENDA**

**6. APPEALS**

**7. GENERAL PUBLIC PRESENTATIONS, ITEMS OF GREAT PUBLIC IMPORTANCE, AND OTHER ITEMS REQUIRING PUBLIC HEARINGS**

(PRESENTATIONS (MAXIMUM OF **10** MINUTES PER PRESENTATION)). PRESENTATIONS FOR COMMISSION MEETINGS MUST BE PRESENTED TO THE CITY MANAGER FOR APPROVAL NO LATER THAN TEN (10) WORKING DAYS PRIOR TO THE NEXT CITY COMMISSION MEETING. A PRESENTATION

SUPPORT SERVICES REQUEST (AVAILABLE ON THE CITY'S WEBSITE) MUST ACCOMPANY ALL PRESENTATIONS.

- 7.A. General Public Presentations
- 7.B. Items of Great Public Importance
- 7.C. Other Items Requiring Public Hearing

**8. ORDINANCES AND RESOLUTIONS - PUBLIC HEARING REQUIRED**

- 8.A. Ordinances - Second Reading
  - 8.A.1. **Ordinance 2023-32**: Amends the St. Augustine Historic Area Community Redevelopment Agency's Redevelopment Plan and modifies the Agency's operational timeframe. (*J. Perkins, Neighborhood Services & CRA Manager*)
- 8.B. Ordinances - First Reading (only if required by law)
- 8.C. Resolutions - Public Hearing (only if required by law)

**9. ORDINANCES AND RESOLUTIONS – NO PUBLIC HEARING REQUIRED**

- 9.A. Ordinances - First Reading
- 9.B. Resolutions
  - 9.B.1. **Resolution 2024-01**: Authorizes the City Manager to apply to the Florida Inland Navigation District (FIND) for a grant in the amount of \$300,000.00 for Salt Run Navigation Channel maintenance and dredging; and authorizes the entering into the Interlocal Agreement between the City and the St. Augustine Port, Waterway and Beach District. (*E. Walter, Grant Administration Coordinator*)

**10. STAFF REPORTS AND PRESENTATIONS**

- 10.A. Update on the Bridge of Lions intersection improvements. (*R. Franklin, Assistant City Manager*)
- 10.B. Public Works quarterly update. (*T. Grant, Director Public Works*)

**11. ITEMS BY CITY ATTORNEY**

**12. ITEMS BY CITY CLERK**

**13. ITEMS BY CITY MANAGER**

**14. ITEMS BY MAYOR AND COMMISSIONERS**

- 14.A. Discussion of the request by the Greater Fullerwood Neighborhood Association for approval for it to install a plaque in honor of former Mayor George Gardner in the Herbie & Annette Wiles Park on East Park Avenue. (*N. Sikes-Kline, Mayor and B. Blonder, Commissioner*)

**15. ADJOURN**



**NOTICES:** In accordance with Florida Statute 286.0105: "if a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she 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 (TDB) or 1-800-955-8770 (V) via Florida Relay Services. \*\*\*The City of St. Augustine encourages anyone wishing to present the invocation at city commission meetings to contact the City Clerk's office, to be placed on the rotation list, and encourages people of all religious affiliations or of no religious affiliation to present a non-denominational invocation to inspire us in the work of the City Commission. 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.

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**CONSENT AGENDA - JANUARY 8, 2024**

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**CA.1.** Preview of upcoming Commission meetings.

**CA.2.** **THE FOLLOWING ORDINANCES ARE TENTATIVELY SCHEDULED FOR SECOND READING ON JANUARY 22, 2024: NONE.**

**CA.3.** **Reminder of Upcoming Meetings:**

- January 19, 2024, 1:00pm, Public Art Committee Meeting
- January 22, 2024, 4:00pm, Community Redevelopment Agency Meeting
- January 22, 2024, 5:00pm, Regular City Commission Meeting
- February 12, 2024, 5:00pm, Regular City Commission Meeting
- February 26, 2024, 5:00pm, Regular City Commission Meeting

**CA.4.** **APPROVAL OF MINUTES FROM PRIOR COMMISSION MEETINGS:**

- Regular City Commission Meeting - December 11, 2023

**CA.5.** **RELEASES OF LIEN FOR UNIT CONNECTION FEE MORTGAGE(S):**

Code Enforcement Lien Release - 14 Poinciana Avenue - Gary Parks Estate

**CA.6.** **PROPOSED PROCLAMATIONS, CERTIFICATES OF APPRECIATION/RECOGNITION. (COMMISSION APPROVAL REQUIRED). (TO BE READ AT A SUBSEQUENT MEETING). NONE.**

**CA.7.** **NOTIFICATION OF PROCLAMATIONS/CERTIFICATES OF RECOGNITION ISSUED: NONE.**

*End Consent Agenda*

## Lucy Fountain

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**Subject:** FW: Poem for Commissioner Meeting Jan 8, 2024

Subject: Poem for Commissioner Meeting Jan 8, 2024

2024

a new year has lit the skies  
a glitter-filled year chock full of surprise gumdrops will pave the way  
to dreams come true  
candy canes packed snugly away till Santa makes his sleigh driven cruise once again  
till then there's babies to be born  
tasks to endure  
new lovers to hold onto  
moves to be had  
dreams to dream  
castles in the sand to build  
calories to be counted  
hips to diminish  
new jobs new promotions

oh 2024

the year of dreams come true  
the year our  
commissioners will go down in his-tor-ee!!  
more women than men assure work will be done  
in this the year 2024  
Our commissioners will commence  
they'll dig their manicured nails into the needs of their community  
securing our majestic views  
our pristine well-maintained roads  
our many miles of sand-filled beaches  
our beauteous waterways  
and the plethora of meaningful issues of their most vocal and well informed constituents

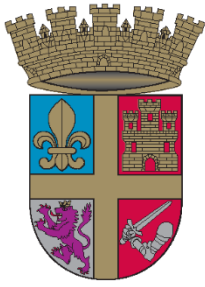
oh 2024

the year after the years following the pandemic that threatened humanity  
the year after the year of struggle for so many  
the year that will open new doors of promise  
the year of new vistas  
new accomplishments  
new opportunities  
new beginnings  
new imaginings...  
....the year 2024  
a year of history in the making  
the year Mayor Nancy Sikes-Kline, Vice-Mayor Roxanne Horvath, Commissioners Barbara Blonder, Cynthia Garris and  
Jim Springfield (the lone male who more than likely has to fight to get a word in)  
will make the year of our Lord, 2024, a year of jubilation and masterful success

©Norma Sherry

Poet Laureate for the City of St. Augustine January 8, 2024

Sent from my iPhone



Est. 1565

# City of St. Augustine

La Lealísima y Valerosa Ciudad de San Agustín de la Florida

## *PROCLAMATION*

*WHEREAS, human trafficking is the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of forced labor or sexual servitude; and*

*WHEREAS, victims of human trafficking are lured by false promises of employment, educational opportunities, false job promises, or even loving romantic relationships. The victims can be of any age, race, gender, sexual orientation, ethnicity, socioeconomic background, U.S. Citizens, permanent residents, and foreign nationals; and*

*WHEREAS, in 2019, Florida had the third highest number of human trafficking cases in the United States and, in November of 2020, nearly 200 people were arrested in a Florida human trafficking investigation on criminal charges which ranged from solicitation of prostitution to human trafficking of a minor; and*

*WHEREAS, aggressively identifying and prosecuting the buyers and sellers of trafficking victims is an effective strategy to end the commission of human trafficking; and*

*WHEREAS, assisting victims of human trafficking requires a coordinated community response among community groups, social services, schools, and law enforcement, and more awareness and education is crucial to eradicating human trafficking in our communities, state, and nation.*

***NOW THEREFORE,** the City Commission of the City of St. Augustine does hereby declare January 2024, as **Human Trafficking Awareness Month**, and urges all citizens to recognize our vital roles in ending all forms of modern slavery and to observe this month with appropriate programs and activities aimed at ending and preventing all forms of human trafficking.*

***IN WITNESS WHEREOF,** I hereunto set my hand and do cause the Seal of the City of St. Augustine to be affixed this 8th day of January in the year of our Lord two thousand twenty-four and the four hundred and fifty-eight year of the founding of St. Augustine, the Nation's Oldest City.*

2024-01

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Nancy Sikes-Kline, Mayor

*"Most Loyal and Valorous"*

*Title conferred upon the Presidio of St. Augustine by King Philip V of Spain, November 26, 1715*



Est. 1565

# City of St. Augustine

La Lealísima y Valerosa Ciudad de San Agustín de la Florida

## *❧* CERTIFICATE OF RECOGNITION *❧*

*Whereas, the St. Augustine Art Association (STAAA) celebrates the 100th anniversary of its founding on January 18 in 1924. Founded by Spanish explorers in 1565, St. Augustine, Florida, is the oldest continuously inhabited European-established settlement in the continental United States, making it our nation's first city; and,*

*Whereas, the STAAA is the 13th oldest, continually operating Art Association in the United States; and,*

*Whereas, the STAAA plays an integral role in preserving and promoting the artistic heritage of St. Augustine and has been described as the epicenter of the local art community. The STAAA Art Center is open year-round and is free to the public, welcoming roughly 10,000 visitors annually; and*

*Whereas, the STAAA gallery hosts exhibitions, workshops, classes, lectures and other art-related events. More than 1,000 artists of all backgrounds display their artworks during the gallery's season of juried exhibitions. These contemporary artists make up St. Augustine's present-day art colony; and*

*Whereas, the STAAA outreach programs serve many, including the blind, local public-school students, elder groups, community businesses and others all benefitting from the STAAA's user-friendly gallery in the heart of St. Augustine, we are pleased to recognize the STAAA for its contributions to our unique local culture, history and community.*

*Now, Therefore, the City Commission of the City of St. Augustine does hereby recognize **the 100<sup>th</sup> Anniversary of St. Augustine Art Association** and calls upon all citizens to join in the many special events and activities planned throughout the year.*

***IN WITNESS WHEREOF*** *I hereunto set my hand and do cause the Seal of the City of St. Augustine, Florida, to be affixed this 8th day of January in the year of our Lord two thousand and twenty-four, in the four hundred and fifty-eighth year of the founding of St. Augustine, the Nation's Oldest City.*

2024-01CR

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Nancy Sikes-Kline, Mayor

*"Most Loyal and Valorous"*

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## CITY OF ST. AUGUSTINE

### MEMORANDUM

TO: David Birchim, A.I.C.P.  
City Manager

DATE: December 28, 2023

RE: Agenda Item for January 8, 2024, Commission Meeting;  
Adoption of Ordinance 2023-32 amending the City of St. Augustine Historic Area  
Transportation and Parking Community Redevelopment Plan. Second Reading and  
Public Hearing

The Neighborhood Services and Community Redevelopment Agency (CRA) Manager is asking that this item be placed on the January 8, 2024, City Commission Meeting Agenda under Ordinances and Resolutions- Public Hearing Required, to be presented by Jaime D. Perkins, Neighborhood Services and CRA Manager.

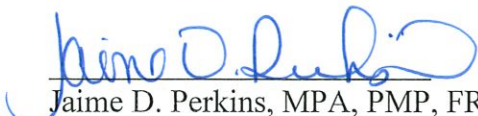
Attached please find a draft of Ordinance 2023-32 inclusive of "Exhibit A", the Historic Area Community Redevelopment Area (HACRA) Plan Amendment. I am also including the Business Impact Estimate, which as of October 1, 2023, per state statute is required to be published prior to advertising the aforementioned ordinance. During the Monday, December 11, 2023, St. Augustine City Commission regular meeting, the Commission moved to approve Ordinance 2023-32, First Reading. First Reading of Ordinance 2023-32 was approved with a unanimous voice vote.

#### **Recommendation | Action Item:**

Staff recommends that the Mayor and Commissioners open a duly noticed public hearing and allow the Second Reading of Ordinance 2023-32 and formally adopt Ordinance 2023-32, officially modifying the Historic Area Transportation and Parking Community Redevelopment Plan, which following the proposed adoption will be referred to as the Historic Area Community Redevelopment Area (HACRA) and extending the operational timeframe.

Your attention to this matter is appreciated. I am available to answer any questions you may have.

Regards,



Jaime D. Perkins, MPA, PMP, FRA-RA  
Neighborhood Services & CRA Manager

cc: Assistant City Managers, City Attorney, & Department Directors

#### Attachments:

Business Impact Estimate, Ordinance 2032-32, "Exhibit A"- HACRA Plan Amendment





## **Business Impact Estimate Form**

This Business Impact Estimate Form is provided to document compliance with and exemption from the requirements of section 166.041(4), Florida Statutes. If one or more boxes are checked below under "Applicable Exemptions", this indicates that the City has determined that Sec. 166.041(4), Fla. Stat., does not apply to the proposed ordinance and that a business impact estimate is not required by law. If no exemption is identified, a business impact estimate required by section 166.041(4), Florida Statute will be provided in the "Business Impact Estimate" section below. In addition, even if one or more exemptions are identified, the City may nevertheless choose to provide information concerning the proposed ordinance in the "Business Impact Estimate" section below. This Business Impact Estimate Form may be revised following its initial posting.

### **Proposed Ordinance Title/Reference:**

**Ordinance No. 2023-32.** An ordinance of the City Commission of the City of St. Augustine, St. Johns County, Florida, pertaining to the City of St. Augustine Community Redevelopment Agency, adjusting the Community Redevelopment Agency's operational timeframe; modifying the St. Augustine Historic Area Community Redevelopment Plan and extending the time certain in the redevelopment plan; providing for severability; providing for repeal of ordinances or parts of ordinances in conflict herewith; providing for an effective date.

### **Applicable Exemptions:**

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:

**Note:** The City's provision of information in the Business Impact Estimate section below, notwithstanding an applicable exemption, shall not constitute a waiver of the exemption or an admission that a business impact estimate is required by law for the proposed ordinance. The City's failure to check one or more exemptions below shall not constitute a waiver of the omitted exemption or an admission that the omitted exemption does not apply to the proposed ordinance under Section 166.041(4), Florida Statute, Sec. 166.0411, Fla. Stat., or any other relevant provision of law.



**Business Impact Estimate:**

- 1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):**

The 2024 St. Augustine Historic Area Community Redevelopment Plan serves the public health, safety, morals and welfare of the City of St. Augustine as it amends and restates the 2000 St. Augustine Historic Area Transportation and Planning Community Redevelopment Area Community Redevelopment Plan. The 2024 Historic Area Community Redevelopment Plan continues to address statutory conditions identified in the original Plan by focusing on transportation and parking needs while concentrating on mobility and support of a multimodal transportation system. The five Strategic Goals of the Plan are mobility, parking, open space, redevelopment, and resiliency and all are intended to adhere to the benefit of residents, visitors, and those entities lying within the redevelopment area's geographic boundaries.

- 2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City of St. Augustine Historic Area Community Redevelopment Area, if any:**
  - (a) An estimate of direct compliance costs that businesses may reasonably incur;**
  - (b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and**
  - (c) An estimate of the [City's/Town's/Village's] regulatory costs, including estimated revenues from any new charges or fees to cover such costs.**

The 2024 St. Augustine Historic Area Community Redevelopment Plan implements public capital and infrastructure projects designed to improve the CRA geography, to address conditions of slum and blight, and to benefit CRA businesses. There are **a)** no compliance costs; **b)** no additional charges/fees; and **c)** no regulatory costs associated with the adoption of the Plan.

- 3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:**

All businesses located within the boundaries of the 2024 St. Augustine Historic Area Community Redevelopment Plan are intended to benefit from the Plan's scheduled public capital and infrastructure projects and implementation of the Plan's strategic goals.

- 4. Additional information the governing body determines may be useful (if any):**

Community Redevelopment Areas are established to promote economic development, reinvestment in communities, improve commercial corridors and promote business

development. With more than 220 thriving CRA's in Florida, data shows that businesses within CRA boundaries are positively impacted.

## ORDINANCE NO. 2023-32

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF ST. AUGUSTINE, ST. JOHNS COUNTY, FLORIDA, PERTAINING TO THE CITY OF ST. AUGUSTINE COMMUNITY REDEVELOPMENT AGENCY, ADJUSTING THE COMMUNITY REDEVELOPMENT AGENCY'S OPERATIONAL TIMEFRAME; MODIFYING THE ST. AUGUSTINE HISTORIC AREA COMMUNITY REDEVELOPMENT PLAN AND EXTENDING THE TIME CERTAIN IN THE REDEVELOPMENT PLAN ; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith; PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Florida legislature enacted the Community Redevelopment Act of 1969 (Part III of Chapter 163, Florida Statutes), in order to provide certain redevelopment powers to eligible municipalities and counties; and

**WHEREAS**, by Resolution 2000-22 enacted by the City Commission on November 29, 2000, the City Commission made findings that statutory blight conditions existed and created the Historic Area Transportation and Parking Community Redevelopment Area of the City of St. Augustine, Florida; and

**WHEREAS**, by Ordinance 2000-45 enacted by the City Commission on December 28, 2000, the City Commission created the Historic Area Transportation and Parking Community Redevelopment Agency, naming the city commissioners as members of that Agency; and

**WHEREAS**, by Ordinance 2013-06 enacted by the City Commission on April 8, 2013, the City Commission renamed the Historic Area Transportation and Parking Community Redevelopment Agency to the St. Augustine Community Redevelopment Agency, and identified two separate designated areas, affirming and renaming the Historic Area and Transportation Planning Community Redevelopment Area and creating the Lincolnville Community Redevelopment Area; and

**WHEREAS**, the City Commission confirms its findings of the existence of parking and transportation blight within the City's Historic District; designated portions of the City's Historic District as the Historic Area Transportation and Planning Community Redevelopment Area and determined that the rehabilitation, conservation or redevelopment, or a combination thereof, of the Historic Area Transportation Planning Community Redevelopment Area is necessary in the interest of public health, safety, and welfare of the residents of the City; and

**WHEREAS**, the City Commission appointed itself to be the Community Redevelopment Agency to carry out the redevelopment of the Historic Area Transportation and Planning Community Redevelopment Area; and

**WHEREAS**, by Resolution No. 2000-27 enacted by the City Commission on December 11, 2000, the City Commission of the City of St. Augustine at a duly noticed public hearing adopted the Historic Area Transportation and Parking Community Redevelopment Area Plan; and

**WHEREAS**, by Ordinance No. 2000-46 on December 28, 2000, the City Commission provided for the funding of a Redevelopment Trust Fund for community redevelopment within the Historic Area Transportation and Parking Community Redevelopment Area in accordance with the Historic Area Transportation and Parking Community Redevelopment Plan (the "Plan"), including any amendments or modifications thereto, as provided in Section 163.387, Florida Statutes; and

**WHEREAS**, in 2019, the Florida Legislature created section 163.3755 of the Redevelopment Act which provides that a community redevelopment agency in existence on October 1, 2019, shall terminate on the expiration date provided in the agency's charter on October 1, 2019, or on September 30, 2039, whichever is earlier, unless the governing body of the municipality that created the community redevelopment agency approves its continued existence by a majority vote of the members of the governing body; and

**WHEREAS**, in 2022, the City of St. Augustine sought to further address documented conditions of blight present in the Historic District and retained Inspire Placemaking Collective to prepare an update to the Historic Area and Transportation Planning Community Redevelopment Plan and extend the operational timeframe of said Plan; and

**WHEREAS**, the *2024 Historic Area Community Redevelopment Plan* was updated to reflect the existing CRA conditions, and additional capital projects and redevelopment programming through the CRA's modified operational timeframe of January 8, 2054, which is not later than 30 years after the fiscal year in which the Historic Area and Transportation Planning Community Redevelopment Plan is to be amended; and

**WHEREAS**, the *2024 Historic Area Community Redevelopment Plan* was presented to the St. Augustine Community Redevelopment Agency at its October 23, 2023, meeting to solicit public input and comment from the Community Redevelopment Agency; and

**WHEREAS**, the St. Augustine Community Redevelopment Agency recommended approval and provided direction to CRA Administration to initiate the adoption process of the *2024 Historic Area Community Redevelopment Plan*; and

**WHEREAS**, the *2024 Historic Area Community Redevelopment Plan* was presented to the St. Augustine Planning and Zoning Board, that acts as the City's Local Planning Agency (LPA), at its November 7, 2023, meeting for review and a determination of consistency with the City's adopted Comprehensive Plan; and

**WHEREAS**, the St. Augustine Planning and Zoning Board determined that the proposed *2024 Historic Area Community Redevelopment Plan* is consistent with the Goals, Objectives and Policies of the City's adopted Comprehensive Plan; and

**WHEREAS**, the St. Augustine Community Redevelopment Agency reported to each taxing authority the proposed modification to extend the time certain set forth in the redevelopment plan consistent with Section 163.361(3)(a), Florida Statutes; and

**WHEREAS**, the St. Augustine City Commission has caused a public notice to be published and a notice mailed to each taxing authority as required by Section 163.346, Florida Statutes,

and a public hearing to be noticed, scheduled, and held as required by Section 163.361 (2), Florida Statutes.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF ST. AUGUSTINE, ST. JOHNS COUNTY, FLORIDA AS FOLLOWS:**

SECTION 1. The operational timeframe of the St. Augustine Community Redevelopment Agency is hereby extended until the end of the fiscal year 2054-2055.

SECTION 2. That the St. Augustine Historic Area and Transportation Planning Community Redevelopment (CRA) Area, Plan, and Trust Fund shall be renamed to the St. Augustine Historic Area for ease of reference, and that there still exists a blighted area or areas in the St. Augustine Historic Area Community Redevelopment Area, to which the rehabilitation, conservation or redevelopment, or a combination thereof, is necessary in the interest of public health, safety, and welfare of the residents of the City.

SECTION 3. The *2024 Historic Area Community Redevelopment Plan* update has been completed in accordance with Chapter(s) 163.361 & 163.362, Florida Statutes.

SECTION 4. The *2024 Historic Area Community Redevelopment Plan* update identifies catalytic public investments, public improvements, and strategies to address the aforementioned conditions of blight and provides guidance and direction for the St. Augustine Community Redevelopment Agency activities and programs.

SECTION 5. The City Commission hereby finds, determines, and declares that the proposed *2024 Historic Area Community Redevelopment Plan* conforms to the adopted Comprehensive Plan of the City of St. Augustine as a whole.

SECTION 6. The City Commission does hereby adopt the St. Augustine Community Redevelopment Agency's updated *2024 Historic Area Community Redevelopment Plan* for the Historic Area Community Redevelopment Area and authorizes and directs the Community Redevelopment Agency to proceed with the implementation of the Plan.

SECTION 7. Upon adoption of the *2024 Historic Area Community Redevelopment Plan*, the time certain for completing all redevelopment financed by increment revenues for the Plan will extend through January 8, 2054, or no later than 30 years after the fiscal year in which the plan is amended, whichever is later, consistent with Section 163.362(10), Florida Statutes.

SECTION 8. This ordinance shall become effective immediately upon passage, pursuant to Section 166.041(5), Florida Statutes.

**PASSED** by the City Commission of St. Augustine, Florida, this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

Nancy Sikes-Kline, Mayor-Commissioner

ATTEST:

Darlene Galambos, City Clerk  
(SEAL)

**Exhibit A**

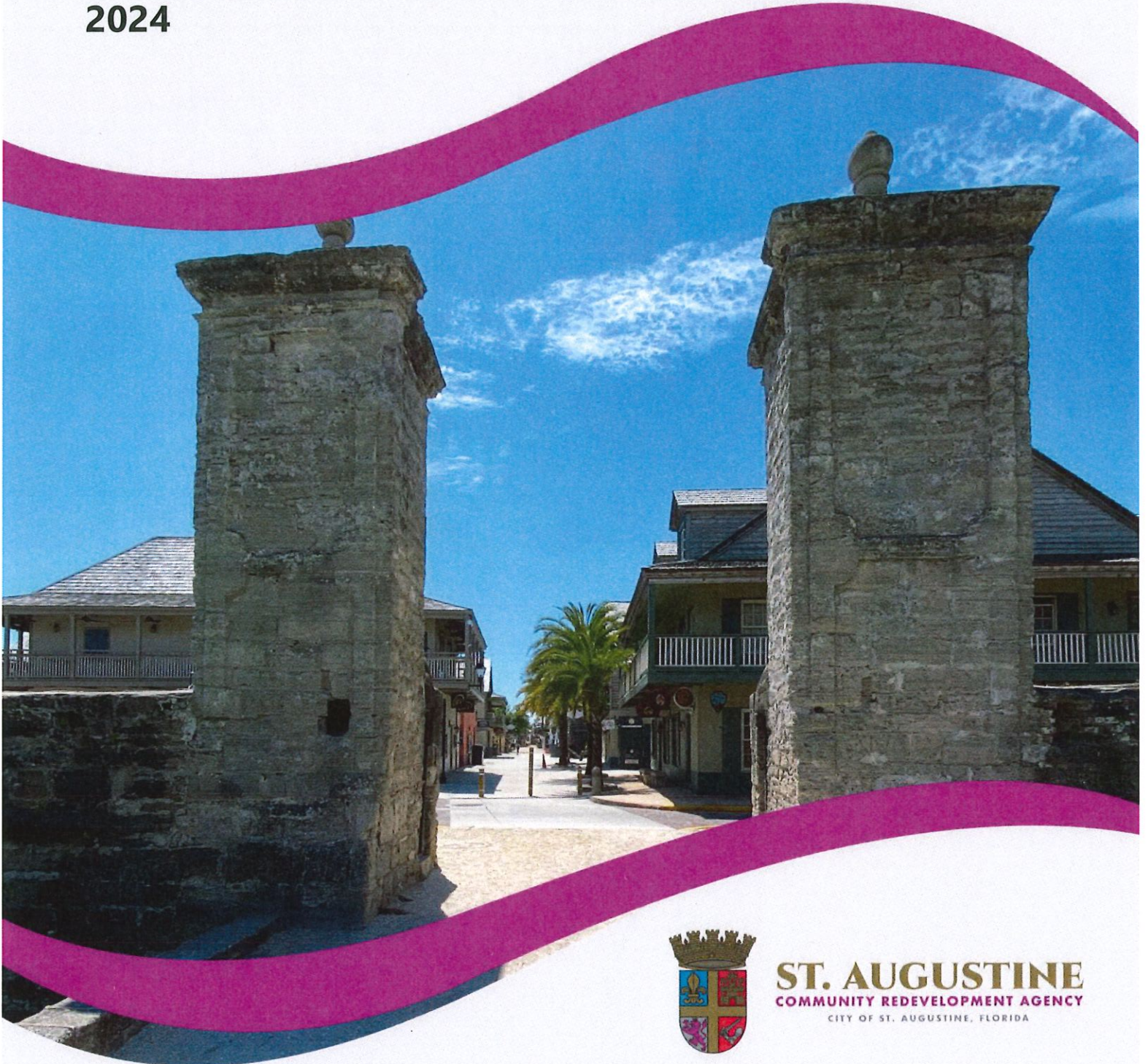
**Amended 2024 St. Augustine Historic Area Community Redevelopment Plan**



**HISTORIC AREA**

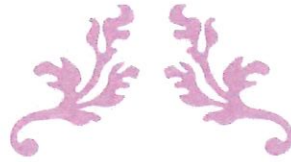
# **COMMUNITY REDEVELOPMENT PLAN AMENDMENT**

**2024**



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA





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## PLAN CONTRIBUTORS

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### COMMUNITY REDEVELOPMENT AGENCY

Mayor Nancy Sikes-Kline

Vice Mayor Roxanne Horvath

Commissioner Barbara Blonder

Commissioner Cynthia Garris

Commissioner Jim Springfield

### CITY OF ST. AUGUSTINE

David Birchim, A.I.C.P., City Manager

Reuben Franklin, P.E., Assistant City Manager

Jaime D. Perkins, MPA, PMP, FRA-RA, Neighborhood Services & CRA Manager

### CONSULTANT



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# Introduction

# 01



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## INTRODUCTION

Under Florida Statute (Chapter 163, Part III), local governments can designate targeted areas as Community Redevelopment Areas (CRAs) to address conditions of "slum" and "blight" within that area. To document that the required conditions exist, the local government must evaluate the proposed redevelopment area and prepare a Finding of Necessity. If the Finding of Necessity determines that conditions satisfy the definitions of "slum and blight" per Section 163.340 (7), the local government may create a Community Redevelopment Area. Examples of conditions include but are not limited to: *the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking.*

CRAs are dependent special districts that utilize Tax Increment Financing (TIF) to fund projects undertaken within the district. TIF revenue is generated by the increase of property values within the designated CRA. CRAs are not overseen by the state or local government, however, any activities undertaken must be in the CRA's approved Community Redevelopment Plan. Community Redevelopment Plans must be consistent with local government Comprehensive Plans and outline all of the projects which may be employed to foster and support economic development and redevelopment in the CRA. Ultimately, the Community Redevelopment Agency will determine which projects and programs are implemented. Thus, some of the projects and programs may not come to fruition, however, in order to be considered, they must be identified in the Community Redevelopment Plan.

Established on December 11, 2000, by the City of St. Augustine City Commission (Ordinance No. 2000-46), the St. Augustine Historic Area Transportation and Parking Community Redevelopment Area (herein referred to as "HACRA") had a centralized goal of addressing transportation and parking blight.

The conditions and needs of the land parcels incorporated into the HACRA included a poor relationship between the HACRA streets with those of the other parts of the City, inadequate parking facilities, and a transportation network that didn't have the capacity to accommodate the area's traffic flow.



The 2024 St. Augustine Historic Area Community Redevelopment Plan amends and restates the 2000 St. Augustine Historic Area Transportation and Parking Community Redevelopment Area Community Redevelopment Plan. The 2024 Historic Area Community Redevelopment Plan continues to address statutory conditions identified in the HACRA by focusing on transportation and parking needs while concentrating on mobility and support of a multimodal transportation system.

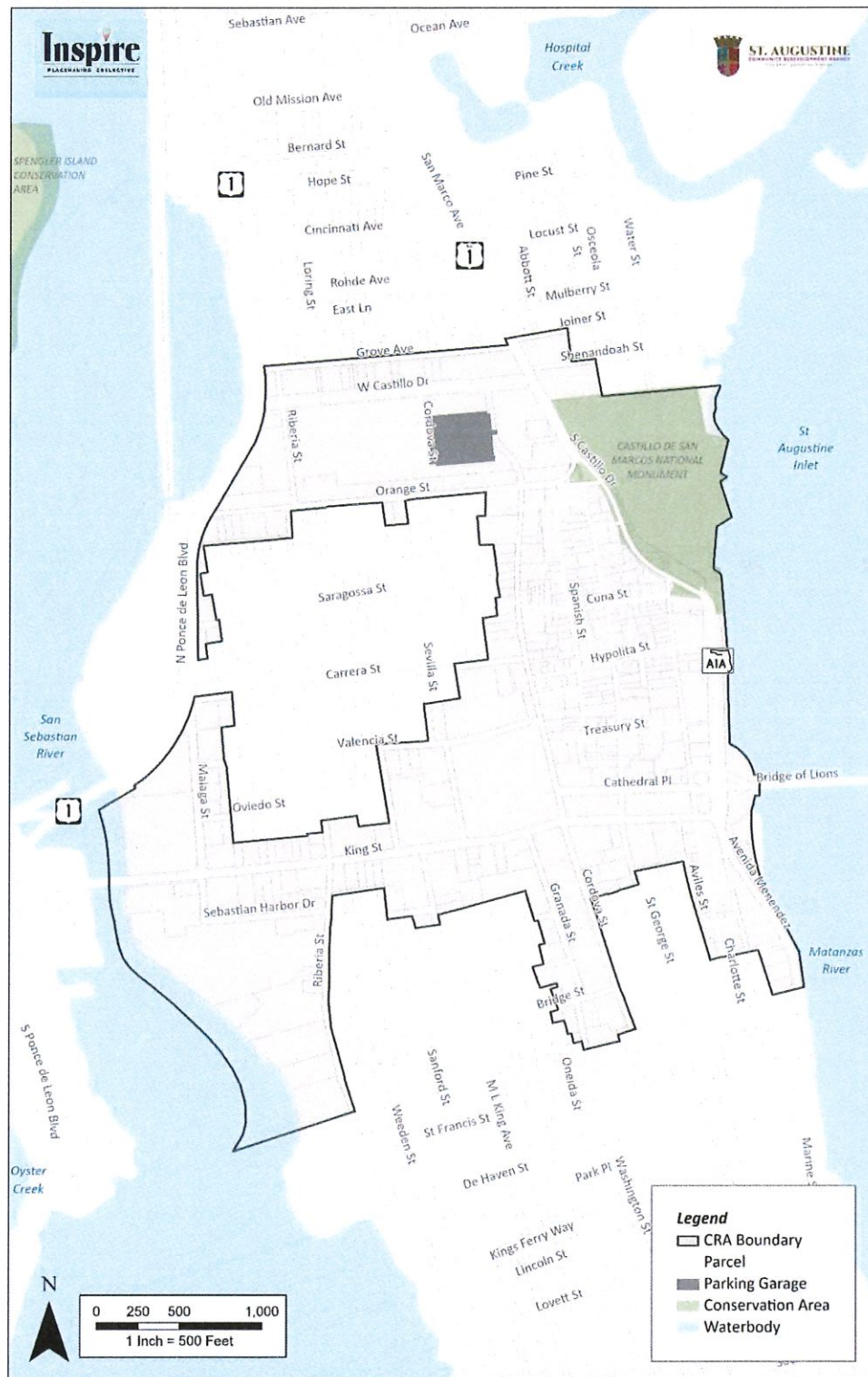
## STATEMENT OF HISTORIC PRESERVATION

As part of the mission and goals outlined in the following HACRA Community Redevelopment Plan Update, it should be acknowledged that the City of St. Augustine Community Redevelopment Agency emphasizes the protection and preservation of the historic character of the City of St. Augustine, and all projects, programs, and redevelopment planning goals identified herein will consider historic preservation a critical priority upon implementation.



*HACRA – Charlotte/Cuna Street looking west*

### Figure 1. St. Augustine HACRA Boundaries



Source(s): St. Johns Property Appraiser, City of St. Augustine, FGDL, Inspire, 2022



# History & Background

# 02



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## HISTORY AND BACKGROUND

St. Augustine is the oldest city in the United States and the HACRA's background and history is steeped in the events, influences, and remaining structures of the Spanish long-term occupation of Florida. On September 8, 1565, Don Pedro Menéndez de Avilés of Spain arrived on the shores of Florida and today the City of St. Augustine is recognized as the oldest settlement of European and African-American origin in the United States.



*HACRA – Castillo de San Marcos*

The following timeline was developed using insight from local historians regarding significant moments in St. Augustine's history. The featured events are intended to provide a snapshot of the historical legacy of St. Augustine and the HACRA.



# ST. AUGUSTINE

## 16<sup>th</sup> CENTURY

**ARRIVAL** The history of St. Augustine, like the history of all modern Florida cities begins with the recognition of the native people, with archeological evidence dating back 12,000 years. The Timucua cultures were present in the region during the period of initial European arrival in the 16<sup>th</sup> century.

**1565** On September 8, 1565, Don Pedro Menéndez de Avilés of Spain arrived on the shores of Florida and today the City of St. Augustine is recognized as the oldest continuously occupied European settlement in the United States.

**1573** King Phillip II issued "Ordinances for the Laying Out of New Cities, Towns or Villages", which provided instructions for the design of colonial settlements. St. Augustine was designed accordingly, organized by a centrally located main plaza and a grided street network.

## 17<sup>th</sup> CENTURY

**1672** Construction of the Castillo de San Marcos begins and was brought to completion late in the century.

## 18<sup>th</sup> CENTURY

**1702** St. Augustine is attacked by British forces from the Carolinas. The British troops failed to capture the fort and subsequently burned the town and retreated.

**1738** The first legally sanctioned free community of former slaves, Gracia Real de Santa Teresa de Mose, was established as part of the presidio's northern defenses. It became the focal point of the first Underground Railroad which ran from the British colonies south to Spanish Florida, where the possibility of freedom existed. Fort Mose is now recognized as a National Historic Landmark.

**1740** Another failed British attack on St. Augustine; mounted by the Governor of the British colony of Georgia, General James Oglethorpe.

## 18<sup>th</sup> CENTURY

**1763** The Treaty of Paris ended the French and Indian War, giving "Spanish Florida", including St. Augustine, to the British.

**1765** America's pioneer botanist John Bartram and his son William come to Florida to explore the plant life of the new British colony. William's later book on his travels to St. Augustine was published in 1791 and remains in print more than two centuries later, having had a monumental international impact. The Bartram Gardens, in their hometown of Philadelphia (where they were friends of Benjamin Franklin) is a National Historic Landmark.

**1775** Revolutionary War begins, St. Augustine serving as a Loyalist (pro-British) colony during the American Revolutionary War.

**1777** Settlers from the Mediterranean relocate to St. Augustine from a failed colony in New Smyrna. The group becomes known as Minocrans by the second generation, reflective of the settlers who came from the western Mediterranean island of Minorca.

**1783** A second Treaty of Paris (1783) ends the Revolutionary War, acknowledges the existence of the United States as a nation, and returns Florida to Spain as a reward for Spanish assistance to the Americans in their war against England.

## 19<sup>th</sup> CENTURY

**1821** The Adams-Onís Treaty turned over the Spanish colonies of East and West Florida, including St. Augustine to the United States.

**1823** Joseph Hernandez, a St. Augustinian of Minorcan ancestry, becomes the first Hispanic member of the U.S. House of Representatives, as Territorial Delegate from Florida.

**1835-1842** Seminole War grips Florida. In 1837 the Seminole leader Osceola is captured under a flag of truce and held at the Castillo until sent off to South Carolina where he dies. Recognized as a dishonorable episode in American history.

## 19<sup>th</sup> CENTURY

**1861** The Civil War begins. Florida joined the Confederacy, but the United States government Union troops quickly occupied St. Augustine and remained in control of the city throughout the four-year long war.

**1862** Slaves in St. Augustine are called together at "Liberation Lot" (across from modern day City Hall) and read the Emancipation Proclamation by a Union officer appropriately named Liberty K. Billings.

**1865** After the war, land was leased to freed slaves on what was then the west bank of Maria Sanchez Creek. Initially called Africa, the settlement later became Lincolnville and is today listed in the National Register of Historic Places.

**1874** Completion of the Anastasia Island Lighthouse, replacing Florida's first lighthouse, which had been destabilized by the ocean and eventually collapsed in 1880.

**1885** Henry Flagler, a former partner of John D. Rockefeller in the Standard Oil Company, decides to create a winter resort for wealthy Americans in St. Augustine. Flagler purchases the Jacksonville, St. Augustine, and Halifax railroads, which ultimately become the beginning of the Florida East Coast Railway, connecting the City to the established and wealthy cities of the east coast.

**1888-1889** Three flagship hotels are established. Flagler first opened the Hotel Ponce de Leon (now Flagler College) and later the Hotel Alcazar (now the Lightner Museum/City Hall). Franklin W. Smith opened the Casa Monica Hotel but quickly sells to Flagler, under financial duress, within the same year.

**1880-1920s** Several American presidents, including Chester Arthur, Grover Cleveland, William McKinley, Theodore Roosevelt, Warren Harding and Franklin Delano Roosevelt, visit St. Augustine during its heyday as "The Winter Newport".

## 20<sup>th</sup> CENTURY

**1913** Henry Flagler dies in Palm Beach at 83, shortly after extending his railroad line all the way to Key West. He is buried in the domed mausoleum at Memorial Presbyterian Church in St. Augustine.



## 20<sup>th</sup> CENTURY



**1918** St. Augustine gets its first college when the Florida Baptist Academy moves here from Jacksonville to become Florida Normal and later Florida Memorial College. Among its faculty members was the famous Black novelist and anthropologist Zora Neale Hurston who is celebrated by both a park, and by a historic marker at her former home, 791 West King Street.

**1920s** Wild years of the Florida Land Boom, where even garbage dumps were divided up and sold, sight-unseen, to unwitting buyers around the country. The collapse of the boom in 1926 was a warning of the Great Depression soon to hit the rest of the country. St. Augustine's largest development of the time was Davis Shores, on Anastasia Island across from downtown.

**1927** Completion of the Bridge of Lions, known as "The Most Beautiful Bridge in Dixie."

**1930s** The Great Depression that covered the country had its local reflection in the closure of Flagler's elegant Cordova and Alcazar Hotels, but also in New Deal building projects that gave us the Visitors Center, Government House (originally the post office), the airport, and the county fairgrounds.

**1936** Mayor Walter B. Fraser issues a Restoration Declaration and calls for a committee to investigate the possibility of protecting the history and character of the City.

**1942-1945** During World War II, the Hotel Ponce de León is leased as a facility to the U.S. Coast Guard for training purposes.

**1948** Otto Lightner, publisher of the widely circulated *HOBBIES* magazine, acquires the long-closed Alcazar Hotel to be used as a museum for his collections, which he moves down from Chicago. The resulting Lightner Museum has sometimes been called "The Smithsonian of the South."

## 20<sup>th</sup> CENTURY

**1958** Governor LeRoy Collins calls together representatives from St. Augustine and Tallahassee to develop a restoration plan for the nation's oldest city. From these meetings, the St. Augustine Historical Restoration and Preservation Commission is established.

**1963** Vice President Lyndon B. Johnson visits St. Augustine and stays at the Hotel Ponce de León during his visit to launch the 400th anniversary. His plans to hold a banquet to be attended by whites only leads to a major confrontation with the civil rights movement, led by Dr. Robert Hayling, a local Black dentist.

**1964** Dr. Martin Luther King travels to St. Augustine to advance Civil rights efforts and is arrested for trespassing when he and others attempted to eat at a restaurant with a whites-only policy. He spends one-night in the old St. Johns County Jail (now the Detention Center Annex). The demonstrations in St. Augustine led directly to the passage of the landmark Civil Rights Act of 1964. Dr. King went from St. Augustine to the White House for the signing of the law, and soon after was awarded the Nobel Peace Prize. It was the Ancient City's greatest encounter with modern history, and many of its participants still live here.

**1968** The Ponce de Leon Hotel closed its doors and opened a new chapter as Flagler College. Over the next half century it would grow to several thousand students occupying many landmark buildings.

**1999** Richard Kessler opens a restored "Casa Monica Hotel" during the winter of 1999.

## 21<sup>st</sup> CENTURY

**2000** The St. Augustine City Commission establishes the Historic Area Transportation and Parking Community Redevelopment Area.

**2006** The St. Augustine Downtown Parking Garage and Visitor's Center is completed.

## 21st CENTURY



**2007** Chapter 267.1735 F.S. was enacted to provide for contracting with the University of Florida to assume management responsibilities for certain historic properties located in St. Augustine, Florida.

**2015** St. Augustine's 450<sup>th</sup> Anniversary is celebrated. Festivities included fireworks, concerts and a visit from King Felipe VI and Queen Letizia of Spain.

**2017** City adopts a Strategic Plan with the stated Purpose: "To develop a mobility and growth plan stemming from the rise in overall traffic caused by growth of our regional population and increased tourism. Residents are increasingly frustrated by traffic congestion, lack of parking, and a decrease in "livable" quality. This is a long-term commitment to urban improvement with no easy solutions."

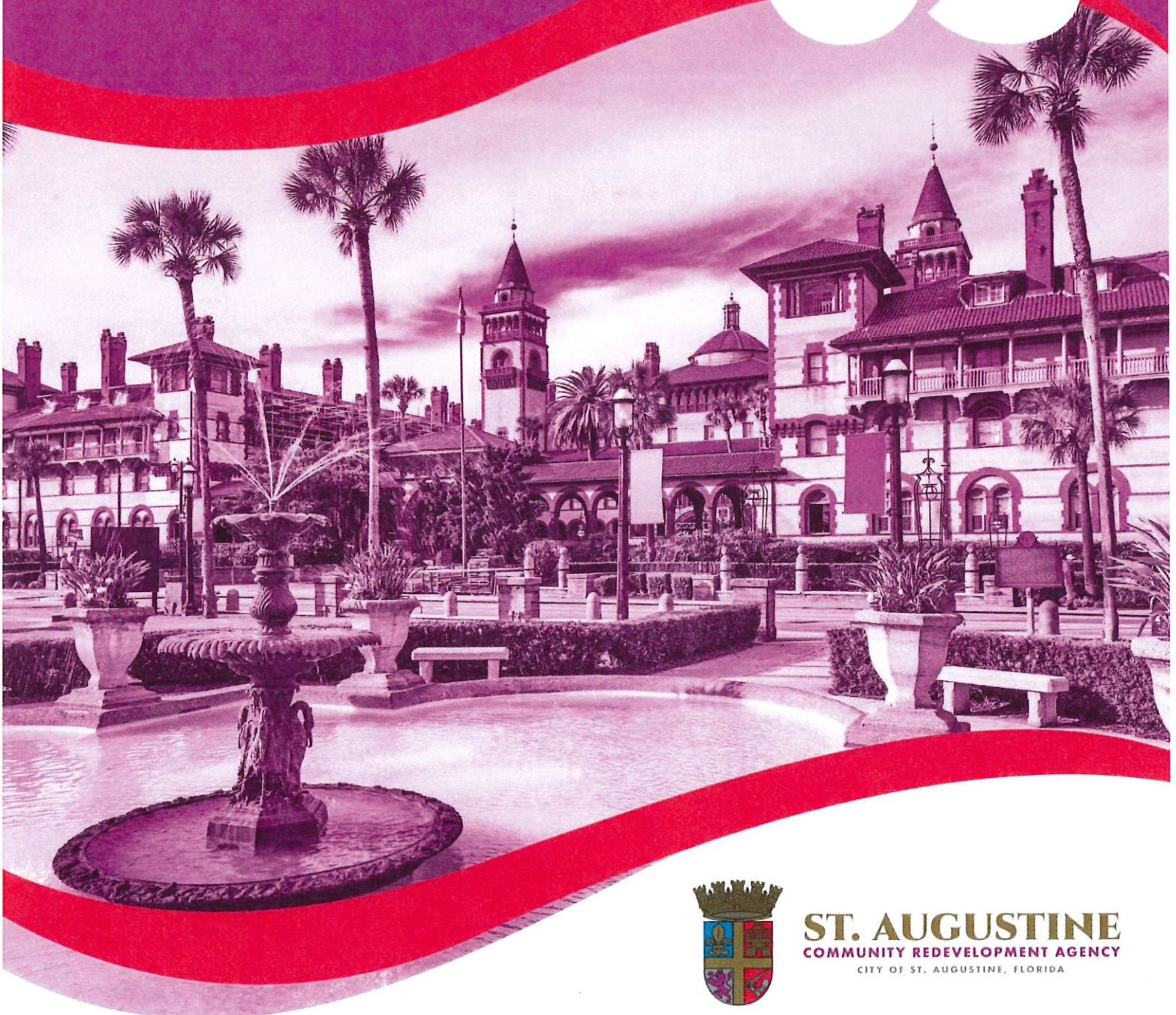
**2018** City approves the Historic Preservation Master Plan. The Master Plan identifies ways to respond to challenges associated with redevelopment pressures, flooding from storm events and sea-level rise, and similar hazards.

**2022** The St. Augustine City Commission unanimously approves an agreement with Florida Department of Transportation (FDOT) to retake ownership of King Street, Cathedral Place and a portion of Cordova Street contingent upon the reimbursement for the redesign and construction of the street.



# Existing Conditions

# 03



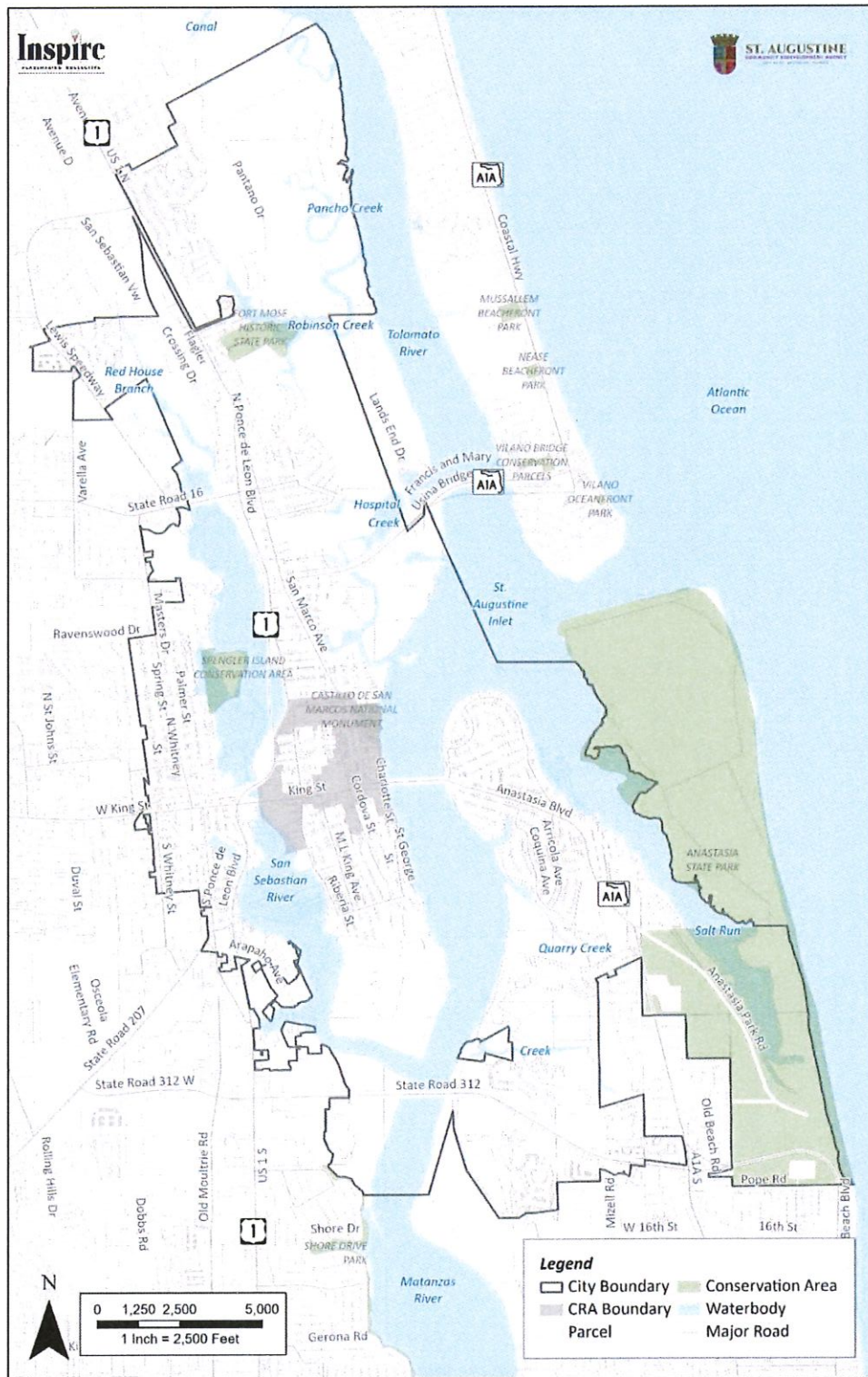
**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## EXISTING CONDITIONS

The focus of the HACRA is to improve mobility, including pedestrian, bicycle and traffic movement while enhancing safety and the overall experience for all users. Over 6 million tourists visit St. Augustine each year. In addition to the thousands of daily visitors, parking and transportation systems must consider residents, businesses, and other regular users. The outcome of HACRA initiatives is expected to accommodate vehicular traffic while also emphasizing and encouraging automobile alternatives and a more walkable downtown. The strategic development of parking around the HACRA in areas adjacent to pedestrian-intended areas is desired to improve mobility, reduce auto congestion and support a multimodal transportation system. The following section examines the existing conditions of the HACRA. The existing conditions guide redevelopment strategies and projects planned for the HACRA.

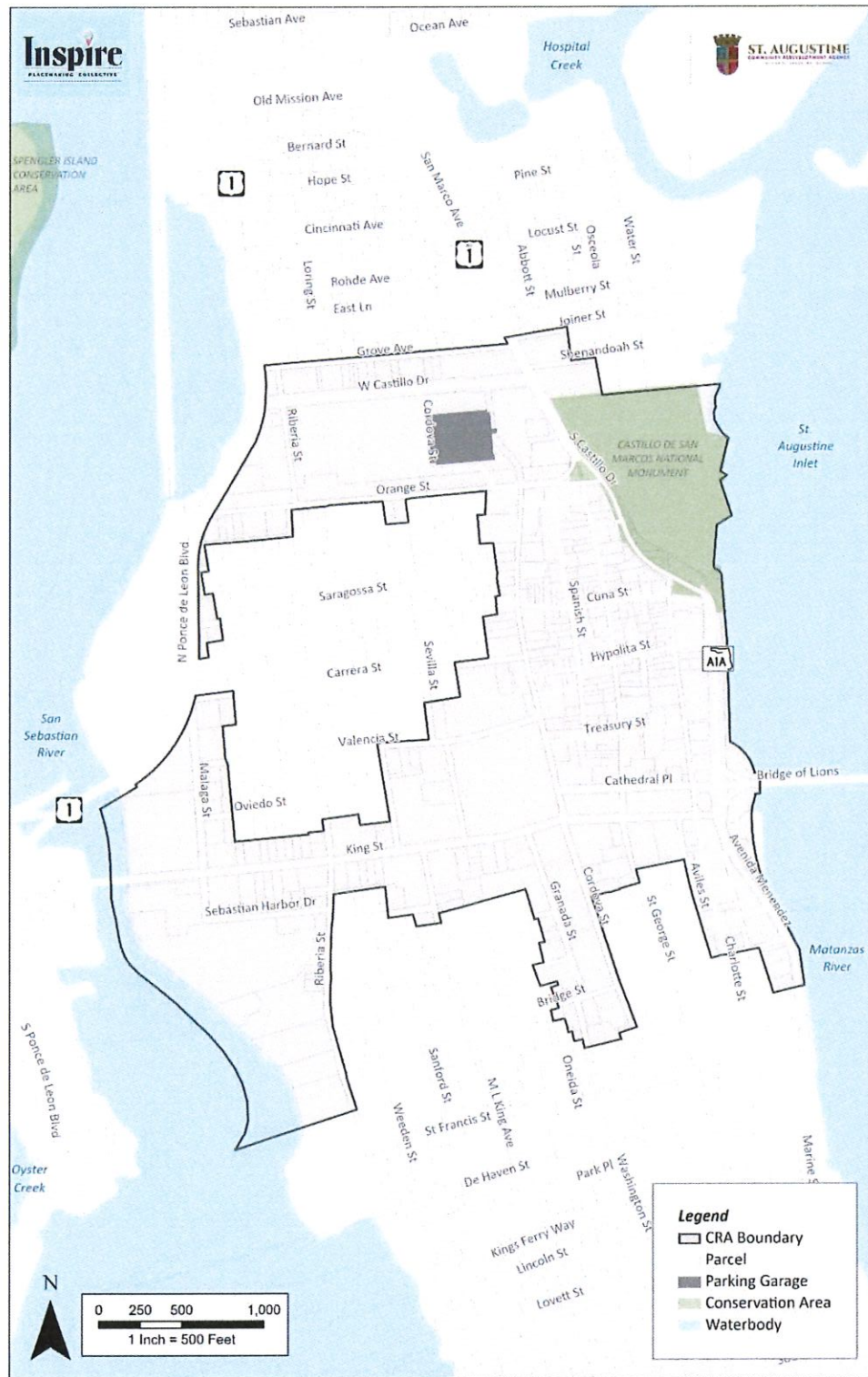
**Figure 2. City of St. Augustine**



Source(s): St. Johns Property Appraiser, City of St. Augustine, FGDL, Inspire, 2022



**Figure 3. HACRA Boundary**



Source(s): St. Johns Property Appraiser, City of St. Augustine, FGDL, Inspire, 2022

## REDEVELOPMENT AREA ANALYSIS

### *History & Background*

The HACRA includes a mixture of homes, businesses, and community institutions. It is supported by a strong tourism economy that is generated by the City's numerous historic and cultural resources. Major historic site tourist attractions are located within the HACRA, including the Castillo de San Marcos National Monument which is the oldest masonry fort in the continental United States.



Castillo de San Marcos National Monument



Flagler College



### ***Cultural Resources (Historic Properties)***

While Castillo de San Marcos is the most prominent historic feature in the HACRA, the HACRA contains numerous other cultural and historic property resources. Cultural resources or historic properties are defined by the National Historic Preservation Act (NHPA) of 1966 and governed by federal and state regulations. The summary of cultural resources / historic properties within the HACRA are listed in **Table 1**.

**Table 1. Cultural Resources (Historic Properties)**

| <b>Cultural Resources</b>         | <b>Quantity</b> |
|-----------------------------------|-----------------|
| Structures (Individual Listings)  |                 |
| Surveyed                          | 385             |
| National Register                 | 17              |
| Eligible for Listing              | 15              |
| Bridges                           |                 |
| Surveyed                          | 3               |
| National Register                 | 1               |
| Resource Groups                   |                 |
| Surveyed                          | 11              |
| National Register                 | 6               |
| Cemeteries                        |                 |
| Surveyed                          | 6               |
| National Register                 | 1               |
| Total National Register Resources | 25              |
| Local Landmarks                   | 2               |
| <b>Total Resources</b>            | <b>27</b>       |

Source(s): SHPO 2023

### ***Historic Structures Individually Listed on the National Register***

- St. Augustine Civic Center (Visitor Information Center) (#1 on Figure 4)
- Castillo de San Marcos (#2)
- Avero House (#3)
- Rodriguez Avero Sanchez House (#4)
- Grace United Methodist Church (#5)
- Cathedral of St. Augustine (#6)
- Hotel Ponce De Leon (#7)
- Markland (#8)
- Government House (#9)
- Constitution Obelisk (#10)
- St. Augustine Miniature Golf Course (#11)



- Lindsley (Horrutiner) House (#12)
- Villa Zorayda Museum (#13)
- Xavier Lopez House (#14)
- Solla-Carcaba Building (#15)
- Alcazar Hotel (#16)
- The Record Building (#17)

The Historic Area Community Redevelopment Area has six historic districts listed on the National Register of Historic Places (NRHP). When these districts are listed, contributing structures are also listed on the NRHP as part of the process.

### ***Historic Cemeteries on the National Register***

The Huguenot Cemetery (St. Augustine Public Burying Ground), established circa 1821, was listed on the National Register of Historic Places on July 23, 2021. The cemetery is located on the corner of A1A and Orange Street.

### ***Local Register***

The City of St Augustine designated five historic districts through the creation of zoning overlay districts to control architectural modifications and regulate commercial uses of buildings within the districts.<sup>1</sup> These five locally designated historic districts fully or partially fall within the HACRA.

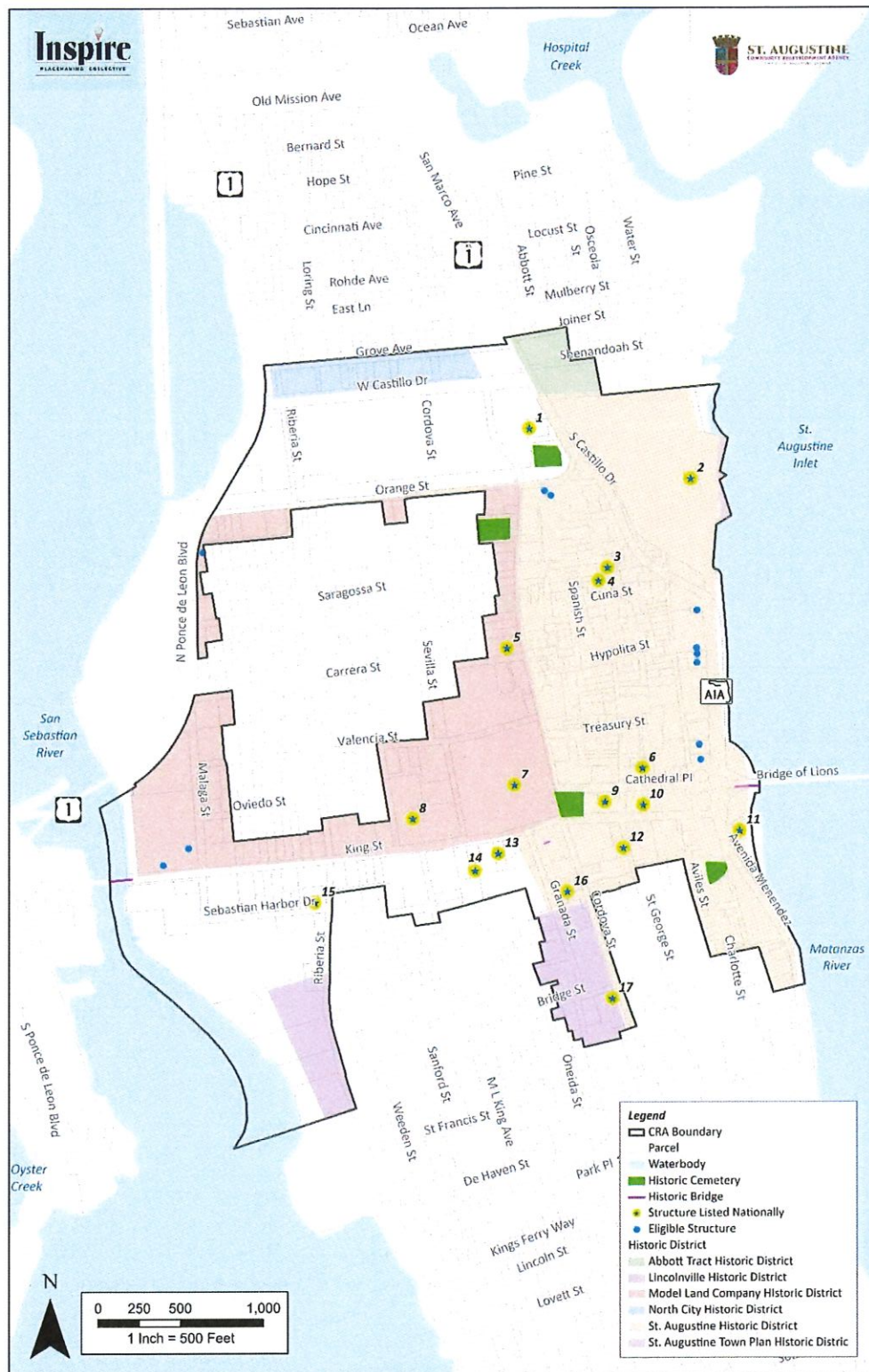
There are two landmarks within the HACRA which have been designated by the City, as listed below. These structures are located in the southern portion of the HACRA.

- The Record Building, September 18, 2003, 154 Cordova Street
- 32 Granada Street, September 15, 2016, relocated to 34 Granada Street

---

<sup>1</sup> <https://www.citystaug.com/DocumentCenter/View/994/2018-Historic-Preservation-Master-Plan-PDF?bidId=>

Figure 4. Historic Resources Map



Source(s): FGDL, SHPO, 2023

## Population & Demographics

The following sections highlight the HACRA's demographic and socioeconomic environment. This data is based on full-time residents and does not account for Flagler College students or seasonal residents. In 2023 there were 2,138 students enrolled at the College's main campus located in the HACRA, and 50% of those students resided on campus. Additionally, with over 6 million annual visitors, the City also has a number of long-term visitors / seasonal residents in the HACRA who are not included in the residential population.

### POPULATION GROWTH

As illustrated in **Table 2**, over the past 11 years, the HACRA residential population increased at a steady rate similar to that of the City of St. Augustine. However, the HACRA's residential population has grown at a noticeably slower rate compared to St. Johns County. St. Johns County has grown nearly four times as fast as the HACRA. As a percentage of the City's total population, the HACRA's population has remained and is projected to remain just under 10%.

**Table 2. Population Projections**

| Location              | 2010    | 2021    | 11-year growth rate | 2026 Estimate |
|-----------------------|---------|---------|---------------------|---------------|
| HACRA                 | 1,154   | 1,296   | 12%                 | 1,389         |
| City of St. Augustine | 12,973  | 15,020  | 16%                 | 16,375        |
| St. Johns County      | 190,039 | 275,146 | 45%                 | 317,863       |
| HACRA to City ratio   | 9%      | 9%      | -                   | 8%            |

Source: ESRI ArcGIS Business Analyst, 2022

### RACE & ETHNICITY

**Table 3. Race-Ethnicity Demography**

| Race-Ethnicity                | 2010  | 2021  | 11-Year Change | % of CRA | 2026 Estimate |
|-------------------------------|-------|-------|----------------|----------|---------------|
| White, alone                  | 1,024 | 1,076 | 5%             | 83%      | 1,126         |
| Black, alone                  | 74    | 110   | 49%            | 8%       | 131           |
| Asian, alone                  | 10    | 22    | 120%           | 2%       | 27            |
| Other race, alone             | 15    | 30    | 100%           | 2%       | 36            |
| Two (2) or more races         | 25    | 50    | 100%           | 4%       | 60            |
| American Indian, alone        | 5     | 7     | 40%            | 1%       | 8             |
| Pacific Islander, alone       | 1     | 1     | 0%             | 0%       | 1             |
| Of Hispanic origin (any race) | 74    | 157   | 112%           | 12%      | 188           |

Source: ESRI ArcGIS Business Analyst, 2022



## Household Incomes

The breakdown of household and per-capita incomes are consistent between the HACRA and the City of St. Augustine's households. St. Johns County differs in that it has approximately 58% of households with incomes over \$74,000 while the HACRA and St. Augustine each have less than 50% of households at or above that income level. The State of Florida 2020<sup>2</sup> median household income was approximately \$57,000.

**Table 4. Household & Per Capita Income (2021)**

|                          | CRA        |       | City of St. Augustine |       | St. Johns County |       |
|--------------------------|------------|-------|-----------------------|-------|------------------|-------|
| Household Income Range   | Households | %     | Households            | %     | Households       | %     |
| <\$15,000                | 14         | 8.1%  | 588                   | 8.5%  | 4,731            | 4.4%  |
| \$15,000 - \$24,999      | 15         | 8.7%  | 833                   | 12.1% | 6,381            | 5.9%  |
| \$25,000 - \$34,999      | 11         | 6.4%  | 639                   | 9.2%  | 6,476            | 6.0%  |
| \$35,000 - \$49,999      | 13         | 7.5%  | 804                   | 11.6% | 10,746           | 9.9%  |
| \$50,000 - \$74,999      | 41         | 23.7% | 1,205                 | 17.4% | 16,565           | 15.3% |
| \$75,000 - \$99,999      | 15         | 8.7%  | 784                   | 11.3% | 13,699           | 12.6% |
| \$100,000 - \$149,999    | 27         | 15.6% | 1,173                 | 17.0% | 22,829           | 21.1% |
| \$150,000 - \$199,999    | 9          | 5.2%  | 316                   | 4.6%  | 9,129            | 8.4%  |
| \$200,000+               | 27         | 15.6% | 569                   | 8.2%  | 17,744           | 16.4% |
| <b>Median</b>            | \$68,290   |       | \$59,936              |       | \$90,367         |       |
| <b>Per Capita Income</b> | \$34,727   |       | \$38,880              |       | \$49,159         |       |

Source: ESRI ArcGIS Business Analyst, 2021

<sup>2</sup> Due to COVID-19 pandemic-related delays in data collection and organization, median household income beyond 2020 is not yet available.

## Housing

### HOUSING STRUCTURE TYPES

Of the 220 housing units in the HACRA, the majority (67.7%) of housing units are detached, single-family homes. **Table 5** shows the breakdown of housing structure types with the remaining approximately 30% of housing distributed nearly equally across different types of multi-family housing.

**Table 5. Housing Structure Types**

| Structure Type (living units in structure)                                                               | No. of Units* | Percent (%) |
|----------------------------------------------------------------------------------------------------------|---------------|-------------|
| 1, detached                                                                                              | 149           | 67.7%       |
| 1, attached                                                                                              | 6             | 2.7%        |
| 2                                                                                                        | 11            | 5.0%        |
| 3 or 4                                                                                                   | 9             | 4.1%        |
| 5 to 9                                                                                                   | 13            | 5.9%        |
| 10 to 19                                                                                                 | 15            | 6.8%        |
| 20 to 49                                                                                                 | 14            | 6.4%        |
| 50 or more                                                                                               | 3             | 1.4%        |
| Mobile home                                                                                              | 0             | 0.0%        |
| Boat, RV, van, etc.                                                                                      | 0             | 0.0%        |
| Total Housing Units*                                                                                     | 220           | 100.00%     |
| *Due to the methods of approximation and rounding, the sum of individual percentages may not equal 100%. |               |             |

Source(s): U.S. Census Bureau, 2015 – 2019 American Community Survey; Inspire, 2022

### Age of Housing Units

In keeping with the HACRA's name as a "historic area", the majority of the housing is nearly 100 years old – built 1939 or earlier.

### Short-Term Vacation Rentals

In 2019, the City adopted short-term vacation rental regulations based on which zoning district rentals are located in. There are now approximately 723 short-term vacation rentals within the City. This includes 662 *Active* and 61 *Pending* (awaiting required inspections) short-term rentals. The City's requirements for short-term vacation rentals are outlined below:

**RS-1 & RS-2 Zoning** - may be rented for periods of one week or longer with approved registration. Nightly rentals are not allowed in RS-1 and RS-2 zoning.

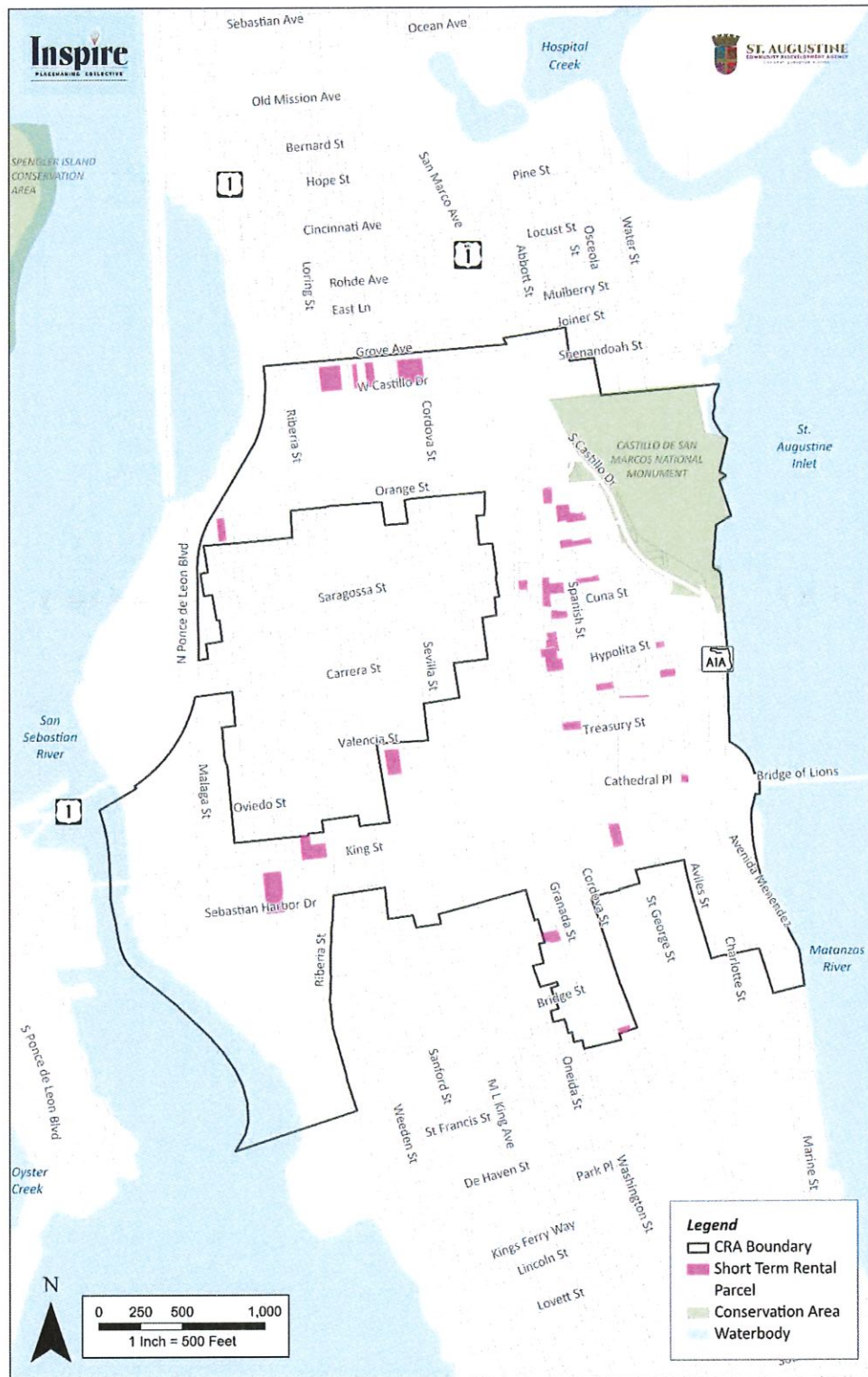
**HP-1 Zoning** - may be rented on a monthly or greater period of time with approved registration.

**All other Zoning Districts**: may be rented on a nightly basis with approved registration

There are 32 parcels located in the HACRA with registered short-term rentals as identified in **Figure 5**. Some of these properties are single-family homes reflected as one (1) short-term rental unit/registration while others have multiple units located on one parcel. Most of these parcels are in the HP-3 zoning district which permits registered units to be rented on a nightly basis.



**Figure 5. Parcels with Short-Term Rentals**



Source(s): FGD, St. Johns County Property Appraiser, Inspire, 2022

## Land Use

### EXISTING LAND USE PATTERNS

To better understand the opportunities of the St. Augustine Historic Area Community Redevelopment Area, it is necessary to evaluate current land use patterns. **Table 6** and **Figure 6** show the development patterns within the HACRA. These existing land use categories are derived from the Department of Revenue (DOR) land use codes provided within the most recent data from St. Johns County Property Appraiser.

The predominant land uses in the HACRA are Public/Institutional (41%), Right-of-Way & Utilities (19%), and Commercial (18.5%). Office/Professional, Vacant, Mixed Use, Low Density Residential, High Density Residential, Medium Density Residential, and Industrial uses make up smaller portions of the rest of the HACRA. Approximately 4.9% (18 parcels) of the land area is considered vacant land, and these vacant parcels are primarily located on the edges of the HACRA. Vacant land will be discussed in more detail in the following section.

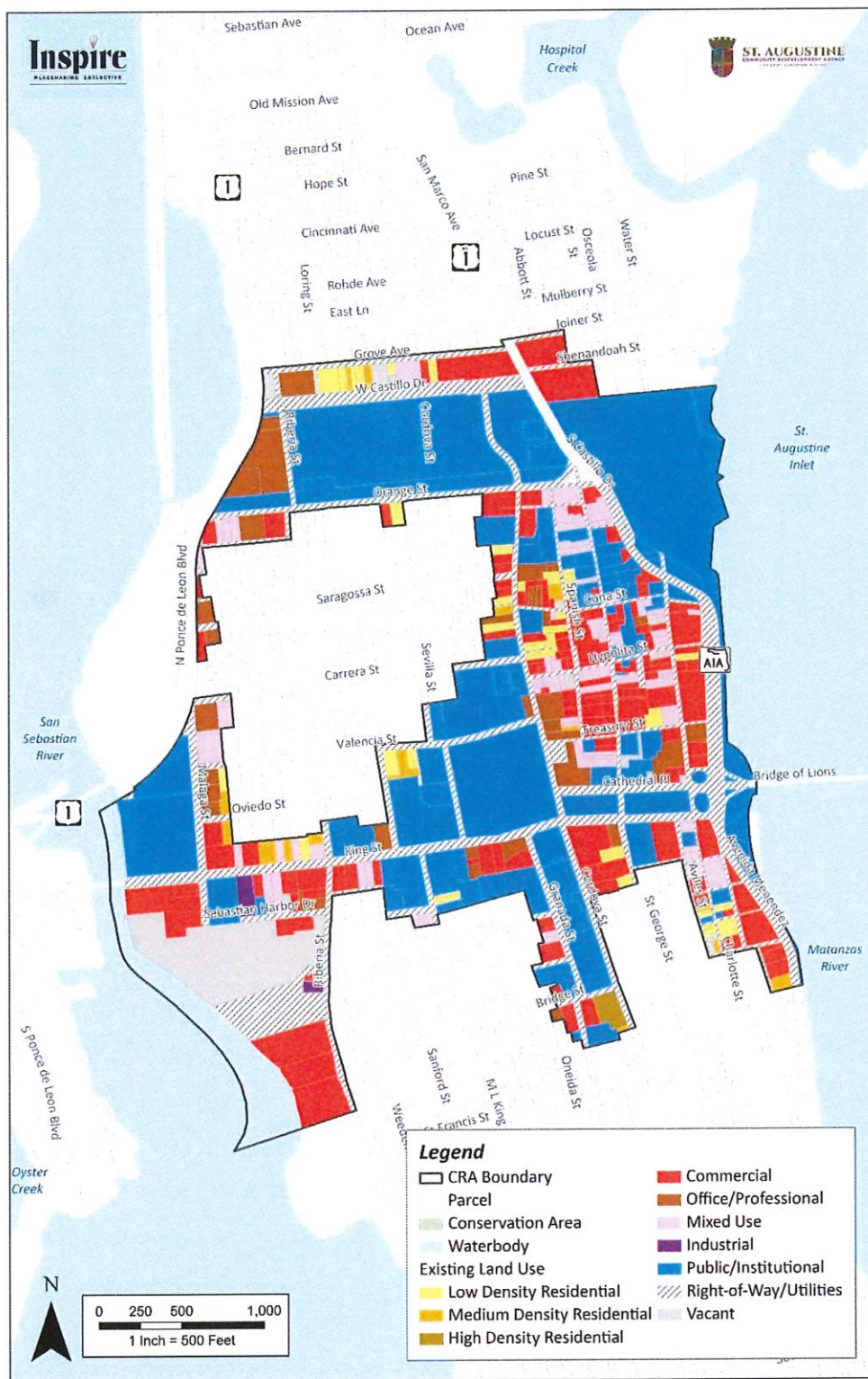
**Table 6. Existing Land Use**

| Existing Land Use          | Acres        | Percent (%) |
|----------------------------|--------------|-------------|
| Public/Institutional       | 91.8         | 41.4%       |
| Right-of-Way & Utilities   | 41.8         | 18.8%       |
| Commercial                 | 41.1         | 18.5%       |
| Office/Professional        | 12.4         | 5.6%        |
| Vacant                     | 10.9         | 4.9%        |
| Mixed Use                  | 10.7         | 4.8%        |
| Low Density Residential    | 5.5          | 2.5%        |
| High Density Residential   | 4.6          | 2.1%        |
| Medium Density Residential | 2.4          | 1.1%        |
| Industrial                 | 0.8          | 0.3%        |
| Total Acreage              | <b>221.9</b> |             |

Source(s): City of St. Augustine, St. Johns County Property Appraiser, Inspire, 2023



### Figure 6. Existing Land Use Map



Source(s): City of St. Augustine, FGDL, St. Johns County Property Appraiser, Inspire, 2023



## ***Vacant Land***

**Figure 7** shows vacant parcels in the HACRA, as determined by the most recent Property Appraiser's data files. There are approximately 10.9 acres (4.9%) of vacant land within the HACRA. The vacant parcels are categorized as Residential, Commercial, and Public/Institutional. The breakdown of the acreage by category is shown in **Table 7**.

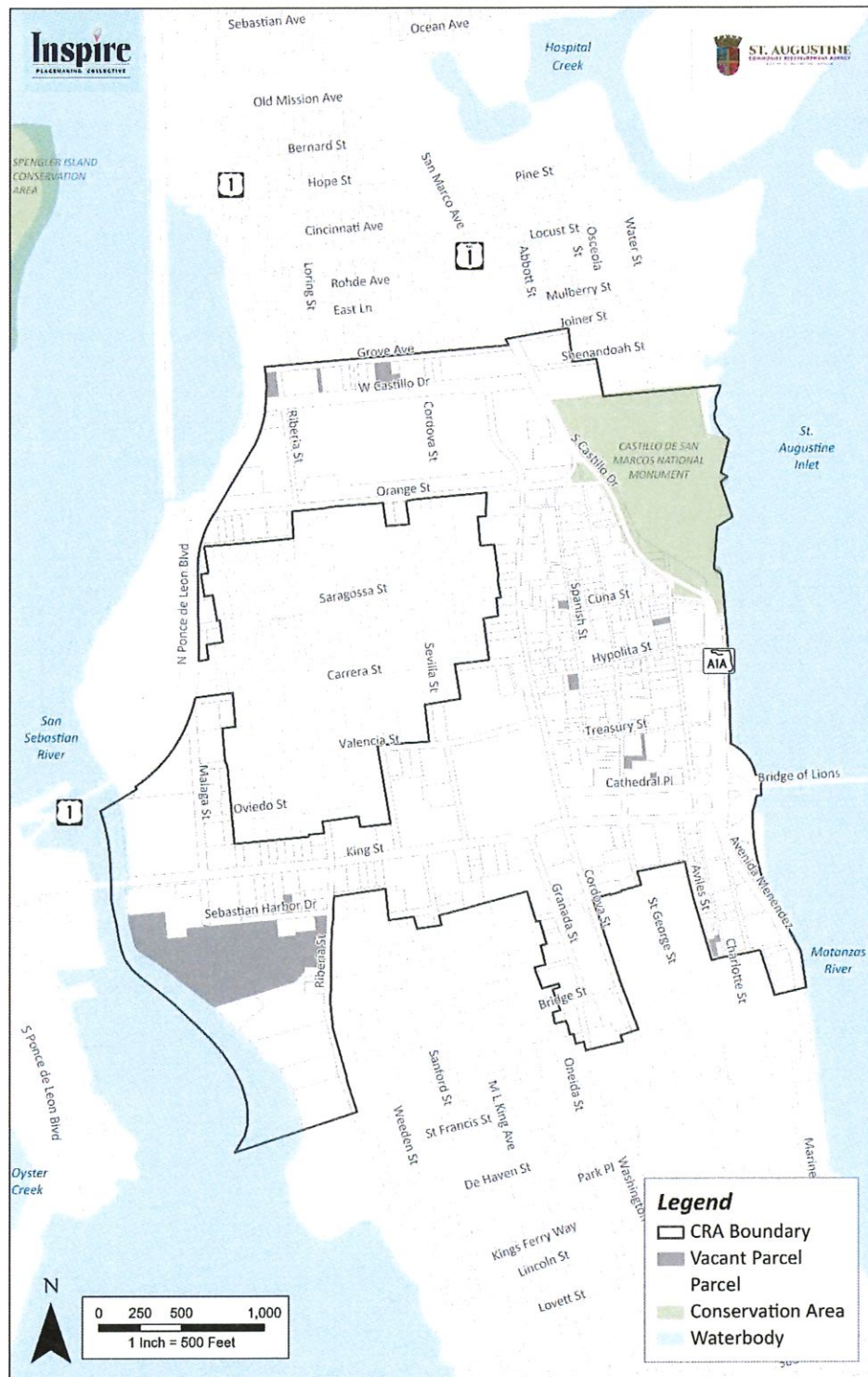
There are limited vacant parcels within the HACRA. The majority of vacant land parcels in the HACRA are commercial-use land. The largest vacant commercial parcel is adjacent to the San Sebastian River. The Public/Institutional vacant parcels are located in the historic downtown area. The residential vacant parcels are in the southeastern portion of the HACRA.

**Table 7. Vacant Parcels**

| <b>Vacant Parcels</b>                                                                      | <b>Acres</b> |
|--------------------------------------------------------------------------------------------|--------------|
| Commercial                                                                                 | 10.5         |
| Public/Institutional                                                                       | 0.3          |
| Residential                                                                                | 0.1          |
| <b>Total Vacant Land</b>                                                                   | <b>10.9</b>  |
| *Due to rounding, the sum of individual acreages may not equal the total vacant land area. |              |

Source(s): City of St. Augustine, St. Johns County Property Appraiser, Inspire, 2023

**Figure 7. Vacant Land**



Source(s): FGDL, St. Johns County Property Appraiser, Inspire, 2022

## Future Land Use

The City of St. Augustine's Comprehensive Plan establishes Future Land Use (FLU) designations within the City to guide future growth in accordance with an established community vision. The City's Future Land Use Map directs economic growth and development along specific corridors, while protecting environmentally and historically sensitive areas. **Table 8** shows the FLU categories by acreage and **Figure 8** shows the FLU designations graphically for the Study Area.

The most common FLU designation in the HACRA is Historic Preservation (56% or 126 acres), which intends to provide a mix of uses, including residential, institutional, and commercial uses that encourage the preservation and restoration of historic structures. The district is also intended to provide a mix of compatible nonresidential uses that will encourage the restoration and reproduction of historic structures including compatible infill development that maintains the historic nature and pedestrian scale of the historic neighborhoods. All uses are allowed a maximum of 24 dwelling units per acre. The Historic Preservation designation is located in the core of the HACRA.

The second most common FLU designation is Commercial Low Intensity (38 acres or 17% of the land area), which allows for a mix of commercial and residential uses and provides for low traffic generating commercial uses to serve adjacent neighborhoods. General retail, professional offices, and tourist accommodations are also encouraged in this designation. Residential density may be a maximum of 16 dwelling units per acre, though residential may not account for more than 50% of the designation. The mix of uses is highly encouraged in the Comprehensive Plan. This designation is primarily located along the King Street corridor.

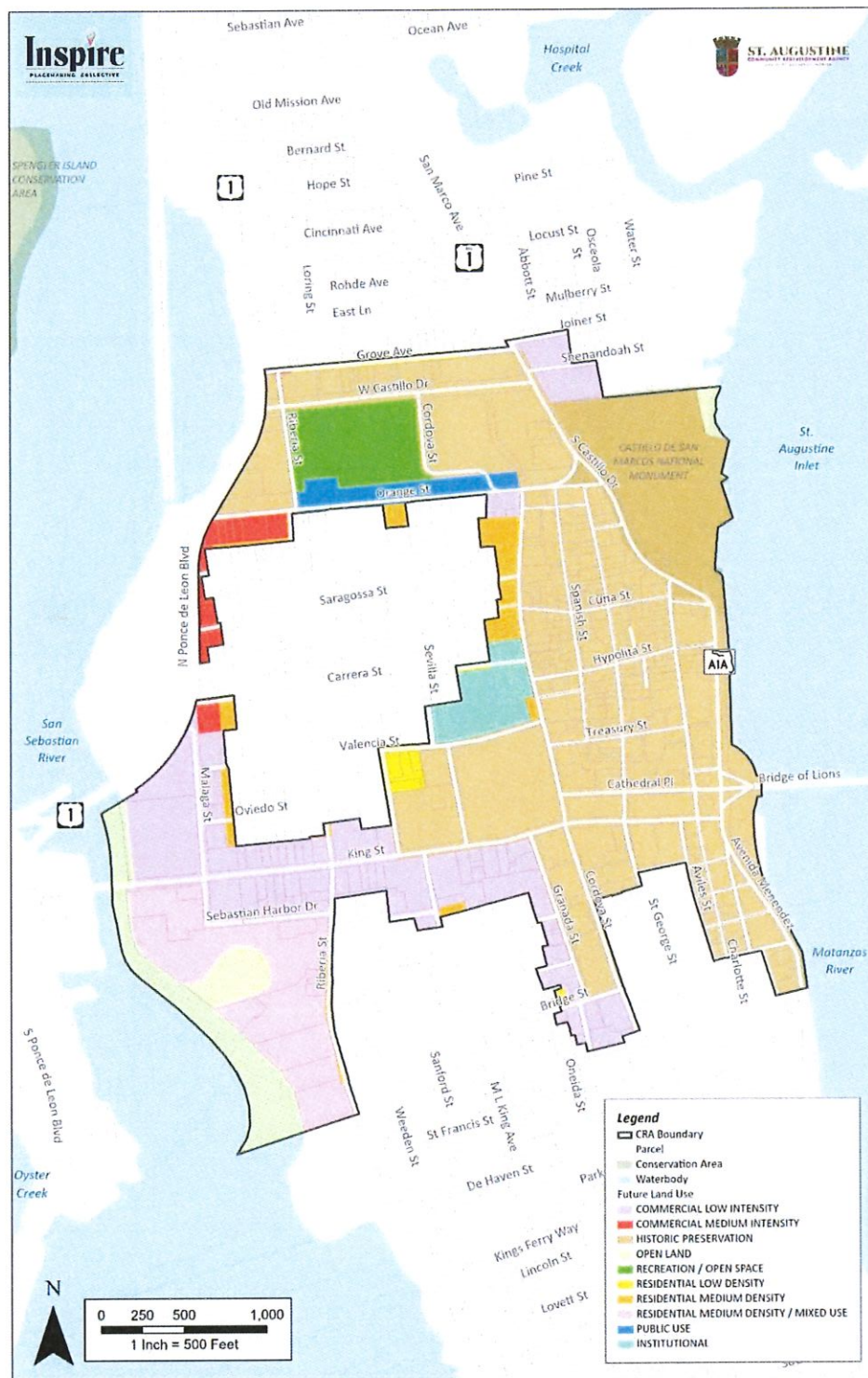
**Table 8. Future Land Use Designations**

| Future Land Use                                                                                          | Acres        | Percent (%) |
|----------------------------------------------------------------------------------------------------------|--------------|-------------|
| Historic Preservation                                                                                    | 125.7        | 56.0%       |
| Commercial Low Intensity                                                                                 | 38.4         | 17.1%       |
| Residential Medium Density/Mixed Use                                                                     | 17.9         | 8.0%        |
| Open Land                                                                                                | 12.6         | 5.6%        |
| Recreation/Open Space                                                                                    | 8.5          | 3.8%        |
| Residential Medium Density                                                                               | 5.6          | 2.5%        |
| Institutional                                                                                            | 5.4          | 2.4%        |
| Public Use                                                                                               | 4.0          | 1.8%        |
| Commercial Medium Intensity                                                                              | 3.7          | 1.6%        |
| Residential Low Density                                                                                  | 2.8          | 1.3%        |
| Industrial                                                                                               | 0.0          | 0%          |
| Total Acreage                                                                                            | <b>224.6</b> |             |
| *Due to the methods of approximation and rounding, the sum of individual percentages may not equal 100%. |              |             |

Source(s): City of St. Augustine, *Inspire*, 2022



**Figure 8. Future Land Use Map**



Source(s): City of St. Augustine, FGDL, St. Johns County Property Appraiser, Inspire, 2022

## ***Zoning Districts***

Land development regulations assist in implementing the Comprehensive Plan by establishing zoning districts and adopting development standards for each district. **Table 9** lists the zoning districts and their acreages, and **Figure 9** shows the zoning districts graphically. Zoning districts guide development and the entitlements for parcels throughout the HACRA. The zoning code provides a guide to permitted, prohibited, and conditional uses, site development criteria, and the size and dimensions of proposed structures.

The two most common zoning districts in the HACRA are Historic Preservation (HP-2 and HP-3), which constitute 39% of the total zoned area or 78 acres. These two Historic Preservation districts (HP-2 and HP-3) are intended to provide a mix of commercial and residential uses that will encourage the restoration and reproduction of historic structures and maintain historic and pedestrian scale of the neighborhood. The HP-2 and HP-3 districts also have different design requirements for new construction than the other Historic Preservation zoning districts as outlined in the City's Architectural Guidelines for Historic Preservations encouraging compatibility with surrounding historic structures. The main distinction between these two districts are the boundaries: HP-2 is in the southern half of the HACRA core while HP-3 is the northern half.

Commercial Low-Two (CL-2) accounts for about 20 acres or 9.9% of the land area. The CL-2 district is intended to serve at least one (1) neighborhood with low traffic generating commercial uses, such as specialty retail, service establishments, banks and financial institutions, professional offices, museums, single-family dwellings, and hotels.

The fourth most common zoning district is Planned Unit Development (PUD) which accounts for 18 acres or 9% of the total zoned area. The PUD zoning designation is scattered throughout the HACRA and allows for individually planned developments that are consistent with the Comprehensive Plan but may be more creative, flexible, and innovative designs for projects than regular zoning districts allow.

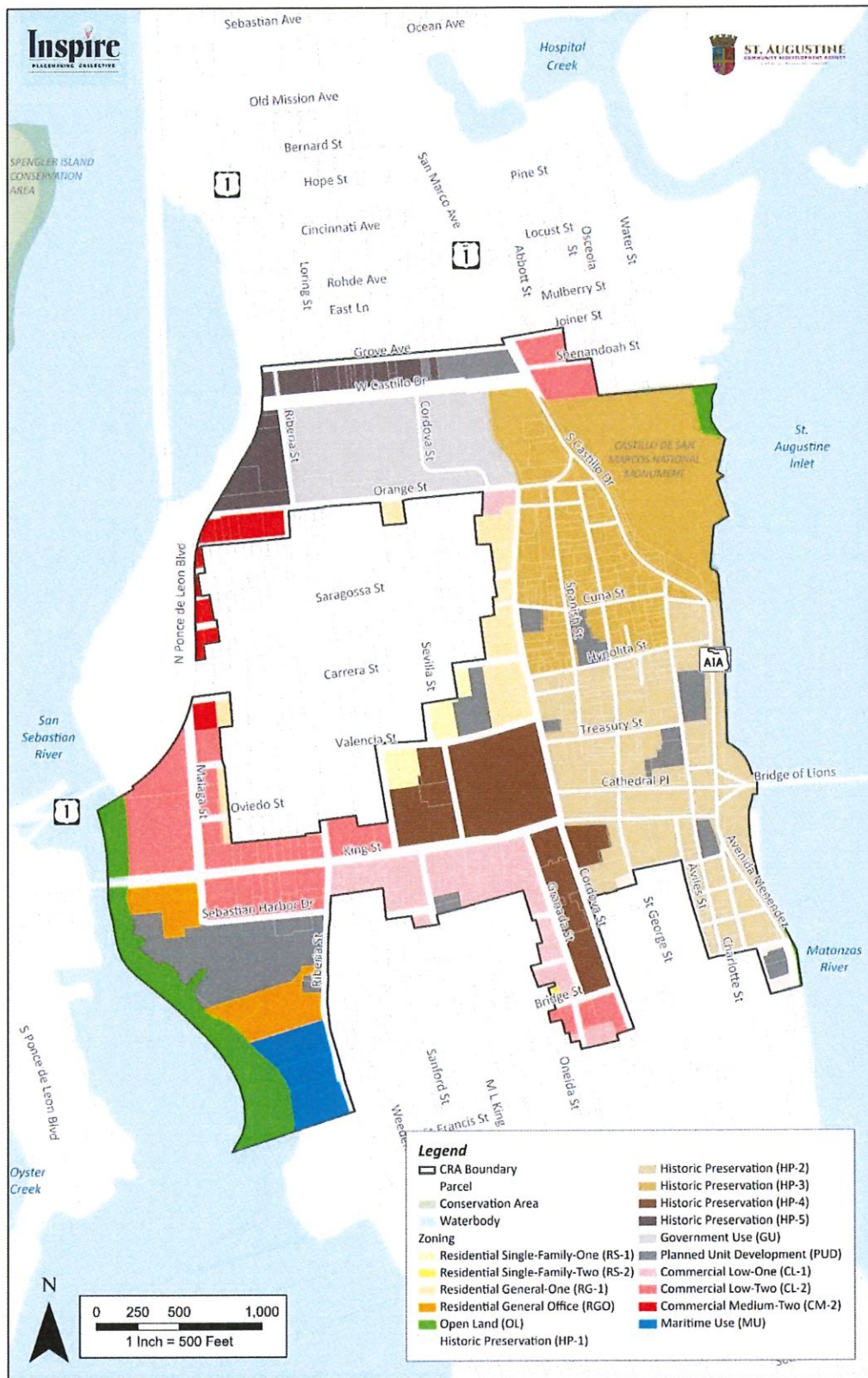
**Table 9. Zoning Districts**

| Zoning                                                                                                                                                | Acres        | Percent (%) |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------|
| Historic Preservation (HP-3)                                                                                                                          | 41.4         | 20.6%       |
| Historic Preservation (HP-2)                                                                                                                          | 36.9         | 18.4%       |
| Commercial Low-Two (CL-2)                                                                                                                             | 19.9         | 9.9%        |
| Planned Unit Development (PUD)                                                                                                                        | 18.2         | 9.1%        |
| Government Use (GU)                                                                                                                                   | 16.8         | 8.4%        |
| Historic Preservation (HP-4)                                                                                                                          | 16.7         | 8.3%        |
| Commercial Low-One (CL-1)                                                                                                                             | 10.7         | 5.4%        |
| Open Land (OL)                                                                                                                                        | 9.9          | 4.9%        |
| Historic Preservation (HP-5)                                                                                                                          | 6.9          | 3.4%        |
| Residential General-One (RG-1)                                                                                                                        | 6.6          | 3.3%        |
| Residential General Office (RGO)                                                                                                                      | 5.8          | 2.9%        |
| Maritime Use (MU)                                                                                                                                     | 4.7          | 2.3%        |
| Commercial Medium-Two (CM-2)                                                                                                                          | 3.2          | 1.6%        |
| Residential Single-Family-One (RS-1)                                                                                                                  | 2.3          | 1.1%        |
| Historic Preservation (HP-1)                                                                                                                          | 0.5          | 0.3%        |
| Residential Single-Family-Two (RS-2)                                                                                                                  | 0.2          | 0.1%        |
| <b>Total Acreage</b>                                                                                                                                  | <b>200.5</b> |             |
| *The discrepancy in total acreage compared to the Future Land Use and Existing Land Use acreages is due to the roads, which lack zoning designations. |              |             |

Source(s): City of St. Augustine, Inspire, 2022



### Figure 9. Zoning Map



Source(s): City of St. Augustine, FGDL, St. Johns County Property Appraiser, Inspire, 2023

### ***The Built Environment & Infrastructure***

The physical attributes of cities are defined by both their geographic location, natural features and the built environment. The built environment is a broad term that includes buildings, streets, sidewalks, utilities, parks, signs, and lighting; everything that was built by humans. The built environment is a critical factor in defining the character of a place as it blends with natural systems and people to comprise an identity.

### ***Parks & Recreational Facilities***

The HACRA is home to 14 parks totaling 36 acres with some parks extending into the Matanzas River. One federal park is within the HACRA: the Castillo de San Marcos National Monument, located in the northeastern corner of the Redevelopment Area. **Table 10** shows the acreages of each of the parks, and **Figure 10** shows their locations.

**Table 10. Parks and Recreational Facilities List**

| Park Names                               | Acres |
|------------------------------------------|-------|
| Castillo de San Marcos National Monument | 17.7  |
| Francis Field                            | 7.2   |
| St. Augustine Municipal Marina           | 4.2   |
| Gibbs Park                               | 1.2   |
| Plaza de la Constitucion                 | 1.2   |
| Parque de Menendez                       | 0.9   |
| Ketterlinus Gym                          | 0.6   |
| Swing Park                               | 0.6   |
| Railway Park                             | 0.5   |
| Redoubt Wall Park                        | 0.5   |
| Anderson Circle                          | 0.4   |
| Government Yard                          | 0.4   |
| St. Augustine Carpet Golf Park           | 0.4   |
| Santo Domingo Redoubt Park               | 0.2   |
| Park Space Total                         | 36.1  |

Source(s): City of St. Augustine, FGDL, Inspire, 2022



**Figure 10. Parks**



Source(s): City of St. Augustine, FGDL, Inspire, 2022



### ***Transportation Facilities***

Historically, HACRA's redevelopment efforts have focused on improving transportation and parking facilities within the CRA.

Within the HACRA, the primary travel corridors are the West Castillo Drive / A1A, East King Street, Cathedral Place, Cordova Street, and St. George Street. Roadways within the HACRA are a mix of wider three-lane roads that circulate the bulk of the traffic around blocks throughout the HACRA and narrow two-lane roads that allow travelers access to the inner historic neighborhood. The eastern center of the HACRA contains numerous Tabby or man-made coquina, narrow, one-way streets winding around many of the commercial blocks. Most of the HACRA's roadways allow vehicles to travel along them, however, St. George Street has been closed to motorized vehicles since the 1980s and provides a pedestrian corridor from Orange Street to the north, adjacent to the City's downtown parking garage, through to Cathedral Place to the south. The street is in the center of the tourism core of the City and serves businesses and institutional properties.

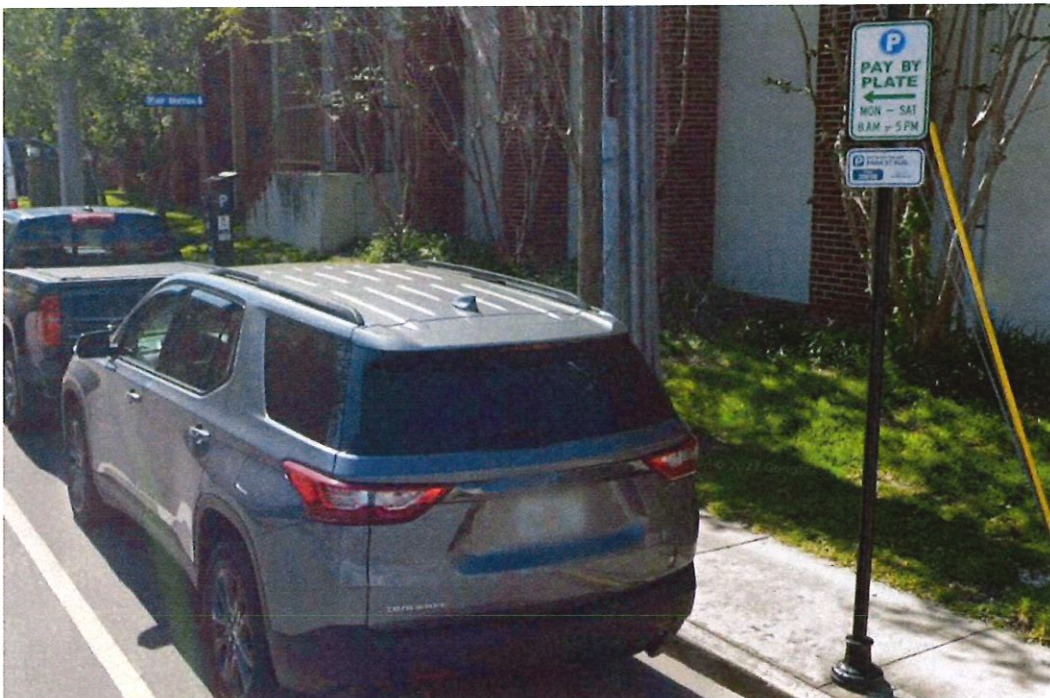
HACRA parking inventory includes on-street spaces, small parking lots, and a large 1,200-space parking garage. Visitors often drive to reach the HACRA district and then utilize alternative modes of transportation, such as the private trolleys, or walking, to travel within the HACRA district. To address the deficiency of the HACRA's roadways to accommodate a lack of parking supply within the HACRA, the City of St. Augustine approved the construction of a public parking garage, which was finished in 2006 and is located at the intersection of West Castillo Drive and Cordova Street, near the north border of the HACRA. Parking is \$15 per vehicle, with varying rates for monthly users or special pass/card holders.

**Figure 11. Historic Downtown Parking Facility (Garage)**



*Source: Visit St. Augustine, 2022*

**Figure 12. Street Parking – Pay-by-Plate**



*Source: Google, 2022*



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## **PUBLIC TRANSPORTATION AMENITIES**

The HACRA is served by 7 bus routes from the Sunshine Bus Company<sup>3</sup>, which is operated by the Council on Aging with funding from St. Johns County and other agencies. A one-way ticket costs \$2.00 for riders (with discounts available for students, the elderly, and other specially identified groups). The Red Line<sup>4</sup> operation provides three stops within the HACRA, east of the Visitor Information Center, Bridge of Lions, and Martin Luther King Jr. Avenue and King Street near the U.S. Post Office. The Blue Line<sup>5</sup> provides one stop within the HACRA at Flagler College's auditorium (across from the Lightner Building) on Granada Street. From a nearby stop the Blue Line crosses the San Sebastian River to connect riders from the West King Street I area (outside the HACRA) to the HACRA's interior. Similarly, the Red Line connects the riders to the HACRA coming from north and south of the HACRA, such as those coming from Ponce de Leon's Fountain of Youth Archeological Park and Lincolnville.

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## **PARK & RIDE SHUTTLE**

The City of St. Augustine provides a weekend Park & Ride shuttle<sup>6</sup> in the Winter and Spring for recurring events and festivals, such as the annual *Nights of Lights*. Many of the City's annual events take place downtown, within the borders of the HACRA. The shuttle has three stops, connecting from parking locations in the Historic District, the San Marco Lot, the St. Johns County Health Department, and the Broudy's Lot (corner of US 1 and W. King). The shuttle's pick-up/drop-off locations at the Health Department and the San Marco lot are also used as temporary parking during special events.

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## **RIDE SHARE AND MICROMOBILITY**

In addition to the transportation alternatives and amenities that the City provides, there are a number of private transportation and micromobility providers servicing the HACRA. Some of the hotels offer their guests shuttle transportation services while many visitors use Uber or Lyft. There are also private companies providing micromobility alternatives such as bikes, e-bikes, scooters and e-scooters.

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## **BICYCLE & PEDESTRIAN FACILITIES**

Most of the HACRA's transportation network includes connected, paved sidewalks, facilitating pedestrian access throughout the district. However, many portions of the sidewalk network contain extremely narrow sidewalk widths due to the historic streetscape, deteriorating sidewalk paving due to oversized trucks staging their deliveries onto the sidewalk, utility pole intrusion, and uneven pedestrian pathway pavement heights. In particular, the conditions of the pedestrian infrastructure create difficulty in travel for those with mobility restrictions attempting to travel outside of the more prominent commercial corridors that contain wider, better-maintained sidewalks.

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<sup>3</sup> The Sunshine Bus Company

<sup>4</sup> Red Line Bus Route Map - MoovitApp

<sup>5</sup> Blue Line Bus Route Map - MoovitApp

<sup>6</sup> Spring Shuttle (2022)



For cyclists, there are no dedicated bicycle travel paths within the HACRA, but cyclists are welcome to travel within the road in the same lanes as cars. The speed limit on many roadways of the Historic Area district is 25 miles per hour (25 mph) or less but the high number of competing right-of-way users make bicycling a challenge. Bicycles are allowed on most sidewalks but have no delineated path to avoid conflicts with pedestrians. The City of St. Augustine's website contains an interactive Google map<sup>7</sup> of the City's bicycle rack locations, many of which are within the HACRA boundaries.

**Figure 13. Sidewalk Sections of St. George Street**



Source: Google Maps, 2022

**Figure 14. Narrow Walkway – Treasury Street**



Source: Google Maps, 2022

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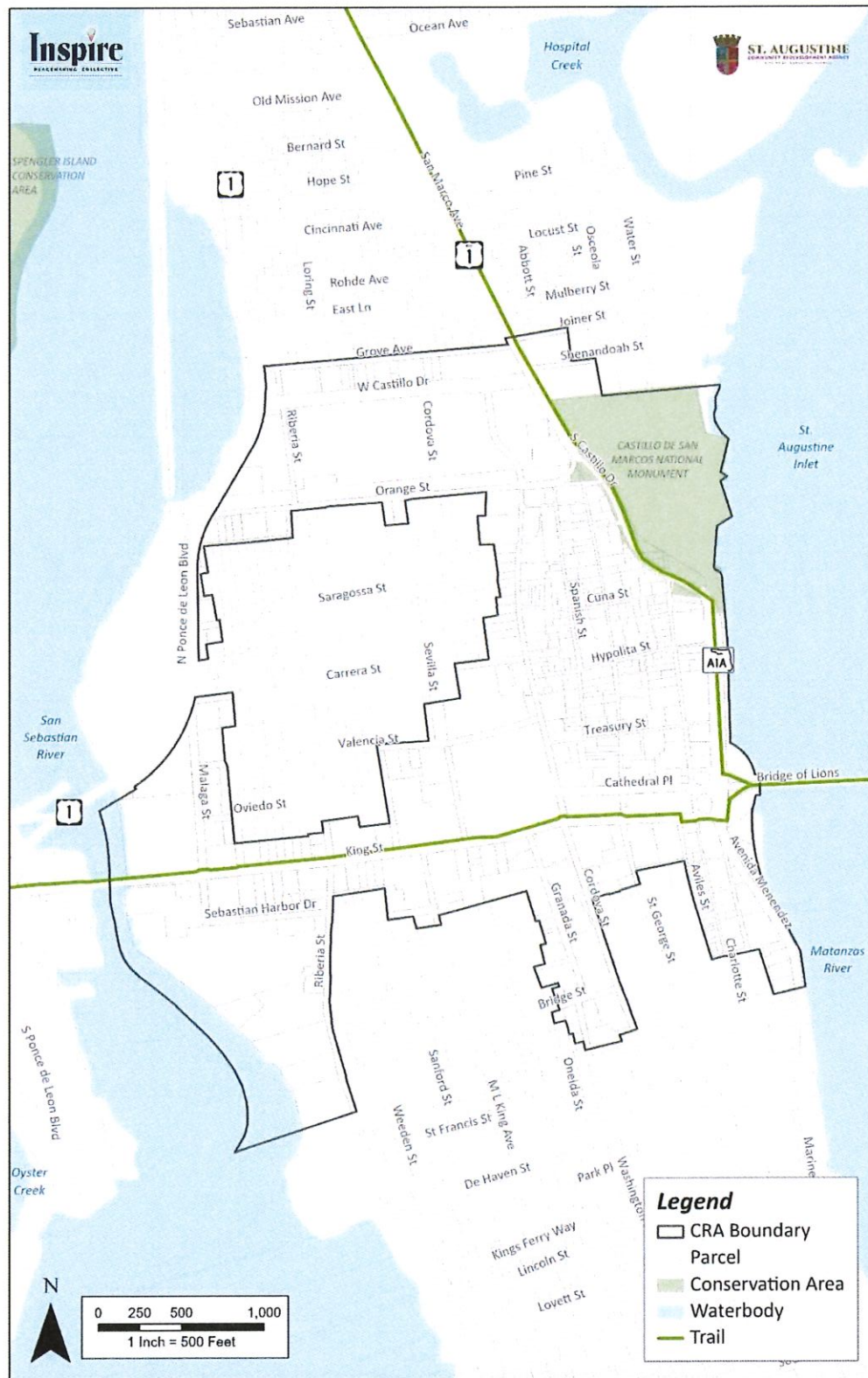
<sup>7</sup> [Bicycle Parking Map](#)

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## TRAILS

There are two designated trails which run through the HACRA. The trails are part of the Sun Trail system and include two segments of the East Coast Greenway (a regional trail system running from FL to Maine). Both trails are the existing road surface of King Street and A1A/San Marco/South Castillo and are not separate trails. **Figure 15** depicts the trail network serving the HACRA. These roads have dense vehicular traffic in the HACRA and do not have separated protected bicycle lanes making their usability as true bike trails minimal.

**Figure 15. Trails**



Source(s): City of St. Augustine, FGDL, Inspire, 2022



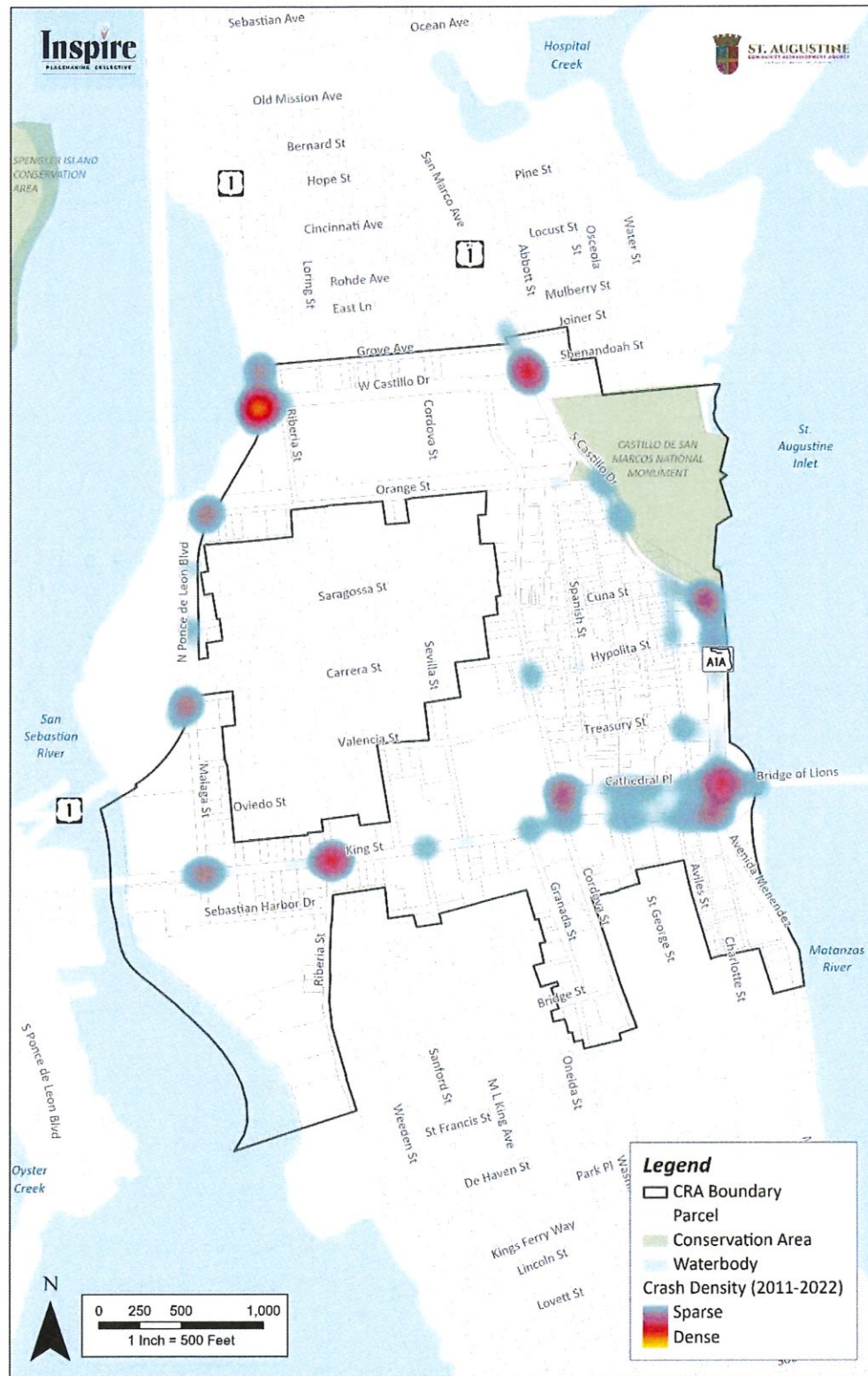
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## CRASHES

The Crash Data reflect the number of crashes and their locations (shown in **Figure 16**). These accidents include pedestrians, bicyclists, and vehicles from 2011 to 2022. The locations of the crashes are shown by crash density with the brighter yellow color indicating a higher density of crashes and a light blue color indicating a lower density of crashes at the location.

The intersections with the highest density of crashes are (1) near the Bridge of Lions on King Street & S. Castillo Drive and (2) W. Castillo Drive and N. Ponce de Leon Boulevard. N. Ponce de Leon Boulevard, King Street, and S. Castillo Drive are roads with higher densities of crashes compared to other streets in the HACRA.

### Figure 16. Crash Map



Source(s): City of St. Augustine, FDOT, FGDL, St. Johns County Property Appraiser, Inspire, 2022

## *Environmental Conditions*

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### **COASTAL RESILIENCY AND HAZARDS**

The City of St. Augustine, through a grant agreement with the Florida Department of Environmental Protection, Florida Coastal Management Program, and the National Oceanic and Atmospheric Administration (NOAA), underwent an assessment regarding the City's Coastal Vulnerability in 2016. The purpose of the assessment was to establish an understanding of community vulnerability based on projected increases in coastal flooding and sea level rise, and to develop resiliency strategies to mitigate these impacts.

Several assets within Downtown St. Augustine, as well as the HACRA, are expected to be impacted by nuisance flooding, sea level rise, and annual flooding as determined by the vulnerability assessment. Some of these assets include bridges, roads, historic resources (structures, cemeteries, and archaeological zones), and other community infrastructure. The vulnerability assessment provides an in-depth evaluation of these potential impacts.

The HACRA, because of its proximity to bodies of water, may be impacted by coastal flooding, sea level rise, and storm surge in the future. **Figure 17** shows the risk of flooding, as determined by FEMA.

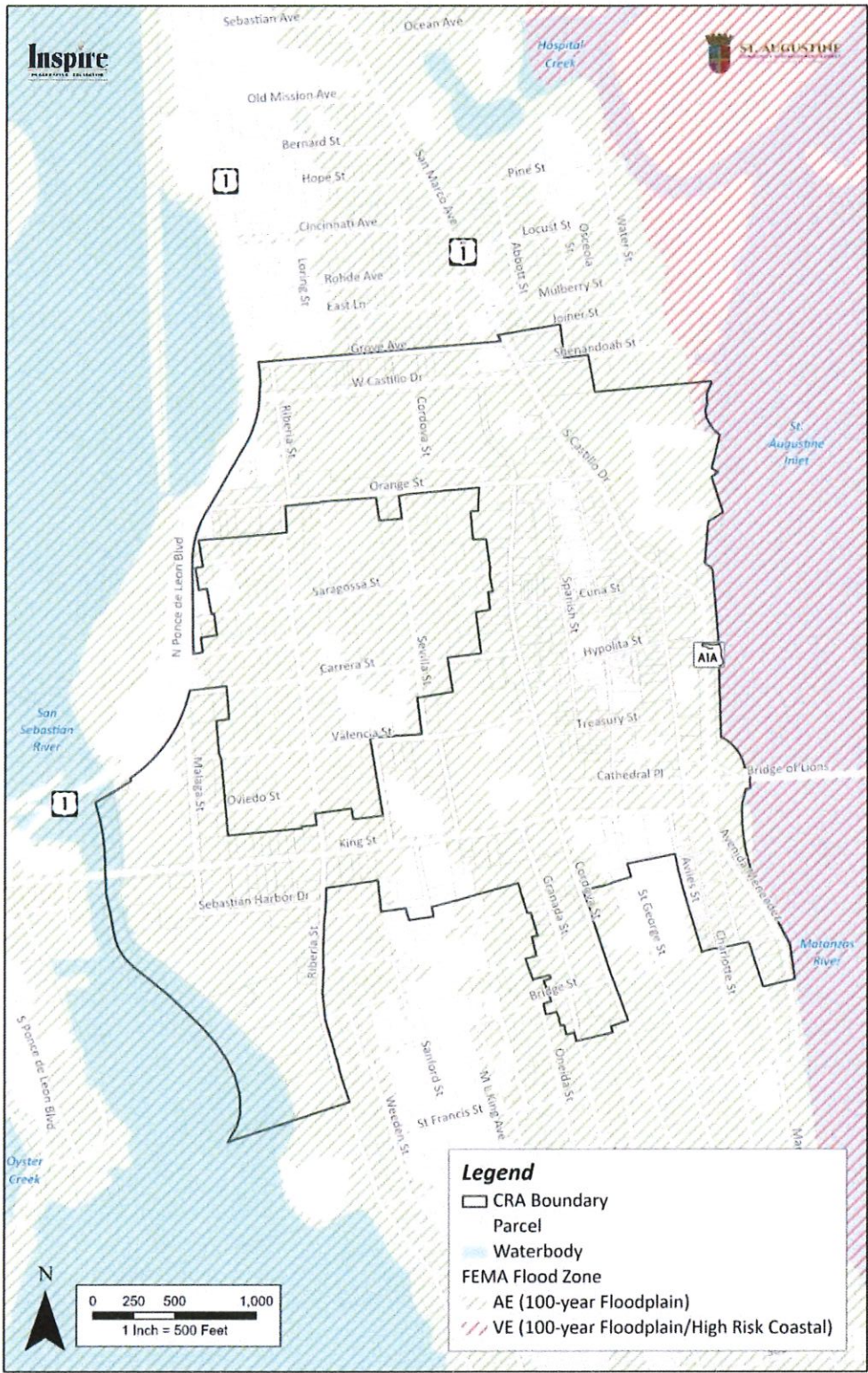
FEMA discerns flood potential based on coastal hazards and non-coastal hazards. Most of the HACRA is listed as "AE," the 100-year floodplain, which requires flood insurance and indicates additional hazards from erosion. FEMA indicates that there is a 26% chance of a home flooding over the life of a 30-year mortgage in the 100-year floodplain.<sup>8</sup> A small portion of the eastern side of the HACRA, which is bordered by the St. Augustine Inlet and Matanzas River, is in the "VE" zone, meaning the area is in the 100-year floodplain and there are greater hazards posed by storm surges. The Castillo de San Marcos National Monument is within the VE zone.

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<sup>8</sup> <https://wetlandswatch.org/national-flood-insurance-program-glossary-and-basic-explanations>



Figure 17. FEMA Flood Zones



Source: FEMA, 2022



## Signage

Visible signage can help area visitors identify various locations, understand the relationship of sites in an area, and form an organized pathway to assist in navigating an area. Additional application of the City's approved wayfinding signage to direct visitors towards common sights or public amenities would improve the user's navigational experience and promote mobility in the HACRA.

**Figure 18. Historic Area Wayfinding Signage**



Source: England-Thims & Miller, 2022

**Figure 19. Interpretive Signage Example: Markland House**

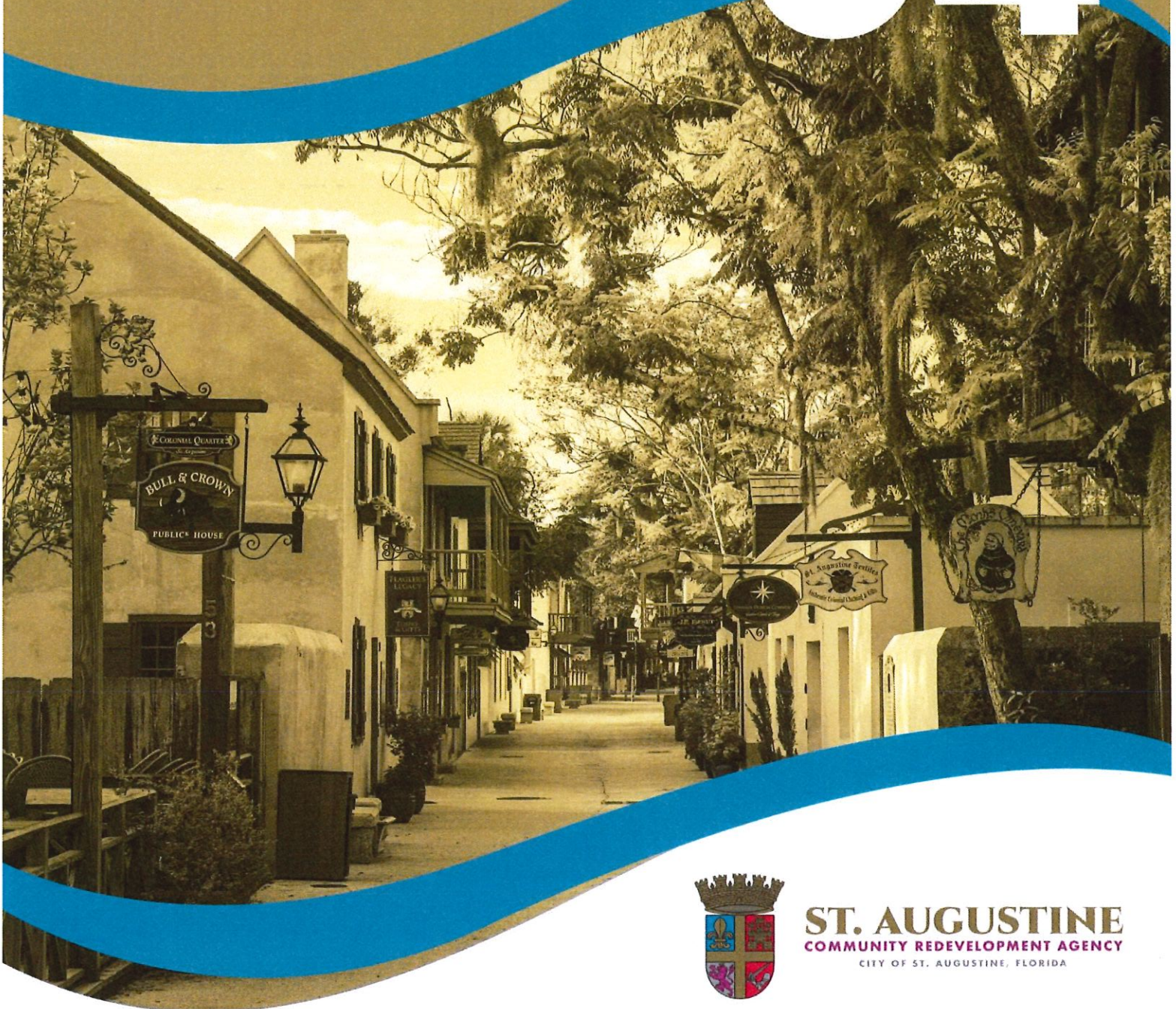


Source: University of North Florida, 2011



# Community Engagement and Public Input

# 04



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## COMMUNITY ENGAGEMENT & PUBLIC INPUT

The 2024 Historic Area Community Redevelopment Plan was developed using a robust public input and public engagement process. Three different public input mechanisms were used to provide the community multiple opportunities to participate in the development of the plan: stakeholder interviews, an interactive project website, and a Community Open House.

### STAKEHOLDER INTERVIEWS

Inspire coordinated with CRA/City staff to develop a diverse and comprehensive list of stakeholders. Over the course of two weeks, the Inspire team conducted interviews with these stakeholders to gain insight into HACRA's past and the community's vision for its future.

### INTERACTIVE PROJECT WEBSITE

An interactive project website was developed to provide the public with information about the Historic Area Community Redevelopment Plan Update process, schedule, public meeting information and to provide an online platform for public input. The website included a community input survey as well as an interactive map of the HACRA where visitors could leave comments and view comments.

Over the course of several months, the project site received thousands of views and 146 survey responses and Redevelopment Area map comments.



## COMMUNITY OPEN HOUSE

A Community Open House was held on July 28, 2022, at City Hall along with a simultaneous online/virtual option for participants that could not attend in-person.

The Open House included a presentation about Community Redevelopment Agencies and CRAs, describing both their purpose and function. The presentation also addressed the existing conditions within the HACRA as well as the past accomplishments of the St. Augustine Community Redevelopment Agency.



Following the informational presentation, attendees participated in discussions, base map exercises and provided their perspectives on questions addressing the HACRA.

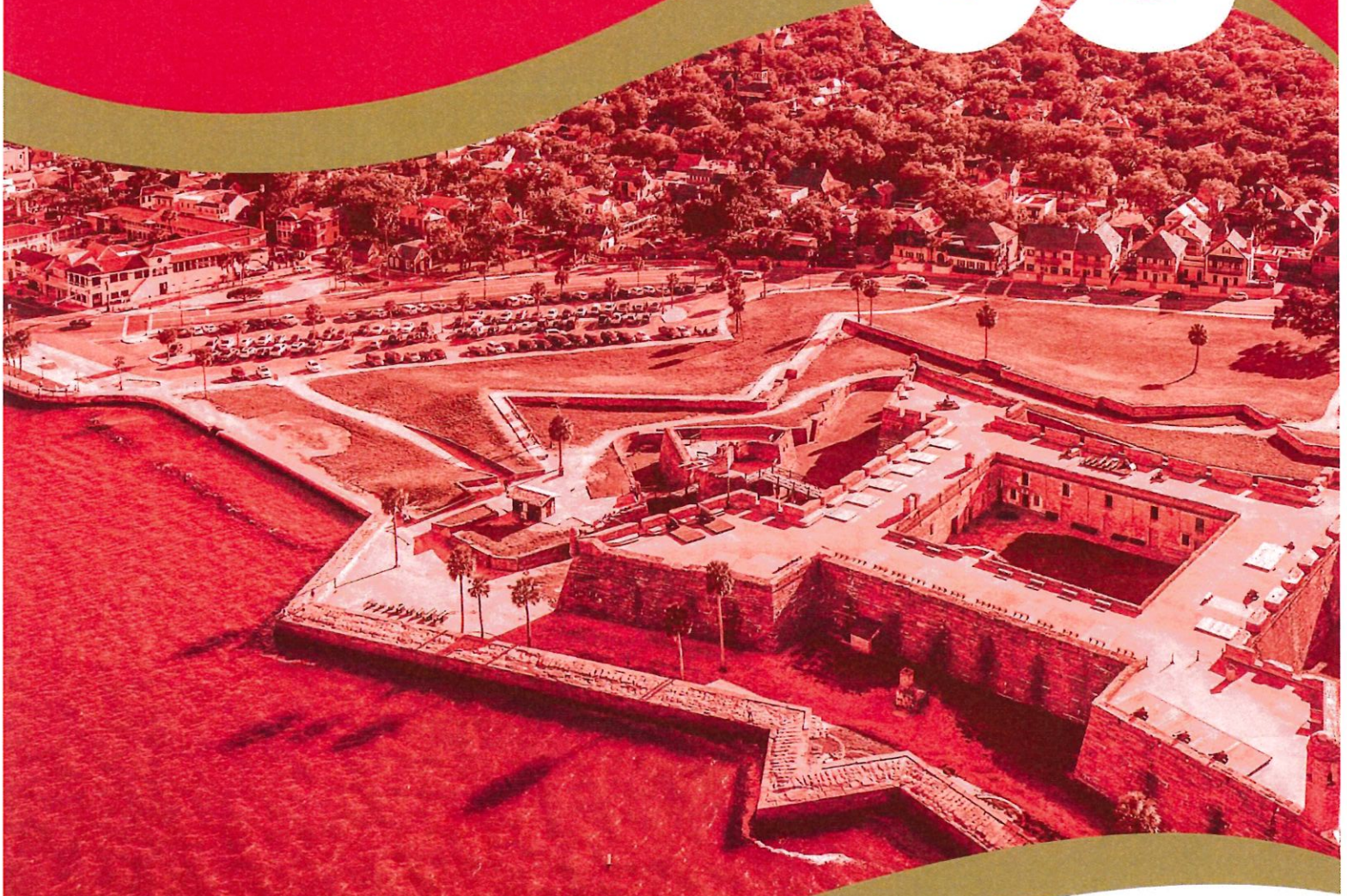
The Community Open House included four (4) activities for participants:

- Transportation Mapping Exercise
- Preferred Amenities Exercise
- Idea Wall
- General Comments/Discussion



# Strategic Goals and 5-Point Action Plan

# 05



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## STRATEGIC GOALS AND 5-POINT ACTION PLAN

The 2024 St. Augustine Historic Area Community Redevelopment Plan proposes the following **Strategic Goals** to guide the St. Augustine Community Redevelopment Agency's decision-making process and redevelopment activities.

- **Promote Connectivity and Mobility**
- **Improve Accessibility and Availability of Parking**
- **Enhance Public Spaces to Encourage Activity while Advancing Public Health and Safety**
- **Support Redevelopment that Fosters Smart Growth**
- **Modernize Infrastructure to be Safe, Clean, and Resilient**

The Strategic Goals are addressed through a **5-point Action Plan**.

*Action Strategy 1- **Mobility***

*Action Strategy 2- **Parking***

*Action Strategy 3- **Open Space***

*Action Strategy 4- **Redevelopment***

*Action Strategy 5- **Resiliency***

### MOBILITY



- Provide multimodal infrastructure improvements to enhance walkability
- Identify opportunities for improving and connecting sidewalks, paths, trails, and bike lanes
- Improve Streetscapes (lighting, stormwater improvements, street furniture, undergrounding utilities, low impact development improvements, utility system improvements, plantings)
- Fund wayfinding/navigational system to identify mobility alternatives and locations (i.e., pick up electronic bikes here; water taxi here)
- Provide microtransit and tech-enabled shared transportation for first/last mile mobility

## PARKING



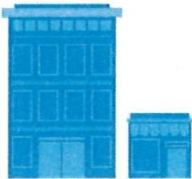
- Continue to evaluate opportunities for shared parking (public/private parking partnerships and agreements)
- Increase parking supply in strategic locations
- Create a park-once environment
- Identify sites and improvements for implementing dynamic parking strategies

## OPEN SPACE



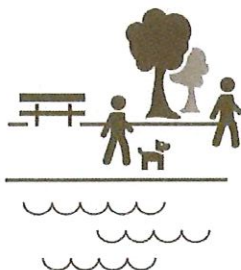
- Improve Francis Field
- Enhance the hardscape and landscape consistent with the historic designation and setting
- Utilize open spaces to provide additional public amenities including signage and facilities/restroom improvements that promote a multimodal system

## REDEVELOPMENT



- Foster conversion of surface lots and historic preservation goals
- Encourage redevelopment that considers mobility and how to safely and conveniently move people to and from establishments
- Identify specialized alternatives for preserving historic assets and infrastructure from increased wear and tear caused by commercial vehicles (dedicated delivery zones and designated areas for large trucks traveling within the HACRA)

## RESILIENCY

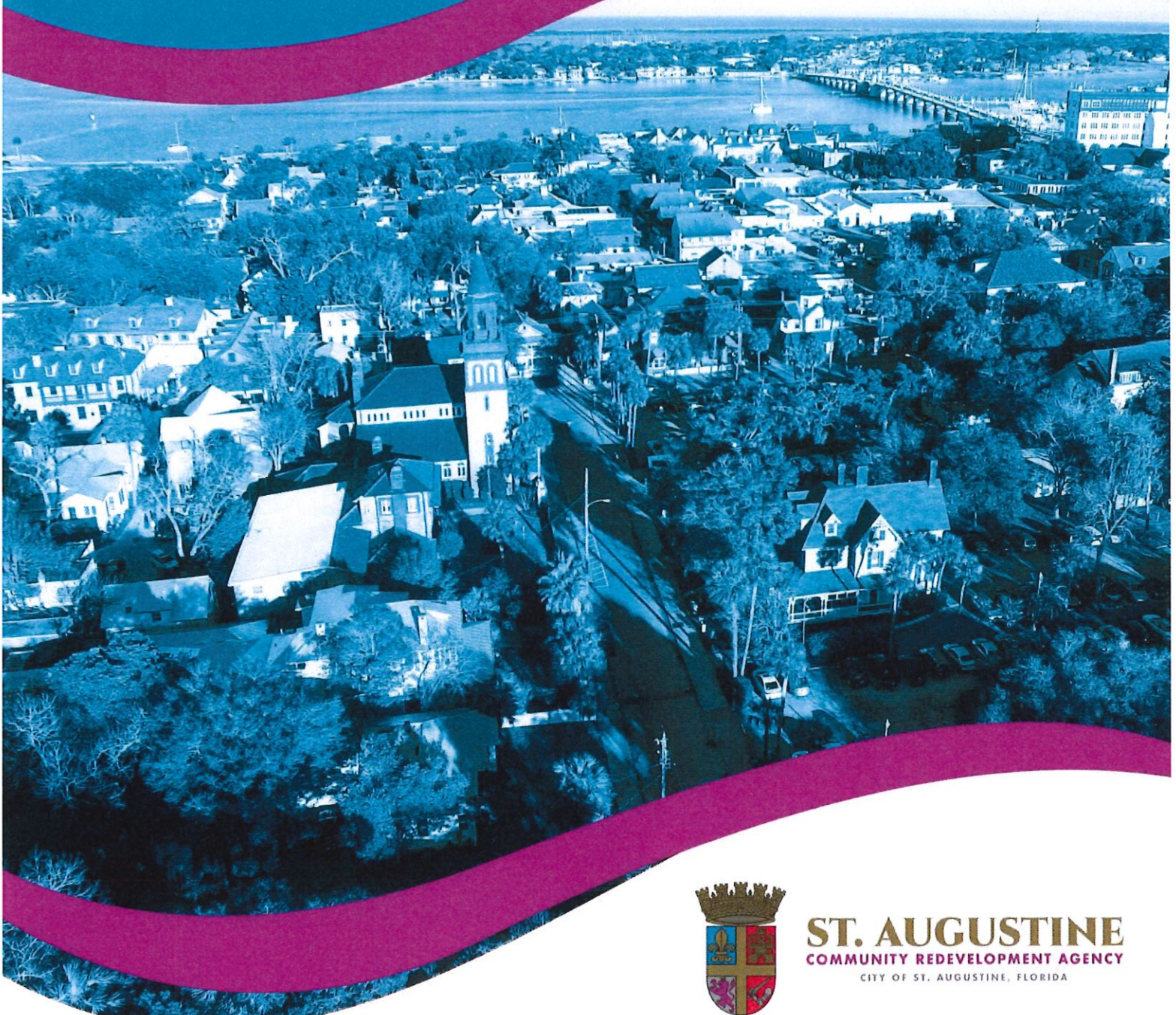


- Provide utility improvements
- Provide undergrounding of utilities
- Provide flood mitigation improvements. Seawalls, pump stations etc.



# Capital Projects / Conceptual Master Plan

# 06



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## CAPITAL PROJECTS/CONCEPTUAL MASTER PLAN

**Figure 20** shows the location of the proposed capital improvements within the HACRA. The following capital project descriptions present the proposed public realm improvements to implement the redevelopment strategies identified within the Historic Area Community Redevelopment Plan and to address issues and concerns identified during public engagement activities. Any proposed capital projects will be evaluated and prioritized by the Community Redevelopment Agency and reviewed/approved by the Historic Architecture Review Board (HARB).

### *Streetscape Projects*

- **King Street-Streetscape:** FDOT funded improvements up to \$18M; supplementary HACRA funding for non-CIP improvements, including programs to eliminate existing curb cuts, and other improvements over \$18M.
- **Granada Street-Streetscape:** Resurfacing roadway, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.
- **St. George Street-Streetscape:** Streetscape improvements, on south end, resurfacing roadway, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings. Pedestrian only improvements on northern portion (from Cathedral Place north), Pedestrian zone resurfacing, upgrade and refresh of street furnishings, lighting improvements, and application of city approved wayfinding signage.
- **Cathedral Place-Streetscape:** Resurfacing roadway, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.
- **Cordova Street-Streetscape:** Resurfacing roadway, intersection improvements, tram stops, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.
- **Charlotte Street-Streetscape:** Resurfacing roadway, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.
- **Malaga Street and Sebastian Harbor-Streetscape:** Resurfacing roadway, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.

### ***Wayfinding Signage***

- Additional application of city approved wayfinding

### ***Last Mile Mobility***

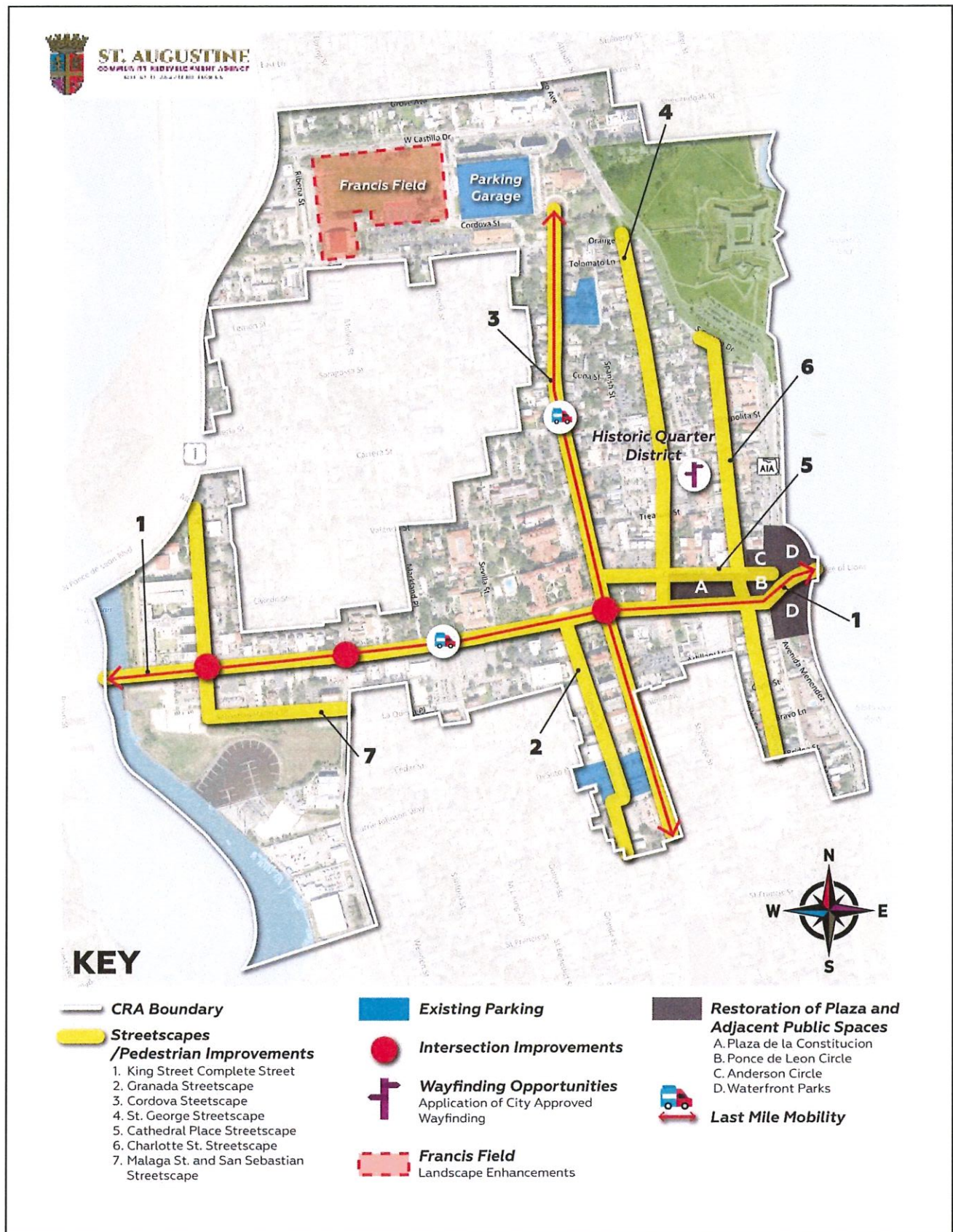
- Last Mile Mobility via shuttles or circulators.
- Shuttle and circulator stops and improvements.

### ***Open Space and Park Improvements***

- Francis Field
  - *New Turf*: Upgrade sub-base, drainage improvements, turf improvements, irrigation upgrades and lighting upgrades.
  - *Beautification*: Field improvements.
  - *Landscape and Trees*: Upgrade existing landscaping, canopy and understory trees.
- Restoration of Plaza and Adjacent Public Spaces Improvement Plan
  - Plaza de la Constitucion: Restoration Plan and implementation
  - Ponce de Leon Circle: Restoration Plan and implementation.
  - Anderson Circle: Restoration Plan and implementation.
  - Waterfront Parks: Improved lighting and site furnishings.



**Figure 20. Conceptual Master Plan – Proposed Capital Projects**





# TIF Projections

# 07



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## TAX INCREMENT FINANCING PROJECTIONS

The following Tax Increment Financing (TIF) revenue projections show the anticipated TIF revenue for the period of 2022-2054. The projections utilize the base year value (2000), the current (2022 Preliminary Taxable Values) taxable values, and 2021 City and County millage rates as a base. Taxable values are projected to increase at 2.5% per year from 2022. The TIF collection rate for City and County taxes is 95%. The cumulative TIF revenue projected to be collected through 2054 from County and City participation is **\$49,563,208** and **\$79,877,099** respectively for a total cumulative TIF revenue of **\$129,440,307**.

**Table 11. Tax Increment Fund Projections**

|             |                                       | Taxable<br>Valuation | Estimated<br>Increment Value | County Contribution<br>@ 95% | City Contribution<br>@ 95% | Total TIF     |
|-------------|---------------------------------------|----------------------|------------------------------|------------------------------|----------------------------|---------------|
| <b>BASE</b> | <b>2000</b>                           | <b>\$81,713,337</b>  |                              |                              |                            |               |
|             | 2022                                  | \$276,191,595        | \$194,478,258                | \$859,791                    | \$1,385,658                | \$2,245,449   |
|             | 2023                                  | \$283,096,385        | \$201,383,048                | \$890,317                    | \$1,434,854                | \$2,325,172   |
|             | 2024                                  | \$290,173,794        | \$208,460,457                | \$921,607                    | \$1,485,281                | \$2,406,888   |
|             | 2025                                  | \$297,428,139        | \$215,714,802                | \$953,678                    | \$1,536,968                | \$2,490,646   |
|             | 2026                                  | \$304,863,843        | \$223,150,506                | \$986,552                    | \$1,589,947                | \$2,576,499   |
|             | 2027                                  | \$312,485,439        | \$230,772,102                | \$1,020,247                  | \$1,644,251                | \$2,664,498   |
|             | 2028                                  | \$320,297,575        | \$238,584,238                | \$1,054,784                  | \$1,699,913                | \$2,754,697   |
|             | 2029                                  | \$328,305,014        | \$246,591,677                | \$1,090,186                  | \$1,756,966                | \$2,847,151   |
|             | 2030                                  | \$336,512,640        | \$254,799,303                | \$1,126,472                  | \$1,815,445                | \$2,941,917   |
|             | 2031                                  | \$344,925,456        | \$263,212,119                | \$1,163,665                  | \$1,875,386                | \$3,039,051   |
|             | 2032                                  | \$353,548,592        | \$271,835,255                | \$1,201,788                  | \$1,936,826                | \$3,138,614   |
|             | 2033                                  | \$362,387,307        | \$280,673,970                | \$1,240,864                  | \$1,999,802                | \$3,240,666   |
|             | 2034                                  | \$371,446,989        | \$289,733,652                | \$1,280,917                  | \$2,064,352                | \$3,345,269   |
|             | 2035                                  | \$380,733,164        | \$299,019,827                | \$1,321,971                  | \$2,130,516                | \$3,452,487   |
|             | 2036                                  | \$390,251,493        | \$308,538,156                | \$1,364,052                  | \$2,198,334                | \$3,562,386   |
|             | 2037                                  | \$400,007,781        | \$318,294,444                | \$1,407,185                  | \$2,267,848                | \$3,675,032   |
|             | 2038                                  | \$410,007,975        | \$328,294,638                | \$1,451,396                  | \$2,339,099                | \$3,790,495   |
|             | 2039                                  | \$420,258,175        | \$338,544,838                | \$1,496,712                  | \$2,412,132                | \$3,908,844   |
|             | 2040                                  | \$430,764,629        | \$349,051,292                | \$1,543,161                  | \$2,486,990                | \$4,030,151   |
|             | 2041                                  | \$441,533,745        | \$359,820,408                | \$1,590,771                  | \$2,563,720                | \$4,154,492   |
|             | 2042                                  | \$452,572,088        | \$370,858,751                | \$1,639,572                  | \$2,642,369                | \$4,281,941   |
|             | 2043                                  | \$463,886,390        | \$382,173,053                | \$1,689,593                  | \$2,722,983                | \$4,412,576   |
|             | 2044                                  | \$475,483,550        | \$393,770,213                | \$1,740,864                  | \$2,805,613                | \$4,546,477   |
|             | 2045                                  | \$487,370,639        | \$405,657,302                | \$1,793,417                  | \$2,890,308                | \$4,683,725   |
|             | 2046                                  | \$499,554,905        | \$417,841,568                | \$1,847,284                  | \$2,977,121                | \$4,824,405   |
|             | 2047                                  | \$512,043,778        | \$430,330,441                | \$1,902,497                  | \$3,066,104                | \$4,968,602   |
|             | 2048                                  | \$524,844,872        | \$443,131,535                | \$1,959,091                  | \$3,157,312                | \$5,116,403   |
|             | 2049                                  | \$537,965,994        | \$456,252,657                | \$2,017,100                  | \$3,250,800                | \$5,267,900   |
|             | 2050                                  | \$551,415,144        | \$469,701,807                | \$2,076,559                  | \$3,346,625                | \$5,423,184   |
|             | 2051                                  | \$565,200,522        | \$483,487,185                | \$2,137,504                  | \$3,444,846                | \$5,582,350   |
|             | 2052                                  | \$579,330,535        | \$497,617,198                | \$2,199,973                  | \$3,545,523                | \$5,745,496   |
|             | 2053                                  | \$593,813,799        | \$512,100,462                | \$2,264,004                  | \$3,648,716                | \$5,912,720   |
|             | 2054                                  | \$608,659,144        | \$526,945,807                | \$2,329,635                  | \$3,754,489                | \$6,084,124   |
|             | County Millage                        |                      | 0.0046537                    |                              |                            | \$129,440,307 |
|             | City Millage                          |                      | 0.0075                       |                              |                            |               |
|             |                                       |                      |                              |                              |                            |               |
|             | Total County Contribution (2022-2054) |                      |                              | \$49,563,208                 |                            |               |
|             | Total City Contribution (2022-2054)   |                      |                              | \$79,877,099                 |                            |               |
|             | Total TIF Estimated (2022-2054)       |                      |                              | \$129,440,307                |                            |               |



# Implementation Schedule

# 08



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## IMPLEMENTATION SCHEDULE

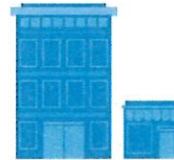
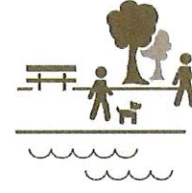
The following tables propose a Three-Phase approach to implementation of the capital projects contained in the Historic Area Community Redevelopment Plan. The evaluation of the Community Redevelopment Agency's accomplishments, findings from the existing conditions analysis, and the input received from residents and businesses during the update of the Historic Area Community Redevelopment Plan identified numerous opportunities and capital improvement projects. However, common obstacles to implementation of these types of plans are financial limitations, or in this case previous financial obligations.

The municipal bond debt service for the Historic Downtown Parking Facility pledged any budgeted and appropriated non-ad valorem revenue. As a practical matter the revenue generated from the HACRA TIF has been used towards the Historic Downtown Parking Facility debt service which will continue through 2041. This will influence the timing of the proposed implementation schedule for the capital projects identified in the Conceptual Master Plan. The operational timeframe of the HACRA is until 2054. Subsequent to the completion of the debt service payments, the HACRA is anticipated to generate additional TIF revenue to be available to implement other capital improvements and redevelopment undertakings. The projects and programs identified for each of the Phases address the Plan's five redevelopment strategies: **MOBILITY, PARKING, REDEVELOPMENT, OPEN SPACE and RESILIENCY.**

**Mobility**

**Parking**

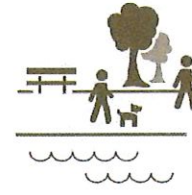
**Open Space**

**Redevelopment**

**Resiliency**


| Phase 1 (1-5 Years)                                                                                       |                                                                                                                                                                                                  |                                                       |
|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| <b>King Street Streetscape Improvements</b>                                                               | Streetscape and intersection improvements utilizing \$18M FDOT sourced funding. TIF sourced funds used to supplement FDOT sourced funds and include curb-cut/driveway buyback program.           | \$\$\$\$<br><b>(FDOT sourced)</b><br>\$ (TIF sourced) |
| <b>District-Wide Wayfinding Implementation</b>                                                            | Pledge funding for design and implementation of City approved wayfinding plan throughout HACRA.                                                                                                  | \$                                                    |
| <b>Francis Field Improvements</b>                                                                         | Turf upgrades, irrigation improvements, and landscape improvements.                                                                                                                              | \$                                                    |
| <b>Dynamic Parking Management Application</b>                                                             | Evaluate potential locations and scenarios for implementing dynamic parking management strategies.                                                                                               | \$                                                    |
| <b>Property Acquisition and Construction of Public Amenities and Facilities</b>                           | Evaluate opportunities to construct amenities and facilities which further the implementation of the Historic Area Community Redevelopment Plan, including the acquisition of property to do so. | \$\$\$\$                                              |
| EST. Cost: \$=<\$1M   \$\$=\$1M-\$2.5M   \$\$\$=\$2.5M-\$5.5M   \$\$\$\$=\$5.5M-\$10M   \$\$\$\$\$=>\$10M |                                                                                                                                                                                                  |                                                       |

Proposed **Phase 1** capital projects are mostly lower cost projects to enable the continued HACRA accommodation of debt service payments for the Historic Downtown Parking Facility. The key objectives for Phase 1 are to build upon previous HACRA accomplishments while incrementally implementing the Plan's redevelopment strategies.

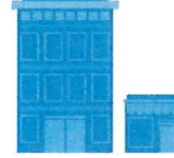


**Mobility****Parking****Open Space****Redevelopment****Resiliency**

| Phase 2 (6-10 Years)                                                                                                   |                                                                                                                                                                                                  |            |
|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>Cathedral Place-Streetscape Improvements</b>                                                                        | Range of improvements: Roadway resurfacing, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.               | \$\$       |
| <b>Granada Street Streetscape Improvements</b>                                                                         | Range of improvements: Roadway resurfacing, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.               | \$\$       |
| <b>Waterfront Parks</b>                                                                                                | Improved lighting and site furnishings.                                                                                                                                                          | \$\$       |
| <b>Circulator Stops</b>                                                                                                | Stops and signage improvements for circulators.                                                                                                                                                  | \$\$       |
| <b>Charlotte Street Streetscape Improvements</b>                                                                       | Range of improvements: Roadway resurfacing, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.               | \$\$       |
| <b>Micromobility and Microtransit Improvements</b>                                                                     | Public amenities and improvements to support micromobility and microtransit efforts.                                                                                                             | \$\$       |
| <b>Property Acquisition and Construction of Public Amenities and Facilities</b>                                        | Evaluate opportunities to construct amenities and facilities which further the implementation of the Historic Area Community Redevelopment Plan, including the acquisition of property to do so. | \$\$\$\$\$ |
| <b>EST. Cost: \$=&lt;\$1M   \$\$=\$1M-\$2.5M   \$\$\$=\$2.5M-\$5.5M   \$\$\$\$=\$5.5M-\$10M   \$\$\$\$\$=&gt;\$10M</b> |                                                                                                                                                                                                  |            |

Proposed **Phase 2** capital projects enable the continued HACRA accommodation of debt service payments for the Historic Downtown Parking Facility. The key objectives for Phase 2 are to build upon previous HACRA accomplishments, enable completion of debt service payments while incrementally implementing the Plan's redevelopment strategies.



**Mobility****Parking****Open Space****Redevelopment****Resiliency**

| <b>Phase 3 (11-20 Years)</b>                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |
|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>Plaza de la Constitucion</b>                                                                    | Improvement Plan that is in accordance with its historic character                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>\$</b> |
| <b>Ponce de Leon Circle</b>                                                                        | Improvement Plan that is in accordance with its historic character.                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>\$</b> |
| <b>Anderson Circle</b>                                                                             | Improvement Plan that is in accordance with its historic character.                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>\$</b> |
| <b>Cordova Street-Streetscape:</b>                                                                 | Range of improvements: Roadway resurfacing, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.                                                                                                                                                                                                                                                                                                                | <b>\$</b> |
| <b>Malaga Street and Sebastian Harbor Drive Streetscape</b>                                        | Range of improvements: Roadway resurfacing, stormwater and other utility improvements, trees and landscaping upgrades, sidewalk and lighting improvements, and street furnishings.                                                                                                                                                                                                                                                                                                                | <b>\$</b> |
| <b>St. George Street</b>                                                                           | Range of improvements: Streetscape and stormwater and other utility improvements, on south end of St. George Street, roadway resurfacing, stormwater improvements, trees and landscaping upgrades, sidewalk and lighting improvements and street furnishings. Pedestrian only improvements (on northern portion from Cathedral Place north), Pedestrian zone resurfacing, upgrade and refresh of street furnishings and lighting, and additional application of City approved wayfinding signage. | <b>\$</b> |
| <b>Public Parking</b>                                                                              | Increase public parking supply in strategic locations.                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>\$</b> |
| <b>Property Acquisition and Construction of Public Amenities and Facilities</b>                    | Evaluate opportunities to construct amenities and facilities which further the implementation of the Historic Area Community Redevelopment Plan, including the acquisition of property to do so.                                                                                                                                                                                                                                                                                                  | <b>\$</b> |
| <b>EST. Cost: \$=&lt;\$1M   \$=\$1M-\$2.5M   \$=\$2.5M-\$5.5M   \$=\$5.5M-\$10M   \$=&gt;\$10M</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |

Proposed **Phase 3** capital projects reflect the completion of debt service payments in 2041 and the commensurately increased anticipated capital project capacity of the HACRA. The key objectives for Phase 3 are to build upon previous HACRA accomplishments and implement higher-cost capital projects.



# Comprehensive Goals, Objectives and Policies

# 09



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## COMPREHENSIVE GOALS, OBJECTIVES AND POLICIES

The vision for the St. Augustine Historic Area CRA is to **preserve** the historic authenticity of the area, **improve** public spaces for use by residents and visitors, **establish** and **reinforce** connections within the HACRA's spaces, and **enhance** public safety.

The following Comprehensive Goals and Policies of the amended and restated 2024 St. Augustine Historic Area's Community Redevelopment Plan provide for the projects that can be funded by the CRA. The focus areas for these Goals and Policies include: ***Administration; Public Spaces; Infrastructure; Connectivity and Walkability; and Public Health and Safety.*** These Goals, Policies and associated projects, tasks and activities are presented to provide the Community Redevelopment Agency flexibility when developing Annual Work Plans and Budgets during the HACRA's operational period. All projects and funding will be considered and prioritized by the Community Redevelopment Agency on an annual basis as part of the Historic Area Community Redevelopment Plan implementation.



## ADMINISTRATION

***GOAL 1.1 Maintain cost-effective operations of the Community Redevelopment Agency in accordance with the requirements of the Florida Statutes.***

### POLICIES

- Continue to utilize funding derived from TIF revenues and other sources where appropriate, to fund capital improvements, garage debt service, and activities identified in the amended and restated 2024 St. Augustine Historic Area's Community Redevelopment Plan through the 2054 operational timeframe of the Community Redevelopment Agency.
- Utilize TIF revenue generated within the HACRA as a funding source for the administration of the Community Redevelopment Agency and the Agency's redevelopment projects and capital improvements.
- Administer and coordinate the implementation of the Historic Area Community Redevelopment Plan.
- The Community Redevelopment Agency will maintain a current digital map of the Historic Area Redevelopment Area and post the map on the HACRA website.

### ACTION STRATEGIES/PROJECTS

- *Provide updates on projects in the HACRA to the CRA Board at regularly scheduled meetings*
- *Posting of a current digital map of the HACRA on the Community Redevelopment Agency's website.*

***GOAL 1.2 Identify community stakeholders, to assist in the implementation of the Historic Area Community Redevelopment Plan Goals, Action Strategies, and Projects/Activities.***

**POLICIES**

- Coordinate with local business associations, merchant groups, Chambers of Commerce and other organizations to facilitate regularly scheduled community briefing and "informational sessions" to provide project updates and identify potential needs and opportunities.
- Contract with professional firms or organizations to implement specific HACRA Goals, Policies, Projects/Activities.
- Collect public input from stakeholders, residents and business owners/operators located within and outside of the HACRA for use in the preparation of materials for presentation to the Community Redevelopment Agency.

**ACTION STRATEGIES/PROJECTS**

- *Schedule community briefings and information sessions*
- *Utilize targeted messaging for key stakeholders, business representatives, faith-community representatives, neighborhood associations, and residents.*



## **PUBLIC SPACES**

***GOAL 2.1 Evaluate opportunities for site and facility acquisition to implement the Goals, Action Strategies and Projects of the St. Augustine Historic Area Community Redevelopment Plan.***

### **POLICIES**

- Evaluate and facilitate acquisition of properties which further implementation of the Historic Area Community Redevelopment Plan.
- Identify site assemblage opportunities of properties within the HACRA to assist the implementation of the Historic Area Community Redevelopment Plan.

### **ACTION STRATEGIES/PROJECTS**

- *GIS inventory of vacant and publicly owned properties within the HACRA*
- *Inventory and prioritize opportunity sites*

***GOAL 2.2 Provide access to and promote the use of public spaces.***

### **POLICIES**

- Identify and evaluate opportunities to improve or provide additional amenities within public spaces within the HACRA.
- Coordinate with the Public Works Department to support improvements, renovations, upgrades, and expansions of parks and other public spaces located within the HACRA.

### **ACTION STRATEGIES/PROJECTS**

- *Inventory and map of all public and City-owned spaces and park facilities within the HACRA.*
- *Inventory and prepare an asset location map of existing pedestrian (benches, shade-stops, water fountains, restrooms, etc.) and bicycle amenities (paths/trails/route signage, bicycle racks, repair/air/ tool facilities) within all public parks and spaces and City-owned parcels within the HACRA and their connections to the HACRA.*

## INFRASTRUCTURE

***GOAL 3.1 Give priority to infrastructure improvements and amenity installation that will improve mobility within the HACRA.***

### POLICIES

- Annually evaluate and prepare applications for potential grant funding opportunities and other alternative funding opportunities to assist in the implementation of transportation and mobility improvements that are located within or connect to and serve the HACRA.
- Evaluate opportunities to construct amenities and facilities aligned with the City of St. Augustine's 2040 Mobility Plan in the HACRA, including the acquisition of land to do so.

### ACTION STRATEGIES/PROJECTS

- *Inventory of available parking*
- *Multimodal infrastructure improvements*

***GOAL 3.2 Assist the City in providing multimodal infrastructure improvements that create a park-once environment.***

### POLICIES

- Provide parking improvements in the HACRA that support the City's dynamic parking management strategies such as the installation of parking meters with variable rates, providing priority parking for City residents in certain areas of the HACRA, and the utilization of real time message boards to direct visitors.
- Evaluate and support the improvement and management of public parking facilities in the HACRA to better manage the impacts of special events.



***GOAL 3.3 Support the City's efforts to address stormwater issues within the HACRA.***

**POLICIES**

- Include stormwater system improvements when designing and constructing streetscape improvements, retrofits, and other public improvements within the HACRA.
- Coordinate with the Public Works Department and the St. Johns River Water Management District (SJRWMD) to identify and prioritize potential stormwater improvements for inclusion in the Community Redevelopment Agency's Annual Work Plan and Budget.

***GOAL 3.4 Evaluate and prioritize streetscaping, street lighting, and pedestrian safety improvement opportunities throughout the HACRA.***

**POLICIES**

- Coordinate with the City's Public Works Department to prioritize pedestrian related improvements located within the HACRA such as streetscape projects, trail connections, crosswalks, street lighting, and sidewalk installations/expansions.
- Coordinate with the City's Public Works Department to identify, evaluate and prioritize potential locations within the HACRA for existing streetscape updates, streetlighting improvements, sidewalk repair and gap connections (new sidewalk connections) and improvements to other existing pedestrian ways and paths for inclusion in the HACRA's Annual Budget.
- Improve multimodal connections throughout the HACRA, with prioritization given to connecting neighborhoods adjacent to the Historic Area to public facilities, employment areas, and public parks located within and adjacent to the HACRA.
- Coordinate with the City's Public Works Department and other local agencies and governments to prioritize and implement multi-purpose paths, bike-lanes, sidewalks and other connections and improvements to provide safe, lighted, pedestrian and non-automobile connections to and from the neighborhoods, city facilities and parks within and adjacent to the HACRA.

- Contingent on the availability of funding sources, include at least one streetscape, sidewalk, crosswalk, street lighting or neighborhood connection improvement project in each years' Annual Budget.

#### ACTION STRATEGIES/PROJECTS

- *Bi-annual coordination meetings with the City's Public Works Department to identify streetscape / sidewalk / crosswalk / streetlighting / neighborhood connection improvement project street within the HACRA*
- *Annual inclusion of a streetscape / sidewalk / crosswalk / streetlighting / neighborhood connection improvement project in Annual Work Plan and Budget*
- *Engage the Historic Area Review Board (HARB) on streetscaping improvements located in Historic Preservation districts.*



## CONNECTIVITY AND WALKABILITY

***GOAL 4.1 Leverage the regional destination of the HACRA with improved connections, linkage to trail networks, and access to supportive uses and public amenities.***

### POLICIES

- Improve roadway safety through design, engineering, and evaluation.
- Expand public transportation systems and alternatives.
- Promote connectivity by providing safe pedestrian and bicycle connections.
- Interconnect public spaces and amenities to improve convenience, enjoyment, and comfort.
- Support the implementation of the City's approved wayfinding signage in the HACRA to promote mobility, provide information, and guide visitors.
- Coordinate with the City's Public Works Department to prioritize potential locations to address gaps in connections to existing pedestrian ways and paths within the HACRA. Projects identified will be included in the Community Redevelopment Agency's Work Plan and Budget.

### ACTION STRATEGIES/PROJECTS

- *Evaluation of roadway conditions in the HACRA to prioritize streetscape improvements*
- *Additional application and installation of the City's approved Wayfinding signage in the HACRA*

***GOAL 4.2 Promote a sense of place, safety, and walkability.***

### POLICIES

- Promote a pedestrian-friendly and safe public realm and environment.
- Design pedestrian-friendly streetscapes to encourage new development and redevelopment projects to provide additional pedestrian-oriented amenities and enhancements that would encourage walking.
- Provide inclusive public amenities and improvements that promote walkability for everyone, regardless of age, ability, and circumstance.

- Enhance pedestrian-oriented street lighting to increase the sense of safety and reduce the impact of light pollution.
- Utilize trees and other landscaping to visually enhance public spaces and provide shade. Native species should be encouraged within the HACRA.

#### ACTION STRATEGIES/PROJECTS

- *Establishment of pedestrian and transit-oriented districts*
- *Establishment of design guidelines with walkability standards that promote enhanced pedestrian amenities, comfort, and safety*
- *Survey of the HACRA to identify poorly lit areas or areas where streetlighting needs to be improved*
- *Inclusive design of public amenities and improvements*



## PUBLIC HEALTH AND SAFETY

### ***GOAL 5.1 Foster Safe Community Initiatives.***

#### POLICIES

- Assess public safety and perception in the HACRA to identify and prioritize public safety initiatives.
- Evaluate and initiate traffic mitigation strategies in areas with traffic issues, higher than average crash rates, and resident/business owner complaints.
- Encourage residents and visitors to participate in active transportation (walking, biking).
- Provide additional pedestrian and bicyclist infrastructure within the HACRA.
- Develop communication tools (in-person & virtual community engagement) to support efforts of policy initiatives for health equity.
- Coordinate with law enforcement to educate and enforce traffic laws in order to protect pedestrians and bicyclists.
- Improve the safety and aesthetics of the pedestrian/cyclist-oriented environment infrastructure within the HACRA by providing appropriate street lighting, shade trees, pedestrian amenities, and physical (and visible) buffers between pedestrians/cyclists and automobiles.

#### ACTION STRATEGIES/PROJECTS

- *Installation of extended, complete, and well-connected bicycle/pedestrian infrastructure*
- *Posting of public information promoting multimodal use (especially bicycle and pedestrian), hubs, pathways, and safety*
- *Bi-annual street lighting/sidewalk assessment within the HACRA*
- *Trees and street furniture installations*



# Appendix

# 10



**ST. AUGUSTINE**  
COMMUNITY REDEVELOPMENT AGENCY  
CITY OF ST. AUGUSTINE, FLORIDA



## APPENDIX

### NEIGHBORHOOD IMPACT ELEMENT

Florida statutes require that the HACRA address low or moderate income housing if the HACRA area contains this category of housing. The existing data for the area does not clearly differentiate household or individual income for the considerable student population in Flagler College's three multi-story dormitories. Nonetheless, if the HACRA has low or moderate income housing, the HACRA Plan's infrastructure improvements will not cause population relocation or impact school populations, will improve traffic and mobility circulation, will enhance the environmental quality of the HACRA, and will improve the availability of facilities and services.

The implementation of the Historic Area Community Redevelopment Plan will foster many positive impacts to the quality of life for the St. Augustine Historic Area and surrounding communities. Neighborhoods will benefit from implementation of the Plan, through improvements to the public realm, improved community facilities, and infrastructure improvements. These activities are to address conditions of transportation and parking infrastructure, pedestrian and vehicular safety issues and other statutory conditions that were found present in the community.

Successfully addressing these conditions will improve the quality of life for residents and visitors, while also improving the economic environment for business owners, employers and workers within St. Augustine and St. Johns County.

While all impacts cannot be determined without site-specific proposals for which to evaluate impacts, the following section presents the range of potential impacts that can be anticipated to occur in the categories required by Chapter 163 Part III of the Florida Statutes, Section 163.360.

### STATUTORY CRITERIA

#### *Consistency with the Comprehensive Plan*

The HACRA Plan conforms to the City of St. Augustine Comprehensive Plan 2040, and any activity occurring during the Plan's horizon will conform to the City's Comprehensive Plan as amended from time to time.

### ***Completeness of the Plan***

The HACRA Plan is sufficiently complete and provides that any possible land acquisition will conform with the City's municipal code, real estate acquisition procedures, section 2-2 and established Florida law. Any rehabilitation of structures, facilities, or landscapes will be consistent with the City's Historic Preservation Master Plan, Comprehensive Plan, and land development regulations.

### ***Affordable Housing***

The HACRA area consists of an essentially fully built-out historic core city. The primary housing units are private college dormitories. Residential structures include a small component of private residences, converted small businesses, and statutory vacation rental units that the City may not prohibit or regulate in terms of duration or frequency of stay per Chapter 509.032, Florida Statutes, beyond what was regulated prior to 2011. The cost of real estate in the HACRA combined with its historic preservation focus because of its designation as a National Register Town Plan, make construction for affordable housing unlikely. The HACRA Plan does not include demolition of existing housing or displacement of individuals or families. Overall existing land use and zoning in the HACRA is essentially mixed-use and does not prohibit residential uses, and the HACRA Plan is not proposing any zoning or land use changes.

### ***Conformity of the Plan***

The HACRA Plan conforms to the general plan of the City as a whole, and incorporates existing Comprehensive Plan, Mobility Plan, Historic Preservation Master Plan, and land development regulations of the City.

### ***Community Policing Innovations and Public Parks***

The HACRA Plan considered innovative community policing, as that term is defined in Chapter 163.340(23), Florida Statutes. The City's only police station is currently already located within the HACRA boundary, and assigning specific officers to patrol only within the HACRA or otherwise provide for accounting of their time to conform with the Florida Auditor General's requirements was determined to be infeasible. Infrastructure improvements to the built environment contemplated in the HACRA Plan is intended to focus TIF funds to capital projects that will have the secondary effect of reducing crime. The HACRA Plan includes improvements to public parks and other community facilities available to visitors and residents including children residing in the general vicinity of the HACRA.



## ***Community Redevelopment***

The HACRA Plan supports community redevelopment by private enterprise. The planned public infrastructure improvements for the HACRA will create a built environment that will enhance the resident and visitor experience. Improvements in mobility and other infrastructure will create an attractive environment for private investment in redevelopment consistent with the City's Historic Preservation Master Plan, Comprehensive Plan, and land development regulations.

## ***Coastal Tourist Area Resiliency***

The HACRA Plan incorporates the City's adopted Resilient Heritage in the Nation's Oldest City guidelines for flood mitigation design, floodproofing, and other resilient heritage construction techniques.

## ***Environmental Quality***

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### **DRAINAGE**

Curb, gutter and storm drainage infrastructure improvements are proposed throughout the HACRA. These improvements are to be provided concurrently with streetscape improvements and will be consistent with low-impact design techniques to minimize and mitigate potential drainage impacts upon the Matanzas River.

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### **VEGETATION**

No loss of vegetation is expected due to the implementation of the HACRA Plan. Additional street trees, open spaces, and refreshed green spaces are proposed within the 2024 St. Augustine Historic Area Community Redevelopment Plan.

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### **NOISE**

It is anticipated that construction activities may cause a temporary increase in local noise levels, however, these activities will occur during normal working hours and should not create a hardship for residents and businesses.

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### **WATER QUALITY**

Improvements to the infrastructure serving the HACRA, including potable water delivery infrastructure, are proposed throughout the redevelopment area. As development and redevelopment occurs, a new and upgraded transmissions system will be constructed, thereby improving potable water supply and quality. Upgrading deficient sanitary sewer systems and water systems during the course of redevelopment activities will also improve the water supply system. Individual projects will be analyzed by the Community

Redevelopment Agency and the City Public Works Department to determine their impacts on water flow. Improvements to the stormwater drainage system infrastructure during the redevelopment process will be consistent with low-impact design techniques to minimize and mitigate potential drainage impacts upon the Matanzas River system.

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## **AIR QUALITY**

The implementation of the 2024 St. Augustine Historic Area Community Redevelopment Plan does not involve the addition of any anticipated point sources of air pollution that would require State or Federal permits. Proposed construction activities that occur as a part of project development or redevelopment activities will be a source of airborne dirt and dust. Dust control mitigation measures may be employed during these activities. Traffic circulation and pedestrian mobility improvements should provide long-term benefits for the air quality in the HACRA by increasing the efficiency of traffic flow and decreasing dependency on the automobile for short trips in town.

### ***Transportation***

The 2024 St. Augustine Historic Area Community Redevelopment Plan proposes streetscape improvements, pedestrian improvements and improved bicyclist amenities throughout the HACRA. These projects will maintain or improve downtown traffic circulation and parking as well as the flow of regional through traffic while enhancing the pedestrian character of the district.

Annual streetscaping projects will emphasize the provision of enhanced pedestrian facilities and bicycle facilities. While regional traffic is maintained, the pedestrian environment will be enhanced, and bicycle facilities expanded. Neighborhood revitalization incorporating new local employment is expected to provide some relief to traffic congestion in the community by fostering the development of traditional neighborhood characteristics. The closer proximity between various land uses encourages pedestrian, rather than automobile, trips. The HACRA in close coordination with the City will utilize maintenance of traffic (MOT) and maintenance of business (MOB) plans to manage traffic flow and to ensure easy access to local businesses during construction periods.

### ***Police and Fire Services***

The 2024 St. Augustine Historic Area Community Redevelopment Plan supports the use of Community Oriented Policing (COPs) programs and Crime Prevention Through Environmental Design (CPTED) planning and design principles during neighborhood planning and when reviewing new private sector development. The St. Augustine Police and Fire Departments currently provide high quality police and fire service. The 2024 St. Augustine Historic Area Community Redevelopment Plan endorses the use of improved



street lighting and sidewalks in residential areas to address residents' concerns of potential crime of opportunity. As new potential multi-story construction occurs, the City, the Community Redevelopment Agency, City of St. Augustine Public Works Department and Fire Department should plan for increased demand on the water system and ensure sufficient flow for fire suppression systems.

### ***School Population***

Potential housing development and population growth within the HACRA are not anticipated to significantly increase the amount of school age children. The population growth of St. Augustine has been relatively flat. The City of St. Augustine's population grew annually at .93%. While significant increases in the population of school age children are not anticipated within the HACRA, population trends should be monitored for potential changes in this trend.

### ***Employment***

The long-term implementation of the 2024 St. Augustine Historic Area Community Redevelopment Plan is anticipated to increase employment activities within the HACRA and increase employment opportunities for the residents of the Redevelopment Area. Small business development is a key factor to providing a stronger, more diverse employment base that is more resistant to fluctuating economic cycles and decisions regarding capital mobility. The 2024 St. Augustine Historic Area Community Redevelopment Plan supports the establishment and revitalization of neighborhood commercial, retail, hospitality and office use in appropriate locations throughout the HACRA.

### ***Amended Community Redevelopment Plan Approval Process***

In accordance with Chapter 163.360, Florida Statutes, the St. Augustine Community Redevelopment Agency shall submit its amended Community Redevelopment Plan for the HACRA to the City's Planning and Zoning Board ("PZB") for review and recommendations as to its conformity with the comprehensive plan for the development of the municipality as a whole. The PZB shall submit its written recommendations with respect to conformity of the proposed amended Community Redevelopment Plan to the CRA within 60 days after receipt of the Plan for review. Upon receipt of the recommendations the CRA may proceed with its consideration of the proposed amended Community Redevelopment Plan for the HACRA. The CRA shall submit its recommended HACRA Plan with its written recommendations to the governing body (the City Commission) and to each taxing authority that levies ad valorem taxes on taxable real property contained within the geographic boundaries of the HACRA. The City Commission shall hold a public hearing on the Historic Area Community Redevelopment

Plan after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the county or municipality. The notice shall describe the time, date, place, and purpose of the hearing, identify generally the Redevelopment Area covered by the Plan, and outline the general scope of the amended Community Redevelopment Plan under consideration.

Following such a hearing, the City Commission may approve the amended Community Redevelopment Plan if it finds that:

- 1.0 A feasible method exists for the location of families who will be displaced from the Community Redevelopment Area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families. The amended HACRA Plan focuses on public infrastructure improvements and does not include the displacement of families.
- 2.0 The Historic Area Community Redevelopment Plan conforms to the overall Goals, Policies and Objectives of the City's adopted Comprehensive Plan;
- 3.0 The Historic Area Community Redevelopment Plan provides due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the Historic Area Community Redevelopment Plan; and,
- 4.0 The Historic Area Community Redevelopment Plan will afford for the maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the HACRA by private enterprise.
- 5.0 The HACRA Plan will ensure protection of property against exposure to natural disasters consistent with the City's adopted Resilient Heritage in the Nation's Oldest City guidelines.

Upon approval by the St. Augustine City Commission, the amended 2024 St. Augustine Historic Area Community Redevelopment Plan shall be considered in full force and effect for the HACRA and the City may then cause the Community Redevelopment Agency to carry out the implementation of this modified Historic Area Community Redevelopment Plan. Furthermore, pursuant to Chapter 163.362, Florida Statutes, the following findings are incorporated by reference:

- 1.0 The amended HACRA Plan contains a legal description of the boundaries of the HACRA and the reasons for establishing these boundaries as included in the original area and plan. No changes to the existing boundaries of the HACRA are included in this amended Plan.



2.0 The amount of open space, parks, street layout, public utilities, and public improvements, as well as the number of dwellings and the limitations on the type, size, height, number, and use of buildings are shown on figures and diagrams in the HACRA Plan.

3.0 The amended HACRA Plan describes any low or moderate income housing in the HACRA and the positive impacts of the Plan on those residents.

4.0 The amended HACRA Plan identifies specifically any publicly funded capital projects to be undertaken by the HACRA.

5.0 The work of the HACRA Plan will be conducted consistent with the adopted Plan, the City's Comprehensive Plan, Mobility Plan, Historic Preservation Master Plan, land development code regulations, and Florida law as interpreted by the courts, Florida Attorney General opinions, and the Auditor General. The safeguards for compliance include generally administrative challenges pursuant to Chapter 163.3243, Florida Statutes, the oversight of required audits, including by the Florida Auditor General, as well as compliance with Florida's Public Records law and Government in the Sunshine Act.

6.0 Any restrictions or covenants for private use as may be imposed will be provided pursuant to the HACRA Plan.

7.0 The HACRA Plan does not include displacement and relocation of persons within the HACRA area.

8.0 The HACRA Plan will not negatively affect existing residential zoning or land use.

9.0 The HACRA Plan includes a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects and any indebtedness of the Community Redevelopment Agency or City incurred for the redevelopment to be repaid with TIF revenues.

10.0 The amended HACRA Plan duration will be 30 years after the fiscal year in which the Plan is amended.

### ***Duration of Plan***

The provisions of the 2024 St. Augustine Historic Area Community Redevelopment Plan shall remain in effect and serve as a guide for the St. Augustine Community Redevelopment Agency's future redevelopment activities in the designated St. Augustine Historic Area Community Redevelopment Area through 2054.

### ***Amendment of Plan***

The 2024 St. Augustine Historic Area Community Redevelopment Plan amends and restates the 2000 St. Augustine Historic Area Transportation and Parking Community Redevelopment Area Community Redevelopment Plan. The 2024 St. Augustine Historic Area Community Redevelopment Plan may be modified, changed, or amended consistent with Florida law. The boundaries of the HACRA area have not been changed in this amended Plan.

### ***Safeguards and Retention of Control***

The 2024 St. Augustine Historic Area Community Redevelopment Plan is the guiding document for future development, redevelopment and ancillary programs, projects and activities in and for the HACRA. To assure that redevelopment will take place in conformance with the projects, goals and policies expressed in this plan, the St. Augustine Community Redevelopment Agency will utilize the regulatory devices, instruments and systems used by the City of St. Augustine to permit development and redevelopment within its jurisdiction. These regulatory devices, etc., include but are not limited to the adopted Comprehensive Plan, the Land Development Code, the Zoning Code, adopted design guidelines, performance standards and City authorized development review, permitting, and approval processes. In accordance with Florida Statutes, the St. Augustine City Commission retains the vested authority and responsibility for:

- 1.0 The power to grant final approval to Community Redevelopment Plans and modifications.
- 2.0 The power to authorize issuance of revenue bonds as set forth in Section 163.385, F.S. and the power of eminent domain
- 3.0 The power to approve the acquisition, demolition, removal or disposal of property as provided in Section 163.370(4), F.S. and the power to assume the responsibility to bear loss as provided in Section 163.370(4), F.S.

The Community Redevelopment Agency shall be fully subject to the Florida Sunshine Law and will convene, at a publicly noticed meeting consistent with Florida law.

The St. Augustine Community Redevelopment Agency shall comply with all auditing, disclosure, notice, posting, and filing requirements of Florida law as may be amended from time to time for the duration of the HACRA Plan.

### ***Severability***

Should any provision, section, subsection, sentence, clause, or phrase of this 2024 St. Augustine Historic Area Community Redevelopment Plan be declared by the courts to be



invalid or unconstitutional, such declaration shall not affect validity of the remaining portion or portions of 2024 St. Augustine Historic Area Community Redevelopment Plan.

## **HACRA LEGAL DESCRIPTION**

A PORTION OF SECTIONS 17 AND 18, TOWNSHIP 7 SOUTH, RANGE 30 EAST, CITY OF ST. AUGUSTINE, ST. JOHNS COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING ON THE WEST BANK OF THE MATANZAS RIVER AT THE SOUTHEAST CORNER OF BLOCK O, ABBOTT TRACT, ACCORDING TO THE OFFICIAL 1923 MAP OF THE CITY OF ST. AUGUSTINE ON FILE IN THE PUBLIC RECORDS OF SAID COUNTY, SAID SOUTH LINE OF BLOCK O ALSO BEING THE NORTH LINE OF THE CASTILLO DE SAN MARCOS NATIONAL MONUMENT PROPERTY; THENCE WESTERLY ALONG THE SOUTH LINE OF BLOCKS O AND A, OF SAID -ABBOTT TRACT, TO THE SOUTHEAST CORNER OF THE RIPLEY'S PROPERTY, AS RECORDED IN OFFICIAL RECORDS BOOK 490, PAGE 47, OF THE PUBLIC RECORDS OF SAID COUNTY; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 490 AND ITS NORTHERLY EXTENSION THEREOF, TO THE NORTH RIGHT OF WAY LINE OF SHENANDOAH STREET; THENCE WESTERLY, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID SHENANDOAH STREET, TO THE SOUTHWEST CORNER OF THE EAST 12 FEET OF LOT 3, BLOCK B, OF SAID ABBOTT TRACT; THENCE NORTHERLY, ALONG THE WEST LINE OF SAID EAST 12 FEET OF LOT 3, AND ITS NORTHERLY EXTENSION THEREOF, TO THE NORTH RIGHT OF WAY OF JOINER STREET; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF JOINER STREET AND ITS WESTERLY EXTENSION THEREOF, TO THE WEST RIGHT OF WAY OF SAN MARCO AVENUE; THENCE SOUTHEASTERLY, ALONG SAID WEST RIGHT OF WAY OF SAN MARCO AVENUE, TO THE NORTH RIGHT OF WAY OF GROVE AVENUE; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF GROVE AVENUE, TO THE EAST RIGHT OF WAY OF PONCE DE LEON BOULEVARD; THENCE SOUTHERLY, ALONG SAID EAST RIGHT OF WAY OF PONCE DE LEON BOULEVARD, TO THE NORTH RIGHT OF WAY OF ALMERIA STREET; THENCE EASTERLY, ALONG SAID NORTH RIGHT OF WAY OF ALMERIA STREET, TO THE SOUTHEAST CORNER OF LOT B, BLOCK F, MODEL LAND COMPANY. SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 2, PAGE 39 OF THE PUBLIC RECORDS OF SAID COUNTY; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT B, TO THE NORTHEAST CORNER OF SAID LOT B; THENCE EASTERLY, ALONG THE SOUTH LINE. OF LOTS 17 AND 16, OF SAID BLOCK F, TO THE SOUTHEAST CORNER OF SAID LOT 16; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT 16 AND ITS NORTHERLY EXTENSION THEREOF, TO THE NORTH RIGHT OF WAY OF SARAGOSSA STREET; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF SARAGOSSA STREET, TO THE SOUTHEAST CORNER OF LOT 3, BLOCK A, MODEL LAND COMPANY SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 2, PAGE 40, OF SAID PUBLIC RECORDS; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT 3, BLOCK A, AND ITS NORTHERLY EXTENSION THEREOF, TO THE SOUTH LINE OF BLOCK B OF LAST



SAID MODEL LAND COMPANY SUBDIVISION (SAID SOUTH LINE ALSO BEING THE NORTH RIGHT OF WAY OF A 15 FOOT WIDE ALLEY); THENCE WESTERLY, ALONG THE SOUTH LINE OF SAID BLOCK B, TO THE SOUTHEAST CORNER OF LOT 2, OF SAID BLOCK B; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT 2, TO THE SOUTH RIGHT OF WAY OF LEMON STREET; THENCE EASTERLY, ALONG SAID SOUTH RIGHT OF WAY OF LEMON STREET TO THE INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF THE EAST 46.5 FEET OF LOT 3, BLOCK C, OF LAST SAID MODEL LAND COMPANY SUBDIVISION; THENCE NORTHERLY, ALONG SAID WEST LINE OF SAID EAST 46.5 FEET OF LOT 3, TO THE SOUTH RIGHT OF WAY OF A 15 FOOT WIDE ALLEY BETWEEN BLOCKS C AND D OF LAST SAID MODEL LAND COMPANY SUBDIVISION; THENCE EASTERLY, ALONG SAID SOUTH RIGHT OF WAY OF ALLEY AND ITS EASTERLY EXTENSION THEREOF, TO THE EAST RIGHT OF WAY OF RIBERIA STREET; THENCE NORTHERLY, ALONG SAID EAST RIGHT OF WAY OF RIBERIA STREET TO THE SOUTH RIGHT OF WAY OF ORANGE STREET; THENCE EASTERLY, ALONG SAID SOUTH RIGHT OF WAY OF ORANGE STREET, TO THE NORTHWEST CORNER OF LOT 12, BLOCK M, MODEL LAND COMPANY SUBDIVISION, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID LOT 12, TO THE SOUTHWEST CORNER OF SAID LOT 12; THENCE EASTERLY, ALONG THE SOUTH LINE OF LOTS 12 AND 11 OF SAID BLOCK M, TO THE WEST RIGHT OF WAY OF SEVILLA STREET; THENCE NORTHERLY, ALONG SAID WEST RIGHT OF WAY OF SEVILLA STREET, TO THE SOUTH RIGHT OF WAY OF ORANGE STREET; THENCE EASTERLY, ALONG SAID SOUTH RIGHT OF WAY OF ORANGE STREET, TO THE NORTHWEST CORNER OF LOT 5, BLOCK N, MODEL LAND COMPANY SUBDIVISION, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID LOT 5, TO THE NORTH LINE OF THE TOLOMATO CEMETERY TRACT; THENCE WESTERLY, ALONG SAID NORTH LINE OF CEMETERY TRACT, TO THE NORTHWEST CORNER OF SAID CEMETERY TRACT; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID CEMETERY TRACT TO THE • SOUTHWEST CORNER OF SAID CEMETERY TRACT; THENCE EASTERLY, ALONG THE SOUTH LINE OF SAID CEMETERY TRACT, TO THE NORTHWEST CORNER OF LOT 12, OF THE DR. ANDERSON SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 1, PAGE 121, OF SAID PUBLIC RECORDS; THENCE SOUTHERLY, ALONG THE WEST LINE OF LOTS 12, 11 AND 10 OF SAID DR. ANDERSON SUBDIVISION, TO THE NORTH RIGHT OF WAY OF SARAGOSSA STREET; THENCE SOUTHERLY TO THE NORTHEAST CORNER OF LOT 16A, BLOCK K, MODEL LAND SUBDIVISION, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE SOUTHERLY, ALONG THE EAST LINE OF SAID LOT 16A TO THE NORTH LINE OF LOT 14 OF SAID BLOCK K; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID LOT 14, TO THE INTERSECTION WITH THE EAST LINE OF THE WEST 18.3 FEET OF SAID LOT 14; THENCE SOUTHERLY, ALONG SAID EAST LINE OF THE WEST 18.3 FEET OF LOT 14, TO THE NORTH RIGHT OF WAY OF ANDERSON COURT; THENCE SOUTHERLY TO THE NORTHWEST CORNER OF LOT 8A OF SAID BLOCK K; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID LOT 8A TO THE NORTH LINE OF LOT 7, OF SAID BLOCK K; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID LOT 7, TO THE NORTHWEST CORNER OF SAID LOT 7; THENCE SOUTHERLY, ALONG THE WEST LINE OF LOTS 7, 6, 5 AND 4, OF SAID BLOCK K, TO THE NORTH RIGHT OF WAY

OF CARRERA STREET; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF CARRERA STREET, TO THE INTERSECTION WITH THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 13, BLOCK J, MODEL LAND COMPANY, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE SOUTHERLY, ALONG THE EAST LINE OF LOTS 13 AND 14 OF SAID BLOCK J, AND ITS NORTHERLY EXTENSION THEREOF, TO THE SOUTH LINE OF THE NORTH 75 FEET OF SAID LOT 14; THENCE WESTERLY, ALONG SAID SOUTH LINE OF THE NORTH 75 FEET OF LOT 14 AND ITS WESTERLY EXTENSION THEREOF, TO THE WEST RIGHT OF WAY OF SEVILLA STREET; THENCE SOUTHERLY, ALONG SAID WEST RIGHT OF WAY OF SEVILLA STREET, TO THE NORTH RIGHT OF WAY OF VALENCIA STREET; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF VALENCIA STREET, TO THE INTERSECTION WITH THE NORTHERLY EXTENSION OF THE WEST RIGHT OF WAY OF MARKLAND PLACE; THENCE SOUTHERLY, ALONG SAID WEST RIGHT OF WAY OF MARKLAND PLACE, TO THE SOUTHEAST CORNER OF LOT 4, BLOCK 45-A, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE WESTERLY, ALONG THE SOUTH LINE OF SAID LOT 4, TO THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTHERLY, ALONG THE WEST LINE OF SAID LOT 4, TO THE NORTHEAST CORNER OF LOT 1, OF SAID BLOCK 45-A; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID LOT 1 AND ITS WESTERLY EXTENSION THEREOF TO THE WEST RIGHT OF WAY OF RIBERIA STREET; THENCE SOUTHERLY, ALONG SAID WEST RIGHT OF WAY OF RIBERIA STREET, TO NORTHEAST CORNER OF THE SOUTH 12 FEET OF LOTS 1 AND 2, BLOCK G-2, MODEL LAND COMPANY SUBDIVISION, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SOUTH 12 FEET OF LOTS 1 AND 2, TO THE EAST LINE OF LOT 3, OF SAID BLOCK G-2; THENCE SOUTHERLY, ALONG THE EAST LINE OF SAID LOT 3, TO THE SOUTHEAST CORNER OF SAID LOT 3; THENCE WESTERLY, ALONG THE SOUTH LINE OF LOTS 3 THROUGH 11, INCLUSIVE, OF SAID BLOCK G-2, TO THE SOUTHWEST CORNER OF SAID LOT 11; THENCE NORTHERLY, ALONG THE WEST LINE OF SAID LOT 11, TO THE NORTHWEST CORNER OF SAID LOT 11; THENCE NORTHERLY TO THE SOUTHEAST CORNER OF LOT 15 OF BLOCK G-1 OF LAST SAID MODEL LAND COMPANY SUBDIVISION; THENCE NORTHERLY, ALONG THE EAST LINE OF LOTS 15 AND 8 OF SAID BLOCK G-1, TO THE NORTHEAST CORNER OF SAID LOT 8; THENCE NORTHERLY TO THE SOUTHWEST CORNER OF LOT 2, BLOCK H, OF LAST SAID MODEL LAND COMPANY SUBDIVISION; THENCE NORTHERLY, ALONG THE WEST LINE OF SAID LOT 2, TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE EASTERLY, ALONG THE NORTH LINE OF SAID LOT 2, TO THE SOUTHEAST CORNER OF LOT 10, OF SAID BLOCK H; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID LOT 10 AND ITS NORTHERLY EXTENSION THEREOF, TO THE NORTH RIGHT OF WAY OF CARRERA STREET; THENCE WESTERLY, ALONG SAID NORTH RIGHT OF WAY OF CARRERA STREET TO THE EASTERLY RIGHT OF WAY OF PONCE DE LEON BOULEVARD; THENCE SOUTHWESTERLY, ALONG SAID EASTERLY RIGHT OF WAY OF PONCE DE LEON BOULEVARD, TO THE INTERSECTION WITH THE CENTERLINE OF THE SAN SEBASTIAN RIVER; THENCE SOUTHERLY, ALONG SAID CENTERLINE OF THE SAN SEBASTIAN RIVER TO THE INTERSECTION WITH WESTERLY



EXTENSION OF THE SOUTH LINE OF MARSH LOT 28 WEST OF RIBERIA STREET, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE EASTERLY, ALONG SAID SOUTH LINE OF LOT 28 AND ITS WESTERLY AND EASTERLY EXTENSIONS THEREOF, TO THE EAST RIGHT OF WAY OF RIBERIA STREET; THENCE NORTHERLY, ALONG SAID EAST RIGHT OF WAY OF RIBERIA STREET, TO THE NORTHWEST CORNER OF LOT 7, BLOCK 46-C, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE EASTERLY, ALONG THE NORTH LINE OF LOTS 7 THROUGH 12, INCLUSIVE, OF SAID BLOCK 46-C, TO THE NORTHEAST CORNER OF SAID LOT 12; THENCE SOUTHERLY, ALONG THE EAST LINE OF SAID LOT 12 AND ITS SOUTHERLY EXTENSION THEREOF, TO THE SOUTH RIGHT OF WAY OF LA QUINTA PLACE; THENCE EASTERLY, ALONG SAID SOUTH RIGHT OF WAY OF LA QUINTA PLACE, TO THE NORTHWEST CORNER OF LOT 2, BLOCK 46-B, SUBDIVISION OF ESTATE OF JAMES L. COLEY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 2, PAGE 71, OF THE PUBLIC RECORDS OF SAID COUNTY; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID LOT 2, TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE EASTERLY, ALONG THE SOUTH LINE OF SAID LOT 2 AND ITS EASTERLY EXTENSION THEREOF, TO THE EAST RIGHT OF WAY OF MARTIN LUTHER KING AVENUE; THENCE NORTHERLY, ALONG SAID EAST RIGHT OF WAY OF MARTIN LUTHER KING AVENUE, TO THE NORTHWEST CORNER OF LOT 15, BLOCK 46-A, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE EASTERLY, ALONG THE NORTH LINE OF LOTS 15, 16, 1, 2, 3 AND 4, INCLUSIVE, TO THE NORTHEAST CORNER OF SAID LOT 4; THENCE SOUTHERLY, ALONG THE EAST LINE OF SAID LOT 4 AND ITS SOUTHERLY EXTENSION THEREOF, TO THE SOUTH RIGHT OF WAY OF CEDAR STREET; THENCE EASTERLY, ALONG SAID SOUTH RIGHT OF WAY OF CEDAR STREET, TO THE NORTHEAST CORNER OF LOT 13, BLOCK 46-J, BURT SUBDIVISION, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE SOUTHERLY, ALONG THE EAST LINE OF SAID LOT 13, TO THE SOUTHEAST CORNER OF SAID LOT 13; THENCE WESTERLY, ALONG THE SOUTH LINE OF SAID LOT 13, TO THE INTERSECTION WITH THE WEST LINE OF THE EAST 7 FEET OF LOT 8, OF SAID BLOCK 46-J; THENCE SOUTHERLY ALONG SAID WEST LINE OF THE EAST 7 FEET OF LOT 8, TO THE NORTH RIGHT OF WAY OF DESOTO PLACE; THENCE WESTERLY, ALONG THE NORTH RIGHT OF WAY OF SAID DESOTO PLACE TO THE INTERSECTION WITH THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 14, BLOCK 46-F, OF SAID BURT SUBDIVISION; THENCE SOUTHERLY, ALONG SAID WEST LINE OF LOT 14 AND ITS NORTHERLY EXTENSION THEREOF, TO THE NORTHWEST CORNER OF LOT 9 OF SAID BLOCK 46-F; THENCE EASTERLY, ALONG THE NORTH LINE OF SAID LOT 9, TO THE NORTHEAST CORNER OF SAID LOT 9; THENCE SOUTHERLY, ALONG THE EAST LINE OF SAID LOT 9 AND ITS SOUTHERLY EXTENSION THEREOF TO THE SOUTH RIGHT OF WAY OF BRIDGE STREET; THENCE WESTERLY, ALONG SAID SOUTH RIGHT OF WAY OF BRIDGE STREET TO THE EAST RIGHT OF WAY OF ONEIDA STREET; THENCE SOUTHERLY, ALONG SAID EAST RIGHT OF WAY OF ONEIDA STREET, TO THE SOUTHEAST CORNER OF LOT 1, BLOCK K, DUMAS TRACT, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE EASTERLY, ALONG THE SOUTH LINE OF SAID LOT 1, TO THE INTERSECTION WITH THE WEST LINE OF THAT PARCEL DESCRIBED

IN OFFICIAL RECORDS BOOK 454, PAGES 63 THROUGH 65, OF SAID PUBLIC RECORDS; THENCE SOUTHERLY ALONG THE WEST LINE OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 454, TO THE NORTHWEST CORNER OF THAT PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 463, PAGE 37, OF SAID PUBLIC RECORDS; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 463 TO THE NORTH LINE OF THAT PROPERTY DESCRIBED IN DEED BOOK 163, PAGE 474, OF SAID PUBLIC RECORDS; THENCE EASTERLY, ALONG THE NORTH LINE OF SAID PROPERTY DESCRIBED IN DEED BOOK 163, TO THE NORTHEAST CORNER OF SAID PROPERTY DESCRIBED IN DEED BOOK 163; THENCE SOUTHERLY, ALONG THE EAST LINE OF SAID PROPERTY DESCRIBED IN DEED BOOK 163, TO THE NORTH LINE OF LOT 4, OF SAID BLOCK K; THENCE EASTERLY, ALONG SAID NORTH LINE OF LOT 4, TO THE WEST RIGHT OF WAY OF WASHINGTON STREET; THENCE SOUTHERLY, ALONG SAID WEST RIGHT OF WAY OF WASHINGTON STREET, TO THE INTERSECTION WITH THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 4, BLOCK 38-A, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE EASTERLY, ALONG SAID SOUTH LINE OF LOT 4 AND ITS WESTERLY EXTENSION THEREOF, TO THE WEST LINE OF LOT 21 OF SAID BLOCK 38-A; THENCE NORTHERLY, ALONG SAID WEST LINE OF LOT 21, TO THE NORTHWEST CORNER OF SAID LOT 21, THENCE EASTERLY, ALONG THE NORTH LINE OF SAID LOT 21 AND ITS EASTERLY EXTENSION THEREOF, TO THE EAST RIGHT OF WAY OF CORDOVA STREET; THENCE NORTHERLY, ALONG SAID EAST RIGHT OF WAY OF CORDOVA STREET, TO THE SOUTHWEST CORNER OF PARCEL "A", AS DESCRIBED IN OFFICIAL RECORDS BOOK 1224, PAGES 261 THROUGH 263, OF SAID PUBLIC RECORDS; THENCE EASTERLY, ALONG THE SOUTH LINE OF SAID PARCEL "A" TO THE NORTHWEST CORNER OF PARCEL "B", AS DESCRIBED IN SAID OFFICIAL RECORDS BOOK 1224; THENCE SOUTHERLY, ALONG THE WEST LINE OF SAID PARCEL "B", TO THE SOUTHWEST CORNER OF SAID PARCEL "B"; THENCE EASTERLY, ALONG THE SOUTH LINE OF SAID PARCEL "B", TO THE SOUTHEAST CORNER OF SAID PARCEL "B"; THENCE NORTHERLY, ALONG THE EAST LINE OF SAID PARCEL "B", TO THE SOUTH LINE OF SAID PARCEL "A"; THENCE EASTERLY, ALONG SAID SOUTH LINE OF PARCEL "A" AND ITS EASTERLY EXTENSION THEREOF TO THE EAST RIGHT OF WAY OF ST. GEORGE STREET; THENCE NORTHERLY, ALONG SAID EAST RIGHT OF WAY OF ST. GEORGE STREET, TO THE SOUTH RIGHT OF WAY OF ARTILLERY LANE; THENCE EASTERLY, ALONG SAID SOUTH RIGHT OF WAY OF ARTILLERY LANE TO THE WEST RIGHT OF WAY OF AVILES STREET; THENCE SOUTHERLY, ALONG SAID WEST RIGHT OF WAY OF AVILES STREET AND ITS SOUTHERLY EXTENSION THEREOF, TO THE SOUTH RIGHT OF WAY OF BRIDGE STREET; THENCE EASTERLY, ALONG SAID SOUTH RIGHT OF WAY OF BRIDGE STREET, TO THE WEST RIGHT OF WAY OF MARINE STREET; THENCE SOUTHERLY, ALONG SAID WEST RIGHT OF WAY OF MARINE STREET, TO THE INTERSECTION WITH THE WESTERLY EXTENSION OF THE SOUTH LINE OF THE NORTH HALF OF LOT 5, BLOCK 22, ACCORDING TO SAID OFFICIAL CITY MAP; THENCE EASTERLY, ALONG SAID SOUTH LINE OF THE NORTH HALF OF LOT 5 AND ITS EASTERLY AND WESTERLY EXTENSIONS THEREOF TO SAID WEST BANK OF THE

MATANZAS RIVER; THENCE NORTHERLY, ALONG SAID BANK OF THE  
MATANZAS RIVER, TO THE POINT OF BEGINNING.



CITY OF ST. AUGUSTINE

MEMORANDUM

TO: David Birchim  
City Manager

DATE: December 28, 2023

RE: Florida Inland Navigation District (FIND), Waterways Assistance Program,  
Salt Run Navigation Channel Maintenance Dredging.

City Staff is preparing an application to the FIND, Waterways Assistance Program. This grant project proposes to continue the multi-phased maintenance dredging project for the Salt Run Navigation Channel. Continued maintenance ensures access and safe navigation for all recreational and commercial vessels that utilize the City's only public access boat ramp.

Dredging for this phase of this project will cost approximately \$400,000.00. To fund this phase of this project the St. Augustine Port, Waterway & Beach District (SAPWBD) is has agreed to provide the 25% match, up to \$100,000 if the City would apply for a \$300,000.00 FIND grant.

In order to complete the FIND grant application the City Commission will need to approve the attached resolution (Resolution 2024-01) and also sign and approve the attached inter-local agreement with the SAPWBD. Permits for this project are already in hand.

If you concur with this matter, please place this item on the January 8th, City Commission agenda under Item 9.B. Ordinances and Resolutions for consideration and approval. As always, please do not hesitate to contact me if you have any questions.

Respectfully,

  
Eric Walters

Grant Administration Coordinator

BW

Encl: Proposed Resolution 2024-01  
Interlocal Agreement St Augustine, Port, Waterway, and Beach District

cc: Corey Sakryd, Director, General Services

**RESOLUTION NO. 2024-01**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. AUGUSTINE, FLORIDA AUTHORIZING THE CITY MANAGER TO APPLY FOR GRANT ASSISTANCE UNDER THE FLORIDA INLAND NAVIGATION DISTRICT'S WATERWAYS ASSISTANCE PROGRAM FOR MAINTENANCE DREDGING OF THE SALT RUN CHANNEL.**

**WHEREAS**, the City of St. Augustine desires to complete the following project for the benefit of the citizens of the City of St. Augustine:

**Project Title:** Salt Run Navigation Channel Maintenance Dredging 2024.

**Total Estimated Cost of the Dredging Project:** \$400,000.00.

**Total Grant Request:** \$300,000.00.

**Brief Description of the Dredging Project ("PROJECT"):** Salt Run provides public access to the Atlantic Intracoastal Waterway ("AICW") and the Atlantic Ocean. Salt Run was last dredged in September 2023 as part of a multi-phased maintenance program. The current navigation channel still requires substantial maintenance dredging. This proposed dredging project will remove approximately 7,272 cubic yards of material from an 80-foot wide, 1.8 mile long channel located in Salt Run and running from its confluence with the St Augustine inlet. All proposed dredging will increase depth to 10 feet below mean low tide and will create a bottom width of 80 feet; All permits are approved. This phase of the dredging project is estimated at \$400,000.00.

**WHEREAS**, the Florida Inland Navigation District ("FIND") provides grant funding through its Waterways Assistance Program to local governments for dredging and navigation channel improvement projects not to exceed \$300,000.00; and

**WHEREAS**, the City requires the assistance of the FIND for funding the described Project in cooperation with funding provided by the St. Augustine Port, Waterway and Beach District which will provide funds in the amount not to exceed \$100,000.00;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF  
THE CITY OF ST. AUGUSTINE, FLORIDA, AS FOLLOWS:**

1. That the City Commission hereby authorizes the dredging Project described above.

2. That the City Commission hereby authorizes the City Manager to apply to FIND for a grant of funds not to exceed \$300,000.00. The City Commission further authorizes the City Manager to complete and execute all documents necessary to seek and receive the described grant funds and all construction and other contracts necessary to complete the Project.

3. That the City Commission hereby certifies that the City will accept and abide by the terms and conditions as provided in Rule 66B-2, F.A.C., and agrees to incorporate said terms and conditions into any agreement for construction and completion of the dredging Project.

4. That the City Commission agrees to complete the dredging Project in the manner described in the description of the dredging Project and in accord with the plans and specifications contained in that description.

5. That the City possesses the administrative and financial ability to complete the dredging Project in a satisfactory manner provided the City receives from the St. Augustine Port, Waterway and Beach District funds in an amount not to exceed \$100,000.00 needed to satisfy the estimated \$400,000.00 cost of the dredging Project. The City, however, suffers no obligation to appropriate City funds for the dredging Project.



6. That the City will not discriminate against any person on the basis of race, sex, age, creed or national origin in the use of any property or facility acquired or developed pursuant to this proposal, will comply with the terms and intent of Title VI of the Civil Rights Act of 1964, P. L. 88-352 (1964), will design and construct all facilities in full compliance with applicable statutes relating to accessibility by handicapped persons and shall comply with other applicable federal, state and local laws, rules and requirements.

7. That the City will maintain adequate financial records on the proposed Project to substantiate claims for reimbursement.

8. That the City will make available to the FIND, if requested, a post-audit of expenses incurred on the Project prior to, or in conjunction with, the request by the City for final payment of the grant funding provided by the FIND.

**ADOPTED** by the City Commission of the City of St. Augustine, Florida in regular session, this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

ATTEST:

\_\_\_\_\_  
Nancy Sikes-Kline, Mayor-Commissioner

\_\_\_\_\_  
Darlene Galambos, City Clerk

(SEAL)

**INTERLOCAL AGREEMENT  
TO PROVIDE FOR FUNDING FOR THE  
DREDGING OF THE SALT RUN CHANNEL**

This Agreement is made and entered into by and between the **ST. AUGUSTINE PORT, WATERWAY AND BEACH DISTRICT**, a special district organized under the laws of the State of Florida (hereinafter referred to as "District"), and the **CITY OF ST. AUGUSTINE, FLORIDA**, a municipal corporation organized and existing under the laws of the State of Florida (hereinafter referred to as "CITY"):

**WHEREAS**, the CITY, in order to enhance the usefulness of the waterways within the City and to improve boating safety, is engaged in the maintenance of navigation channels as permitted by law in the waterways within the jurisdictional boundaries of the CITY; and

**WHEREAS**, the CITY finds that procurement of services for dredging channels of navigation located in the CITY'S waterways furthers the health, safety and welfare of the public; and

**WHEREAS**, the DISTRICT has a legitimate governmental interest in enhancing public safety by providing financial support to CITY for such purposes; and

**WHEREAS**, the CITY provides staff fully capable of procuring and supervising dredging services but lacks adequate available funding to do so; and

**WHEREAS**, the CITY and the DISTRICT find that the navigation channel serving Salt Run requires dredging;

**NOW, THEREFORE**, in consideration of the mutual covenants and agreements contained herein, the parties agree as follows:

1. This Agreement is entered into pursuant to the Florida Interlocal Cooperation Act of 1969, Section 163.01, *et seq.*, Florida Statutes (hereinafter referred to as the "Act"), and pursuant to powers granted by law to the CITY and to the DISTRICT.

2. In order to provide for the dredging of the channel serving Salt Run, the DISTRICT shall appropriate a sum not to exceed ONE HUNDRED THOUSAND DOLLARS AND NO/100 (\$100,000.00) for the purpose of funding the procurement of such dredging services. The DISTRICT shall pay to CITY, upon invoice rendered, the sum not in excess of ONE HUNDRED THOUSAND DOLLARS AND NO/100 (\$100,000.00) no later than sixty (60) days after dredging is completed. Said funds shall be used to fund the dredging as described herein.

3. The CITY shall not bear any financial responsibility for the dredging project described herein.

4. The CITY shall undertake the full responsibility to acquire such permits as may be required for the dredging project and will pay the costs of procuring such permits solely from the funds provided by the DISTRICT pursuant to this Agreement.

5. The CITY agrees to provide such assistance and cooperation as may be required for procurement of the necessary permits issued by any local, state or federal agency exercising jurisdiction over the dredging project and any required information necessary to complete reports as mandated by any local, state or federal agency.



6. The CITY shall undertake all responsibility to request and approve bids and contracts for the dredging work and will provide to the DISTRICT such documentation as requested by the DISTRICT or as required by any dredging permit for the project.

7. This agreement shall be effective upon the date of its full execution. Either party may terminate this Agreement upon thirty (30) days written notice.

8. This agreement is governed by the laws of the State of Florida. Any suit, action, or proceeding arising in connection with this agreement shall be brought in St. John County.

\*\*\*\*\*This Portion Intentionally Left Blank\*\*\*\*\*

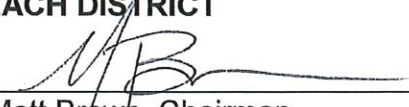
IN WITNESS WHEREOF, the parties have caused these presents to be executed by their duly authorized officials on the dates set forth below.

ATTEST:

\_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Title: \_\_\_\_\_

(SEAL)

**ST. AUGUSTINE PORT, WATERWAY  
AND BEACH DISTRICT**

By:   
Matt Brown, Chairman

Date: 12/19/23

ATTEST:

\_\_\_\_\_  
Darlene H. Galambos, City Clerk

(SEAL)

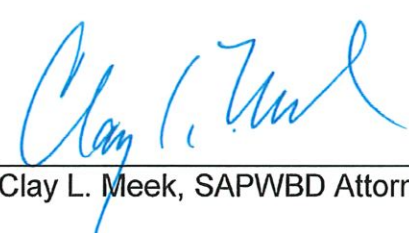
**CITY OF ST. AUGUSTINE, FLORIDA,**  
a municipal corporation

By: \_\_\_\_\_  
Nancy Sikes-Kline, Mayor-Commissioner

Date: \_\_\_\_\_

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY:

\_\_\_\_\_  
Isabelle Lopez, City Attorney

  
Clay L. Meek, SAPWBD Attorney

## CITY OF ST. AUGUSTINE

### MEMORANDUM

TO: David Birchim, AICP  
City Manager

DATE: December 28, 2023

RE: Staff Report: King Street Transfer Agreement and the Bridge of Lions Intersection Improvements Update

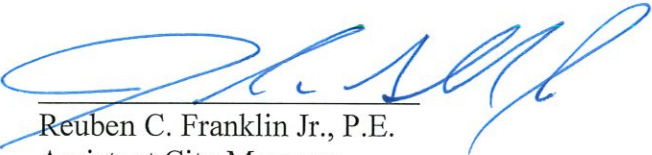
On November 8, 2023, the Florida Department of Transportation (FDOT) held a public meeting to present and receive feedback regarding proposed improvements for the intersection located between the base of the Bridge of Lions and the Plaza. Please find attached FDOT's meeting presentation, public comments received during the commenting period and the Traffic Operational Analysis Technical Memorandum that provides detail on how the proposed intersection works and its benefits.

FDOT's public meeting and the proposed intersection improvements are part of the King Street Transfer Agreement between the City and FDOT. Staff would like to provide an update to the City Commission on how the intersection improvements fit into the agreement and how the design of the intersection potentially can affect the design on Cathedral Place, Cordova Street and King Street. Staff plan to begin hosting public workshops on the design starting February 2024 and will require input on how to move forward with the intersection. Please find the attached presentation that provides context to FDOT's proposed intersection improvements.

The proposed construction schedules for the agreement's activities are:

1. Drainage Project at the Bridge of Lions – Under Construction, Ends February 2024
2. King St Bridge Replacement – Construction begins Summer 2024 and ends Winter 2025
3. Intersection Improvements – Construction 2027/2028
4. King St, Cathedral Pl & Cordova St – Phased Construction begins 2029 and ends 2033.

Please let me know if you have any questions.



Reuben C. Franklin Jr., P.E.  
Assistant City Manager

cc: City Attorney & Department Heads

Attachments: Exhibit A – FDOT Meeting Presentation  
Exhibit B – Public Comments Received  
Exhibit C – Traffic Operational Analysis Technical Memorandum  
Exhibit D – Staff Presentation



## Exhibit A – FDOT Meeting Presentation



**FDOT**

# State Road A1A (Avenida Menendez) at State Road 5 (King Street/Cathedral Place) Intersection Improvement

Hybrid Public Meeting

FIN# 430897-4

**St. Augustine, FL**

**St. Johns County**

**Nov. 8, 2023**







# Florida Department of Transportation

## Title VI

**Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.**







# Florida Department of Transportation Mission Statement

**“The Department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.”**





## Project Information

**Project limits:** State Road A1A (Avenida Menendez)  
at State Road 5A (King Street/Cathedral Place)

**Project type:** Intersection Improvement

**Let Date:** Fiscal Year 2027/2028

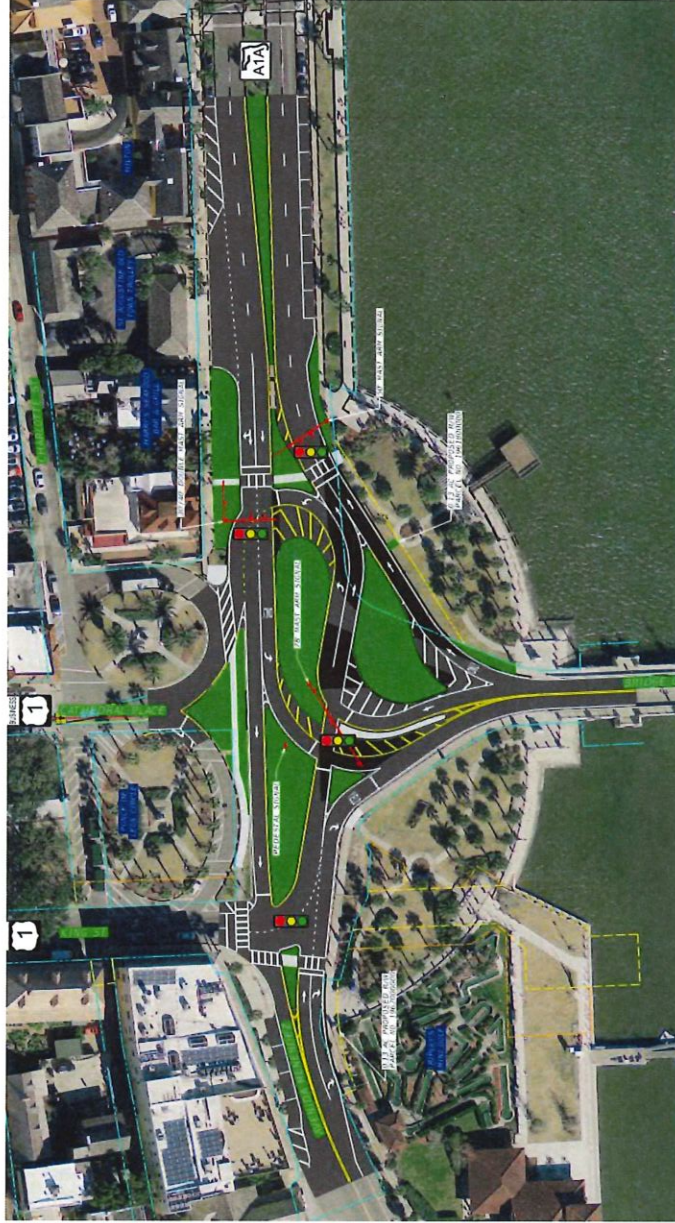
**Cost:** \$8.2 million

\*Details subject to change



# Proposed Intersection Improvement

- The proposed intersection reconfiguration is designed to allow more efficient movements for traffic through the intersection.
- Project includes relocated pedestrian crossings.
- Project includes additional landscaping within median.





## Proposed Improvements



## Existing Conditions



00:00:00







# Travel Demand and Efficiency

| Measure of Effectiveness         | Existing Intersection | Proposed Design |
|----------------------------------|-----------------------|-----------------|
| Total Demand (vehicles)          | 9,753                 | 9,753           |
| Total Vehicles Served (vehicles) | 9,550                 | 9,747           |
| Latent Demand (vehicles)         | 197                   | 0               |
| Average Speed (mph)              | 5.8                   | 15.2            |
| Total Travel Time (hours)        | 1,757.3               | 695.6           |

\*Afternoon 3-Hour Period





# Reduced Traffic Queue Times

| Intersection Approach                        | Existing Intersection Average Queue Length | Proposed Design Average Queue Length |
|----------------------------------------------|--------------------------------------------|--------------------------------------|
| Southbound (Avenida Menendez/State Road A1A) | 1,625 feet                                 | 479 feet                             |
| Northbound (Avenida Menendez)                | 455 feet                                   | 91 feet                              |
| Eastbound (King Street)                      | 218 feet                                   | 113 feet                             |
| Westbound (State Road A1A/Bridge of Lions)   | 903 feet                                   | 235 feet                             |





# Congestion After Drawbridge Opening Cycle

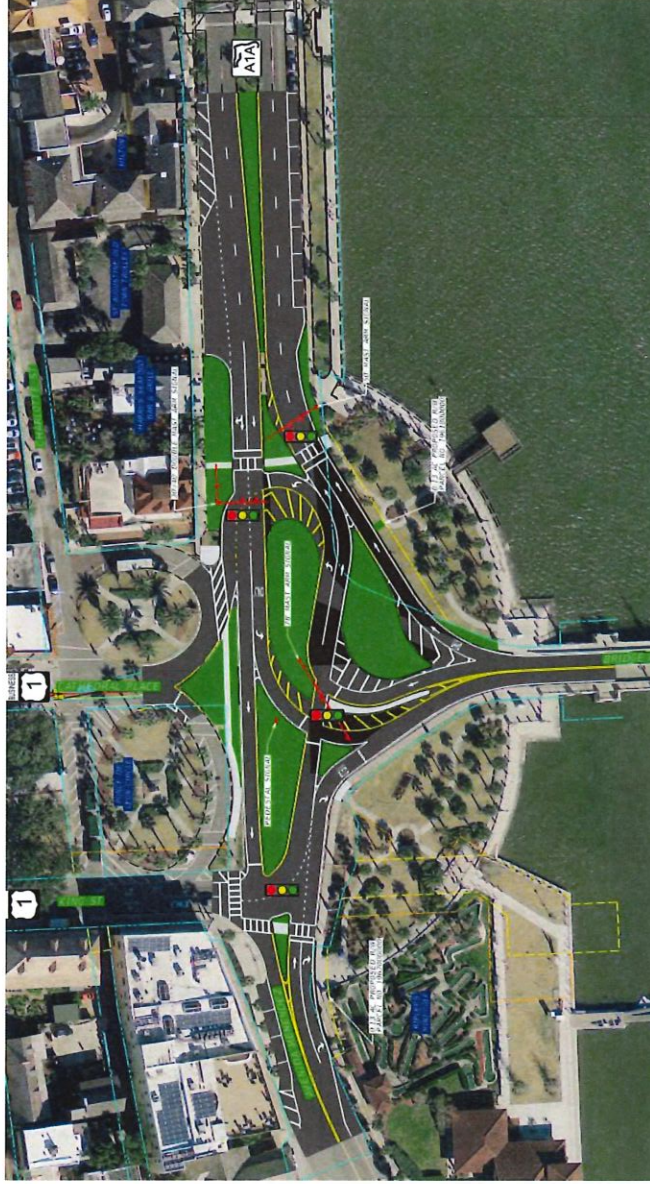
| Recovery Time         | Southbound Approach        | Eastbound Approach          | Northbound Approach        | Westbound Approach         |
|-----------------------|----------------------------|-----------------------------|----------------------------|----------------------------|
| Existing Intersection | No Recovery                | 14 minutes<br>(870 seconds) | No Recovery                | No Recovery                |
| Proposed Design       | 5 minutes<br>(284 seconds) | 3 minutes<br>(197 seconds)  | 6 minutes<br>(317 seconds) | 3 minutes<br>(193 seconds) |

\*Afternoon 3-Hour Period



# Proposed Intersection Improvement

- Decreases total travel time for all cars moving through the intersection by nearly 60%.
- Reduces queue length by 70% for drivers on northbound and southbound State Road A1A.
- Eliminates long queue lines formed during Bridge of Lions drawbridge opening cycles.



Written comments must be postmarked or submitted online at **[nflroads.com/vph](https://nflroads.com/vph)** by **Nov. 18, 2023** to be included in the Public Hearing Record.

*Public participation is sought without regard to race, color, religion, sex, age, national origin, disability or family status.*





**Your comments may be mailed or emailed to**

**Jeff Daugharty**

**2198 Edison Avenue**

**Jacksonville, FL 32204**

**Jeff.Daugharty@dot.state.fl.us**

**Comments may also be submitted online at [www.nflroads.com/vph](http://www.nflroads.com/vph)  
by Nov. 18, 2023**

# In Person Comments or Speakers?

# Online or Dial-In Comments or Speakers?





FDOT

Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.







# **Thank you!**

# **State Road A1A (Avenida Menendez) at State Road 5 (King Street/Cathedral Place)**

## **Intersection Improvement**

**Hybrid Public Meeting**

**FIN #430897-4**







**If you have questions about the project, please ask FDOT staff or submit through GoToWebinar during the open house period from 4:30 to 6:30 p.m.**

**The public hearing will include a formal public comment period only and will not include a question-and-answer or open discussion period.**





## Exhibit B – Public Comments Received

**Public Meeting Speaker Notes**

| Name              | Address                      | Contact                                                                      | Comment Notes                                                                                                                                                                           |
|-------------------|------------------------------|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Leslie Key*       | N/A                          | <a href="mailto:keysandassociates@gmail.com">keysandassociates@gmail.com</a> | Opposes project because of historical and pedestrian impacts.                                                                                                                           |
| Danielle Anderson | N/A                          | N/A                                                                          | Communication concern, was not aware of the public meeting until last minute.                                                                                                           |
| Anthony Orsini*   | 214 North Matanzas Boulevard | <a href="mailto:aorsini62@gmail.com">aorsini62@gmail.com</a>                 | Very strongly opposes project.                                                                                                                                                          |
| Bruce McGuire     | 97 Saint George Fourie       | N/A                                                                          | Strongly opposes project. Claims that it is not needed.                                                                                                                                 |
| Jeffrey Leibovitz | 157 Marine Street            | N/A                                                                          | Concerns about design. Would like to revise plan with public involvement.                                                                                                               |
| Charles Pappas    | 46 Macquarie Street          | N/A                                                                          | Does not seem to be completely against the project; however, has design concerns about pedestrian impacts.                                                                              |
| Isabella Dixon    | 1 Saint Andrews Court        | N/A                                                                          | Opposes project. Claims that the project is not needed.                                                                                                                                 |
| Tom Rossbach      | 132 Inlet Drive              | N/A                                                                          | See transcript.                                                                                                                                                                         |
| John Riordan      | 3560 County Road 214         | N/A                                                                          | Opposed to project because of historical impacts.                                                                                                                                       |
| Donald Perry      | N/A                          | N/A                                                                          | Was impressed by the Peanut project and, as a result, is optimistic about this project. However, after hearing others from the community voice their concerns, may have more questions. |
| Ann Murdoch       | N/A                          | N/A                                                                          | Concerned about pedestrian impacts and claims lack of communication from FDOT. Project not a good fit for COSA, not needed, spend the money on another location.                        |
| Albert Silos      | 83 Bridge Street             | N/A                                                                          | Seemed to be online connection issues. However, concerns about pedestrian impacts and design.                                                                                           |



***Emailed Public Comments***

| <b>Name</b>      | <b>Contact Info</b>                                                            | <b>Comment</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Summary Notes</b>                                                          |
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| Kristen McCray   | <a href="mailto:kristimccray19@gmail.com">kristimccray19@gmail.com</a>         | I'm concerned about the proposed large signs at this historic intersection. My understanding is the proposal includes large mast arm or freeway type signs. The view from the Bridge of Lions is iconic, and has been taken care of by the city for generations. Large signs will obstruct or interrupt the view and are not in keeping with this important and historic area. If changes to the intersection are needed, surely it can be done in a way that maintains the historic and protected nature of the town. The proposed large amount of pavement will hopefully be offset by landscaping or design elements (such as brick sidewalks or crosswalks, planters, etc). The same cannot be done to masthead highway type signs. I hope alternatives are explored.                                                                                                                                                                                                                                                                                                                    | Opposed to project. Specifically large signs and historical impact.           |
| Benjamin Brandao | <a href="mailto:benbrandao@live.com">benbrandao@live.com</a>                   | DOT needs to get all major highways out of the historic district. A1A should bypass the historic district completely, and the bridge of lions should become a residential and pedestrian only bridge. Turn A1A over to the city along the waterfront to the city for park and commercial used.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Opposed to project. Turn A1A over to COSA                                     |
| Barbara Edwards  | <a href="mailto:barbe225@hotmail.com">barbe225@hotmail.com</a>                 | My husband and I are in total support of the proposed intersection improvement. We agree that travel time will be lessened in conjunction with an aesthetically appealing route. Horse carriages may need to have limited access to Avenida menendez so that backups don't occur Behind the rides but we expect a suitable schedule can be devised.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Supports project and improvements.                                            |
| Joe Stephenson   | <a href="mailto:joe.stephenson.jps@gmail.com">joe.stephenson.jps@gmail.com</a> | This intersection has needed improvement since before the bridge restoration, and should have been addressed at the same time. It is my position that this proposed design has many positive impacts and few negative ones. In my opinion the greatest negative impact will be to pedestrian users of the bayfront and the bridge itself. Once a pedestrian enters the new intersection, there appears to be no way to cross from the south side of the intersection to the north (or north to south) between the west side of the new intersection and the east end of the bridge...a long walk. Long enough, I fear, to cause pedestrians to cross traffic lanes unprotected. have no suggestion for safely addressing this issue. Clear pedestrian signage at both the new intersection and the east end of the bridge should help. I hope that location-appropriate landscaping and street furniture will be included. Please include these comments in the project record and put me on your mailing list. If there is anything I can do to facilitate this project, please contact me. | Supports the project                                                          |
| David Gay        | <a href="mailto:dgay40@hotmail.com">dgay40@hotmail.com</a>                     | As a resident of Saint Augustine I do not support this project. The redesign of this intersection seems like a convoluted mess that will be difficult for residents and tourists to navigate. And more importantly it will make the downtown area even more difficult to access by walking or cycling. We should be proposing concepts that promote modes of transportation other than cramming more cars downtown and trying to turn the historic district into a high speed area. The design would only improve the transit time of a vehicle by a minute or two if the bridge didn't go up. If residents need to go north more quickly they should go over the 312 bridge to US 1. Considering how out-dated and dangerous the road design is on the other side of the Bridge of Lions the money would be much better spent addressing these issues. Improving with walkability of this area with intersections and crosswalks would improve the safety and make it easier to get downtown without driving.                                                                               | Opposes project. Not needed, not a good fit for COSA, focus on peds not cars. |
| Tami Dixon       | <a href="mailto:thankins@mac.com">thankins@mac.com</a>                         | Absolutely no to the traffic reroute proposal both for safety and aesthetics. You are also taking away green space.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Opposes project.                                                              |



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| Donna Dove                | <a href="mailto:ddove437@gmail.com">ddove437@gmail.com</a>                 | <p>I have studied the proposed intersection improvement presented in St Augustine on Nov 1. I believe this proposal will be most beneficial to the residents in St Augustine. My home of 34 years is on the southside of the Bridge of Lions. Exiting the bridge at the north end is brutal, to say the least. The change appears to provide some much needed and desired relief.</p> <p>One other matter concerning the congestion in the area proposed for the improvement – the frequency of the raising of the bridge. I have observed a great deal of excess vehicular speed and road rage as drivers maneuver to get over and off the bridge. If the bridge was raised once every hour as needed instead of every half hour as it stands now residents might be able to schedule when to best access the bridge for travel. Most of us are aware commercial marine traffic such as shrimp boats and barges have access at any time, but the sailboats and fishing boats are leisure traffic - better for a couple of them to wait instead of cars being backed up over half a mile.</p>                                     | Supports project and improvements. Raise the bridge less frequently to reduce traffic backups. |
| Ricardo Fernandez Sardina | <a href="mailto:FernandezSardina@yahoo.com">FernandezSardina@yahoo.com</a> | <p>I would like to comment in opposition to the proposed intersection improvements at Avenida Menendez/A1A - Marine - King street in St Augustine. We can agree that the traffic flow at this intersection is not optimal and is aggravated by the periodic bridge openings. But given the significant cultural and historic nature of the City, a modern efficient intersection would be out of place and frankly an adverse effect. If we potential efficiency over character, we'd have to get rid of most of what makes St Augustine the beloved place it is. The proposal also is problematic in terms of pedestrian crossings and flow. For a walkable tourist town, this seems like a fatal flaw. Finally, if you allow me to make a small suggestion, FDOT should deploy a number of electronic signs along Anastasia Boulevard educating drivers on the proper use of "Zipper merge" to maximize utilization of the two northbound lanes as they approach the Bridge of Lions. Often, traffic is backed up further than needed, as we local residents put courtesy (not cutting in front of others) over efficiency.</p> | Opposes project. Negative impact on historical nature of the area, problem for peds            |
| Mike Roberson             | <a href="mailto:mrmikecr@gmail.com">mrmikecr@gmail.com</a>                 | Like many others I am opposed to the project. It is too expensive and most likely cost much more than 8 million dollars and be of little value, if any to St. Augustine.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Opposes project. Project has no value for COSA                                                 |
| Reginal Rogers            | <a href="mailto:rrrogers960@aol.com">rrrogers960@aol.com</a>               | My first inclination is, if this redesign is done by the same people who did the San Carlos/May Street monstrosity I will forever be opposed. Although I have not seen anything specifically proposed, previous work in St. Augustine does not instill confidence.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Opposes project based on result of Peanut project                                              |



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| Gail L. Strassel | <a href="mailto:gailstrassel@gmail.com">gailstrassel@gmail.com</a>     | <p>I attended the informational meeting Nov. 8, 2023 at the Alcazar room in St. Augustine. Below are the comments I would like to add to public record:</p> <ol style="list-style-type: none"> <li>1. The trolleys need a dedicated lane in front of Harry's - otherwise, as the renderings show, the trolleys will be entering traffic in a right turn lane at Cathedral blocking traffic flow.</li> <li>2. After watching the animated computer graphics, I noticed there were no predictions for horse carriages entering the roadway, switching lanes and stopping to make a left turn onto Orange Street. This is a significant impediment to traffic flow. Perhaps the horse carriages could be relocated from the Bayfront to the circle just south of the visitors center.</li> <li>3. re: the traffic flow headed south on A1A to turn east on the Bridge of Lions.....currently the traffic backs up significantly and the bridge opens on a quasi every 30 minute schedule (ex. sometimes 10:00 on the dot, other times 9:57 or 10:03) As a resident of Anastasia Island for 23 years, I can attest to the MANY drivers who try to beat the light to make the bridge - there are ALWAYS people making that left turn on the yellow or the red light. What will happen to the northbound traffic on A1A as the roadway is clogged with people who misjudged the traffic and will be stuck in the roadway? with only one lane going north, it will be a significant problem.</li> <li>4. re: traffic flow from the east to the west....this will begin to back up significantly as the new roundabout on the island and the new stop light for pedestrians as Zorayda comes online.</li> </ol> <p>No mention was made of the impact on west bound traffic other than at the base of the bridge. Currently, during season, traffic backs up past the lighthouse heading west when people are leaving the beaches.</p> <p>To summarize, while we appreciate the work and thought that has been put into this project, as a resident who travels through the intersection daily at least once or twice a day, a LOT more work needs to be put into the design considering traffic at different points during the day, on the weekends and from different perspectives.</p> | <p>The concept does not account for some features - trolleys, horse carriages, bridge, beach traffic - concept needs a lot of work.</p> |
| Thomas Ingram    | <a href="mailto:thomas.ingram@si-law.com">thomas.ingram@si-law.com</a> | <p>One of the signature experiences of visiting St. Augustine is to walk along the seawall, whether for fun or to go between the many hotel rooms and restaurants along both sides. The seawall side of Avenida Menendez has a wide sidewalk and grassed area, and is uniquely scenic. The seawall extends north and south of A1A. If the intersection concept plan were implemented as drawn, a pedestrian walking along the seawall would have to cross roads 4 times, and go way out of their way. It is too circuitous. Keep in mind that for about 4 months of the year, people who do walk are not necessarily trying to walk further than they have to get to their destination due to the heat. To redirect pedestrians that far out of their way is unrealistic, and unlikely to occur very often. Instead, people will be even more motivated to try to take a shortcut across A1A at the base of the bridge. Many visitors are not very familiar with the area's roads or pedestrian crossings. Some even come from places where drivers drive on the left side of the road. So, it is best to make the pedestrian connections logical. This whole area has slow traffic. This is good! People from all over the world visit downtown St. Augustine because it is walkable, even for the very old and very young. Speeding traffic flow through the area makes it less pedestrian friendly, which in turn, discourages walking and encourages people to try to park closer to their destination.</p> <p>I think this is a project which simply should not be done. There are better places to spend the money, like SR 16 from International Golf Parkway to Interstate 95 or SR 313/312.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Opposes project because of concerns about pedestrian impact.</p>                                                                     |
| John Porter      | <a href="mailto:dynamoiip@gmail.com">dynamoiip@gmail.com</a>           | <p>I do not see where this will improve traffic flow. The two lane bridge is the choke point. The only thing this proposed improvement will do is increase the number of cars sitting there. This will detract from the beauty of the area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Opposes project.</p>                                                                                                                 |



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| Jackie Hird     | <a href="mailto:jackiehird@gmail.com">jackiehird@gmail.com</a>                   | As a 35 year resident who was born and raised in England I feel I have a unique perspective on this project. This traffic proposal is overly complicated, much like the project on San Marco Avenue. To this day I am still confused on which lane to be in. The concept of a roundabout is much simpler. It has improved traffic flow in England. WSDOT seems to have a perfect solution. <a href="https://youtu.be/MMFY1Njv9_k?si=pqEsH8jMMtBd8c0">https://youtu.be/MMFY1Njv9_k?si=pqEsH8jMMtBd8c0</a> Please don't over complicate things. We have a large elderly population who are still driving, they are easily confused. With clear signage and street markings I feel this is a better solution. Thank you for your time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Opposes project. Suggests roundabout alternative.                                                         |
| Connor McDonald | <a href="mailto:Connor.I.McDonald23@gmail.com">Connor.I.McDonald23@gmail.com</a> | The Design of the intersection Improvement need's to be redrawn in order to be more walkable which is just as important as improving traffic congestion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Opposes project. Concerns about pedestrian impact.                                                        |
| Gary Ost        | <a href="mailto:gost351@att.net">gost351@att.net</a>                             | I recently saw an article on FDOT's possible reconfiguration of the intersection at the west end of Bridge of Lions at a cost of more than \$8 million. Interestingly, the plan places great emphasis on expediting people out of St Augustine rather than into St Augustine. Traveling north or west on Avenida Menendez into the city will be a nightmare. A lot of studies were done to establish queue reductions to support this action & expense. Were any studies conducted to show reductions in accidents, injuries, or deaths? As a note, I am trying to figure out how shorter queues to get onto the bridge will result in even shorter queues when the bridge is open. In my opinion, many intersections are in far greater need of reconfiguration to reduce accidents and injuries. If the government is hell-bent on spending millions of \$\$, I think correcting the disaster at the 206 & US1 intersection would be a better use of tax \$\$\$. Some ideas for improvement include (1) banning all U-Turns, (2) banning all "right-turns-on-red", and (3) installing an extra lane well past the left turn into Circle K & Cube Smart on Hwy 206 east of US1. Thank you. Gary Ost 351 Point Pleasant Dr. St Augustine, FL 32086 <a href="mailto:gost351@att.net">gost351@att.net</a> | Opposes project. Spend money on other locations where it is needed                                        |
| John Hale       | <a href="mailto:john.hale@unf.edu">john.hale@unf.edu</a>                         | While this may improve vehicular flow from a pure traffic engineering perspective, I believe it comes at a cost to pedestrian safety and is detrimental to the aesthetic of the historic bay front. Anything that increases vehicular speed in this area is a bad thing for pedestrians. The loss of the green plaza space at the foot of the bridge is also detrimental. In historic city centers, congestion is a given, it's part of life, you don't see ancient European cities tearing up plazas for the benefit of cars; pedestrian safety and access should be given priority over vehicles. I strongly oppose this project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Opposes project. Concerns about pedestrian and historical impacts.                                        |
| Joseph Barron   | <a href="mailto:joeb blues@comcast.net">joeb blues@comcast.net</a>               | Absolutely NOT !!!!! NO, NO, NO, NO. Terrible idea. Terrible plan. No need, such a huge WASTE of tax payers money. Will put more automobiles in that area. You people know that, come on, ..... hands OFF !!!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Opposes project.                                                                                          |
| Mark Schaberg   | <a href="mailto:mschaberg@yahoo.com">mschaberg@yahoo.com</a>                     | I've reviewed the proposed layout of traffic patterns as shown in the project documents. The obvious root cause of the problem is the Bridge of Lions itself. It is a choke point for travel between the City and the Island. All the fancy traffic routing will not affect the root cause, and the Bridge itself, being an historic structure, cannot be widened or replaced (assumption on my part). Therefore, my opinion is that rebuilding the traffic patterns again is similar to beach replenishment: a band-aid approach that will ultimately be unsatisfactory. The solution is a second bridge, with each bridge being open to one-way traffic only.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Opposes project, the bridge is the problem, build a second bridge if you want to improve traffic movement |
| Michael Allen   | <a href="mailto:allenm454@gmail.com">allenm454@gmail.com</a>                     | We need to really think of a marginal increase in traffic flow is worth the massive change to the look and style                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | General concern.                                                                                          |



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| Richard Lyons  | <a href="mailto:lyons.rs1@outlook.com">lyons.rs1@outlook.com</a>             | <p>I like the design, but I think you have too many traffic signals for the A1A traffic. It will still back up miles down the road. Too many horse and buggies slow the traffic and constant bridge rising makes everything backed up. Can we put a limit on the bridge rising for boat traffic, to the top of every hour, or something more reasonable than open it up 24/7? Why do we have to wait until 2027-28? It needs to have been done years ago, find the money and start ASAP ..</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | See comment.                                        |
| Lauren Seymour | <a href="mailto:lseym1845@gmail.com">lseym1845@gmail.com</a>                 | <p>It would be great if we could focus some of the eight million planned for the project and redirect it to West King Street. West King Street and the flow of traffic traveling on and to King Street is fast, and dangerous, and the volume of people is growing every day. You have people traveling off the newly improved and widened Holmes Blvd from 207 and 16. You also have a large number of cars coming off four miles onto West King Street. No light at the connection multiplies cars back up and cuts into traffic and local school traffic. This is the first year Webster had to change its traffic pattern and back up into the neighborhood and add a cop to direct traffic. This was because people were dangerous and impatient and going around stopped school traffic. No real improvements for walkers on West King Street. Only one of the two pedestrian crossings on that road light up and it does not seem to work. If we put all the affordable housing and new houses in the area. Shouldn't we make sure workers and kids are safe walking in our community? I understand DT gets backed up but making massive roads expand does not seem to be the answer and a waste of money. The charm of DT is the small roads.</p> | Opposes project. Concerned about pedestrian impact. |
| Carla Gomez    | <a href="mailto:bullsquati13@gmail.com">bullsquati13@gmail.com</a>           | <p>Looking at the proposed revision on A1A and king street at the bridge alliance, as. As a local, this is what we have already. It's ridiculous, it will not elite. It will not help the locals, nor will it help the terrace we already have. This all you're doing is putting in more grand bushes. Which is wonderful, but not for that intersection. Why not put in a bridge that has 2 lanes going each way? To alleviate some affect, do that first before making that intersection more of a nightmare than it already. Yes, you guys.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | See comment                                         |
| Albert Syeles  | <a href="mailto:asyeles@gmail.com">asyeles@gmail.com</a>                     | <p>It appears that the proposed design makes the traffic backup coming off the Bridge of Lions WORSE. Fewer vehicles (or not many more) will back-up the left lane when the light is red. They will continue to quickly block the flow that would turn right - intending to go north off the bridge. A simple traffic circle (roundabout) would be more efficient there and for several, if not all, of the tributary lanes. And it does not have to affect the greenspace at the bridge itself. A small roundabout should work, but could be even better if it could be expanded to the areas occupied by the two small existing circles. I understand that the two small existing circles have some history, but they are not truly significant in that regard.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Opposes design. Suggests roundabout.                |
| Leslie Keys*   | <a href="mailto:keysandassociates@gmail.com">keysandassociates@gmail.com</a> | <p>As the online comment form does not provide the ability to submit exhibits, as far as I can tell, please accept this ppt in pdf form which was my presentation from last night in St. Augustine. As per last night, below are the questions that are in the final slide and which would be helpful to have answered.</p> <p>Questions:</p> <ol style="list-style-type: none"> <li>1. When will FDOT initiate consultation with DHR's Compliance and Review staff?</li> <li>2. Who is participating as a community stakeholder task force for this project?</li> <li>3. Has meaningful public engagement been a component in the development of this proposed project – an interactive give-and-take approach?</li> <li>4. Where online are the docs available that provide traffic counts, origin and destination studies, accident statistics and intersection wait times?</li> </ol>                                                                                                                                                                                                                                                                                                                                                                 | Opposes Project.                                    |



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| Barbara Hart         | <a href="mailto:BarbAtSea@gmail.com">BarbAtSea@gmail.com</a>                         | <p>From the plans that were sent in a email, there doesn't appear to be pedestrian crossings on the bridge side. Is that true? That is an important walk for locals and tourists. I think many would be dismayed by this and I bet a lot of folks will cross there anyway, which would not be safe.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Concerned about pedestrian impacts. |
| Anne Fletcher        | <a href="mailto:usafa80lady@gmail.com">usafa80lady@gmail.com</a>                     | <p>I am disillusioned by the proposed "improvements" to the intersection I drive or walk through daily.</p> <ol style="list-style-type: none"> <li>1. This intersection is already confusing to the many tourists who travel it, and using a non-standard design will only make it more confusing to those who don't live here.</li> <li>2. I see no shoulder for bicycles and carriage horses.</li> <li>3. Why does the one lane that looks like it would allow travel west on Cathedral Place open up into two lanes that suddenly shunts half the Cathedral Place traffic back North onto A1A? Very confusing to drive.</li> <li>4. After waiting for the traffic light to allow southbound A1A traffic to proceed east over the Bridge of Lions (always a backup), now I will have to wait for TWO traffic lights. Traffic will get caught between the two lights and act inappropriately -- because I see how impatient drivers block northbound Avenida Menendez traffic already. This bridge will compound the issue and the problem.</li> </ol> <p>I am writing regarding your proposed Bridge of Lions Roadway Improvements. As point of reference I live just across the bridge in Davis Shores.</p> <p>Your proposal looks like a MINOR improvement to existing while potentially adding 3 NEW lights!</p> <p>Is there anyway a hybrid Rotary would work and have LESS traffic lights? Maybe an Oval type of circle that could eliminate and certainly not increase traffic lights.</p> <p>I hear it is going to take 2 years! That is ridiculous! Close the entire area to traffic for 1 or 2 weeks and do it in 1 or 2 weeks MAX! You know it CAN be done that fast. Gov Desantis has proven that after hurricanes how fast road CAN be rebuilt!</p> <p>Hoping you plan to keep Bridge of Lions open for pedestrian and bike traffic for the duration.</p> | Opposed to project.                 |
| Greg & Heather Burke | <a href="mailto:greg@theluxuryvacationguide.com">greg@theluxuryvacationguide.com</a> | <p>Thank you for the opportunity to provide input on the proposed intersection improvements at the western base of the Bridge of Lions. I have the dubious distinction of being the President of the Old City South Neighborhood Association, which represents 300+ residences, schools, churches, hotels/B&amp;Bs, attractions, restaurants and businesses located on the PENINSULA SOUTH of the Bridge of Lions. I emphasize "peninsula" and "south" for what I hope are obvious reasons. Old City South and Lincolnville are surrounded by water on three sides.</p> <p>It is already difficult getting into and out of our neighborhood and about to get a lot worse with the planned replacement of the San Sebastian bridge and funded flood mitigation projects, so we want to be sure to provide organized and early feedback on this intersection work.</p> <p>With that in mind, I'm asking for clarification on the following as we prepare our response:</p> <ul style="list-style-type: none"> <li>• CURRENT PATTERN: Can we get a graphic showing the current intersection...so we can properly compare with this proposed concept?: <a href="https://nfrroads.com/ProjectFiles/5602/SR%20A1A%20at%20SR%205A%20CONCEPT%20100923.pdf">https://nfrroads.com/ProjectFiles/5602/SR%20A1A%20at%20SR%205A%20CONCEPT%20100923.pdf</a>.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | General concern.                    |
| Tara A. Owen         | <a href="mailto:ocsna32084@gmail.com">ocsna32084@gmail.com</a>                       | <p>Thank you for the opportunity to provide input on the proposed intersection improvements at the western base of the Bridge of Lions. I have the dubious distinction of being the President of the Old City South Neighborhood Association, which represents 300+ residences, schools, churches, hotels/B&amp;Bs, attractions, restaurants and businesses located on the PENINSULA SOUTH of the Bridge of Lions. I emphasize "peninsula" and "south" for what I hope are obvious reasons. Old City South and Lincolnville are surrounded by water on three sides.</p> <p>It is already difficult getting into and out of our neighborhood and about to get a lot worse with the planned replacement of the San Sebastian bridge and funded flood mitigation projects, so we want to be sure to provide organized and early feedback on this intersection work.</p> <p>With that in mind, I'm asking for clarification on the following as we prepare our response:</p> <ul style="list-style-type: none"> <li>• CURRENT PATTERN: Can we get a graphic showing the current intersection...so we can properly compare with this proposed concept?: <a href="https://nfrroads.com/ProjectFiles/5602/SR%20A1A%20at%20SR%205A%20CONCEPT%20100923.pdf">https://nfrroads.com/ProjectFiles/5602/SR%20A1A%20at%20SR%205A%20CONCEPT%20100923.pdf</a>.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | General questions and concerns.     |



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| Bruce Kreis     | <a href="mailto:brucekreis@gmail.com">brucekreis@gmail.com</a> | <p>Im looking at your proposal and measuring it against your goals and it doesn't add up. The goal of streamlining traffic so it doesn't back up on the west bound bridge, moving traffic east bound on king street, and adding safer crosswalks simply aren't met at all with this proposal. In fact I believe it's east to show how much of this will be even worse. The idea is to keep traffic flowing. Anytime you stop traffic (signal lights) you create a backup. This has 4 very expensive and traffic clogging lights integrated with it. The traffic continuing west from the bridge onto Cathedral place, instead of a straight through path now has to make a 100 degree curve to the right, then a 180 degree curve to the left and cross two lanes at very steep angle causing even more confusion and risk to pedestrians. This with the new light will absolutely add further backups on the bridge and again block the bridge traffic wanting to go north along the bay front. This whole mess needs to be rethought.</p> <p>I would propose a simple real traffic circle( round about) with no signals needed to much better meet your goals. No stopping. Also you kissed a cross walk at the west end of the bridge between the lions, where so many people cross with out a crosswalk today, further stopping traffic.</p> <p>The experience from the San Carlos/San Marco intersection should underscore the inefficiency and bad design of these oddball spaghetti intersections with way too many lights. A roundabout there would have also been a much better solution.</p> | Opposes design. Suggests roundabout. |
| Anthony Orsini* | <a href="mailto:aorsini62@gmail.com">aorsini62@gmail.com</a>   | <p>Having studied your proposed Intersection Improvement, I find that I am completely opposed to the design and necessity of the project. I am a Professional Engineer (retired) and a resident of North Davis Shores for 38 years and use the existing intersection on a daily basis. I have struggled to understand the advantage to the proposed Plan and can find no merit in it, only a far worse traffic issue. I will oppose the project</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Opposes project.                     |



|                   |                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                       |
|-------------------|----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|
| Michael Skjerning | <a href="mailto:michaelskjerning@gmail.com">michaelskjerning@gmail.com</a> | <p>In preparation for the meeting on November 8th I would like to offer the following input, first and foremost as a taxpayer and secondly as a citizen of downtown St Augustine who passes through said crossing several times a day.</p> <p>1. On a normal day the vast majority of the time there is no significant problem with traffic congestion. It typically occurs in the mornings, midday during lunch and in the evening as people are finishing up the day. The absolutely cheapest solution that probably would address 95% of the challenge would be to look at so many other places with a similar challenge where the bridge opening hours are regulated, bridges simply do not open during peak hours. I grew up in a town that had the exact same challenge. Today there is a website that boaters and commercial fishermen use, that states the specific opening hours. Outside of those opening times the bridge does not open. This serves the majority of car owners more so than the minority of boaters and commercial vessels. Secondly there are electronic signs at each major entry road that state the next opening of the bridge. This allows the motorist to make an informed choice of either proceeding and waiting at the bridge or taking an alternative bridge, in our case it would be the Route 312 bridge to and from Anastasia Island.</p> <p>2. If it is deemed that option one will not suffice and provide enough benefit despite the exorbitant cost to the taxpayers, then it would be great if an alternative of roundabouts could be explored as an alternative to the proposed improvement project. I just came back from a trip to several Scandinavian countries where it appears that roundabouts have replaced 80-90 percent of the traffic lights. They are proven to provide a consistent traffic flow, the slower speed in the roundabout decreases the number of severe personal injuries should an unfortunate accident occur and the maintenance cost is of course negligible once the roundabout is established. For inspiration I have attached a sketch on how roundabouts could be implemented as an alternative to the proposed change.</p> <p>Conversely the best example of a recent and costly change of traffic patterns, that from what I can see seems to provide absolutely no benefit to the flow, adds confusion and looks very much like to proposed change by Lions Bridge, is the newly designed intersection by A1A and road leading over the bridge to Vilano. I am hoping we can avoid spending a lot of taxpayer money on something similar.</p> | General concern. Suggests roundabout. |
| Quinn Roberts     | <a href="mailto:qmroberts@comcast.net">qmroberts@comcast.net</a>           | <p>I have approached this project with an open mind and after much thought I see there are many issues with this proposal. I am opposed to this for many reasons. 1st- heading west- by going from two lanes to one you are stacking less cars to end up blocking the cars that want to go north. 2nd- You did not factor in bikes, pedestrians, horse carriages, trolleys, trolley stops etc. 3rd- by creating all these green spaces you are encouraging pedestrians to cross at those locations. This will create a unsafe situation- especially since your model notes the increased speed of vehicles. I know they can go north and use the cross walk but the FACT is THEY DONT. we see this everyday from the Fort to Orange street when there is a cross walk just south of that location. Many people don't use it. 4th- I listened to the residents south coming from Marine Street area and it make sense they will be affected with this design due to horse carriages and cars trying to parallel park in a more limited space. (we were told they may re-direct the horse carriages to use other routes- What routes? There really isn't any and there is too much history in that neighborhood to ignore. 5th- we are blessed to live in the oldest city in the US- coming over the bridge and looking at a spaghetti junction is not retaining the historic value we are so proud to be a resident of. If you live here we expect to be delayed a little. If we you don't you should move next to a expressway. Quite honestly 99% of the time my delays (when they occur) are not that bad. I have lived in the area for 35 years, I have lived in Davis Shores for over 7 years and travel to Jax daily. 8.3 million could be used much better in other ways.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Opposes project.                      |



## Exhibit C – Traffic Operational Analysis Technical Memorandum

SR A1A (Avenida Menendez) from Charlotte St. to West End of  
Bridge of Lions - Intersection Improvements

VISSIM Traffic Operational Analysis Technical Memorandum

FPID: 430897-4-32-01

Saint Johns County, Florida

Prepared for:



Florida Department of Transportation

District Two

1109 South Marion Avenue,  
Lake City, Florida 32025-5874



## PROFESSIONAL ENGINEER CERTIFICATION

I hereby certify that I am a registered professional engineer in the State of Florida practicing engineering for Osiris 9 Consulting and that I supervised the preparation of and approve the analysis, findings, opinions, conclusions, and technical advice hereby reported for:

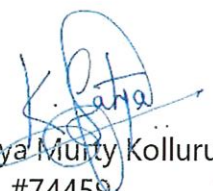
PROJECT: SR A1A (Avenida Menendez) from Charlotte St. to West End of Bridge of Lions - Intersection Improvements  
VISSIM Traffic Operational Analysis Technical Memorandum

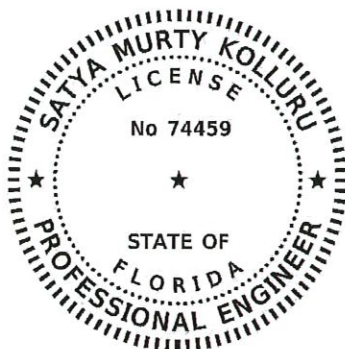
The engineering work represented by this document was performed through the following duly authorized engineering business:

Osiris 9 Consulting, LLC  
10199 Southside Blvd., Suite 104  
Jacksonville, Florida 32256  
Certificate of Authorization No. 29670

This report provides a traffic operational analysis summary for SR A1A (Bridge of Lions) at King Street. Any engineering analyses, documents, conclusions, or recommendations relied upon from other professional sources or provided by others are referenced accordingly in the following report.

FLORIDA REGISTERED ENGINEER

  
Satya Murty Kolluru, P.E., PTOE  
P.E. #74459  
October 30, 2023



Engineer of Record

This item has been digitally signed and sealed by

**Satya M Kolluru**  
**2023.11.01 15:45:50 -04'00'**

on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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## 1.0 INTRODUCTION

The purpose of this memorandum is to document the findings of the traffic analyses completed for the proposed improvements along SR A1A (Avenida Menendez) from Charlotte Street to West End of Bridge of Lions in St. Augustine, Florida. The improvements proposed a signalized roundabout intersection at this intersection. The existing lane configurations and the proposed modifications were evaluated using PTV VISSIM software, version 2022.

VISSIM microsimulation analysis for the entire study area was conducted for the Weekend PM Peak Period conditions. The Weekend PM Peak Period was the critical peak for this junction. The VISSIM operational analysis included coding the network to match the existing geometry and the proposed improvements, inputting the traffic counts, truck percentages, and traffic signal timing data. Once the VISSIM models were compiled, the desired measures of effectiveness (MOE) were extracted, and results were evaluated for the alternatives analyzed. Uncalibrated VISSIM models were compared for each scenario analyzed to arrive at an apples-to-apples comparison of the MOEs considered.

### 1.1 Purpose and Need

The purpose of this Technical Memorandum is to document the traffic operational analysis with the proposed Build Alternative for the study intersection. The Build Alternative proposed improvements at SR A1A (Bridge of Lions) and King Street/Avenida Menendez intersection in St. Augustine, Florida.

The need for these improvements is due to congestion along the southbound (to SR A1A/Bridge of Lions) and westbound (to Fort/City Hall) in the PM Peak Period, especially when the draw bridge on SR A1A (Bridge of Lions) closed and opened for boat traffic.

### 1.2 Project Study Area and Area of Influence

The project study area is located in central St. Augustine, Florida. The project limits are from south of King Street to north of Cathedral Place along SR A1A. SR A1A (Bridge of Lions) operates as an urban minor arterial within the limits of the project. The Bridge of Lions is a 2-lane undivided facility with a drawbridge in the middle that is open to boat traffic.

The study area includes the below intersections.

- Avenida Menendez and SR A1A (Bridge of Lions)/ Cathedral Place - Signalized
- Avenida Menendez and King Street - Signalized
- Cathedral Place and St. George Street - Signalized
- Cathedral Place and Cordova Street – Stop Controlled
- Cathedral Place and King Street – Stop Controlled
- King Street and St. George Street - Signalized
- King Street and Cordova Street - Signalized

The project location and the study area of influence are shown in **Figure 1-1**.





SR A1A (Avenida Menendez) From Charlotte St. to West  
End of Bridge of Lions - Intersection Improvements

Technical Memorandum

Project Location and Area of Influence Map

Figure 1-1

Page 3



## 2.0 METHODOLOGY

As part of the operational analysis, both No-Build (do nothing option) and Build Alternative were evaluated. VISSIM microsimulation-based operational analysis was conducted for this project to document the traffic operational impacts envisioned.

### 2.1 Analysis Years

An evaluation of the growth rates within the project corridor indicated relatively flat or no growth within the study area. Owing to this observation, an evaluation using the Existing Year traffic volumes collected for this project was completed for this project.

### 2.2 Data Collection

The data sources used for this project:

- Existing Roadway Characteristics Data (*Source – Site Visits and Google Maps*)
  - Roadway Geometry
  - Number of Lanes
- Traffic Volume
  - Turning Movement Counts (TMC) (*Source - Florida Department of Transportation (FDOT)*)
- Control Data (*Source – Site Visits and Google Maps*)
  - Stop/Yield Sign Inventory
  - Regulatory/Advisory Speed Limits
  - Signal Timings – *Downloaded from the signal cabinet.*

A truck percentage of approximately 2.0 percent was observed during the Peak Hours. The turning movement count data used for this project is provided in **Appendix A**.

The SR A1A (Bridge of Lions) draw bridge was observed to be open to boat traffic every 30 minutes. It would stay open for boat traffic for 5 minutes before it was lowered back so that normal conditions were returned, and vehicular traffic was allowed to cross the bridge. This assumption was used in the VISSIM traffic operational evaluation for the No-Build and Build conditions.

### 2.3 Existing Year Traffic Volume

The Existing Year traffic volumes were provided by FDOT. The Weekend AM and PM Peak Hour volumes for the Existing Year for the study intersections that were used in the operational analysis are provided in **Figure 2-1**.

### 2.4 Scenarios Analyzed

After analyzing the Weekend AM and PM Peak Hour volumes in **Figure 2-1**, it became evident that the PM Peak Hour was the critical Peak Hour for this junction. Based on this observation and discussing this with FDOT, it has been determined that only PM Peak hour is considered in this technical memorandum for VISSIM analysis.



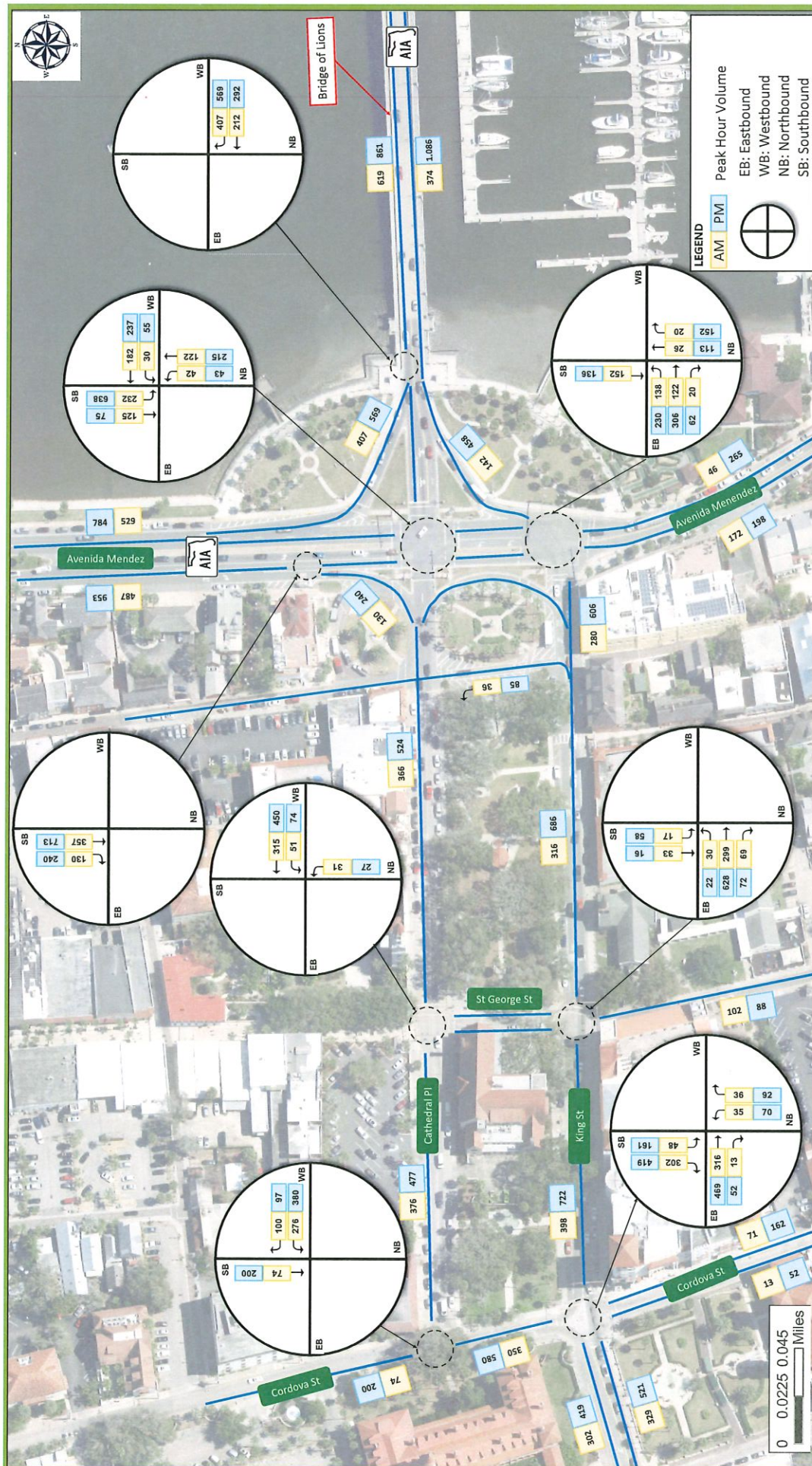


Figure 2-1

Existing Year  
 Peak Hour - Turning Movement Counts

SR A1A (Avenida Menendez) From Charlotte St. to West  
 End of Bridge of Lions - Intersection Improvements  
 Technical Memorandum



### 3.0 TRAFFIC OPERATIONAL ANALYSIS

Traffic operations analysis was carried out for two alternatives for the improvements proposed at the SR A1A (Bridge of Lions) and King Street/Avenida Menendez intersection. The first alternative, referred to as the "No-Build Alternative," considered the existing lane geometry, which is shown in **Figure 3-1**. The second alternative, referred to as the "Build Alternative," involved converting the existing intersection to a signalized roundabout as shown in **Figure 3-2**. The proposed lane configuration with the Build Alternative is also shown in **Figure 3-2**. A conceptual layout of the proposed Build Alternative is provided in **Appendix B**.

The analyses were conducted using VISSIM version 2022 software. VISSIM models that accurately represented the lane configuration and traffic attributes were created for both the No-Build and Build alternative. These models were evaluated under PM Peak Period conditions. These VISSIM models developed for this project are provided in **Appendix C**.

A three-hour simulation with the PM peak hour and two hours after the peak hour was conducted for each scenario. Model results are generated and evaluated utilizing the average results from ten model runs conducted using varying random seeds.

#### 3.1 System-Level Performance

System-level performance was compared for the No-Build and the Build Alternatives using the following MOEs:

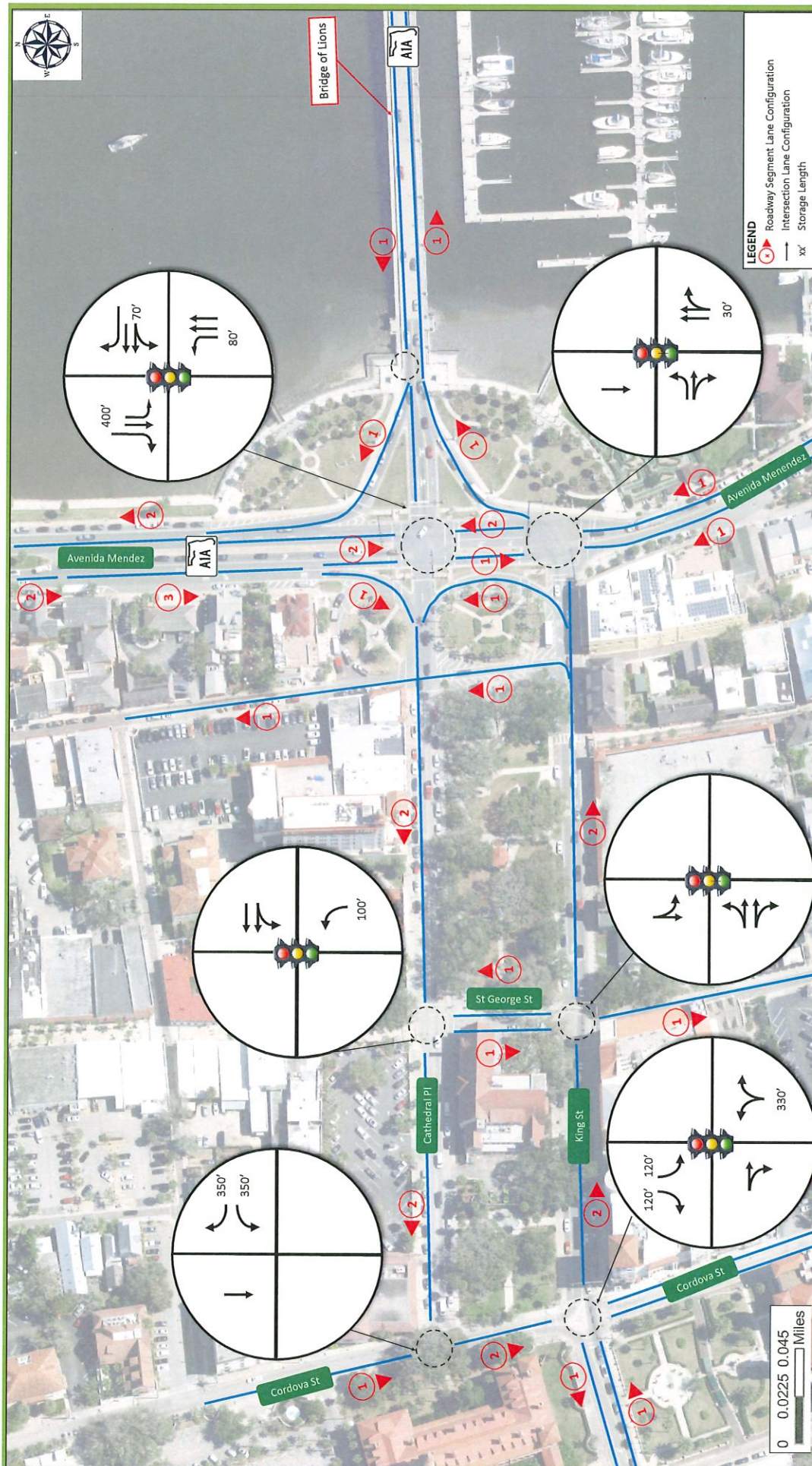
- Total Demand (vehicles)
- Total vehicles Served (vehicles)
- Latent Demand (vehicles)
- Average Speed (mph)
- Total Travel Time (hours)

The network performance results for the two alternatives are summarized in **Table 3-1**.

**Table 3-1: System-Level Vehicular Performance Results – Alternative Comparison**

| No. | Measure of Effectiveness         | 3-Hour PM Peak Period |       |
|-----|----------------------------------|-----------------------|-------|
|     |                                  | No-Build              | Build |
| 1   | Total Demand (vehicles)          | 9,753                 | 9,753 |
| 2   | Total Vehicles Served (vehicles) | 9,550                 | 9,747 |
| 3   | Latent Demand (vehicles)         | 197                   | 0     |
| 4   | Average Speed (mph)              | 5.8                   | 15.2  |
| 5   | Total Travel Time (hours)        | 1,757.3               | 695.6 |





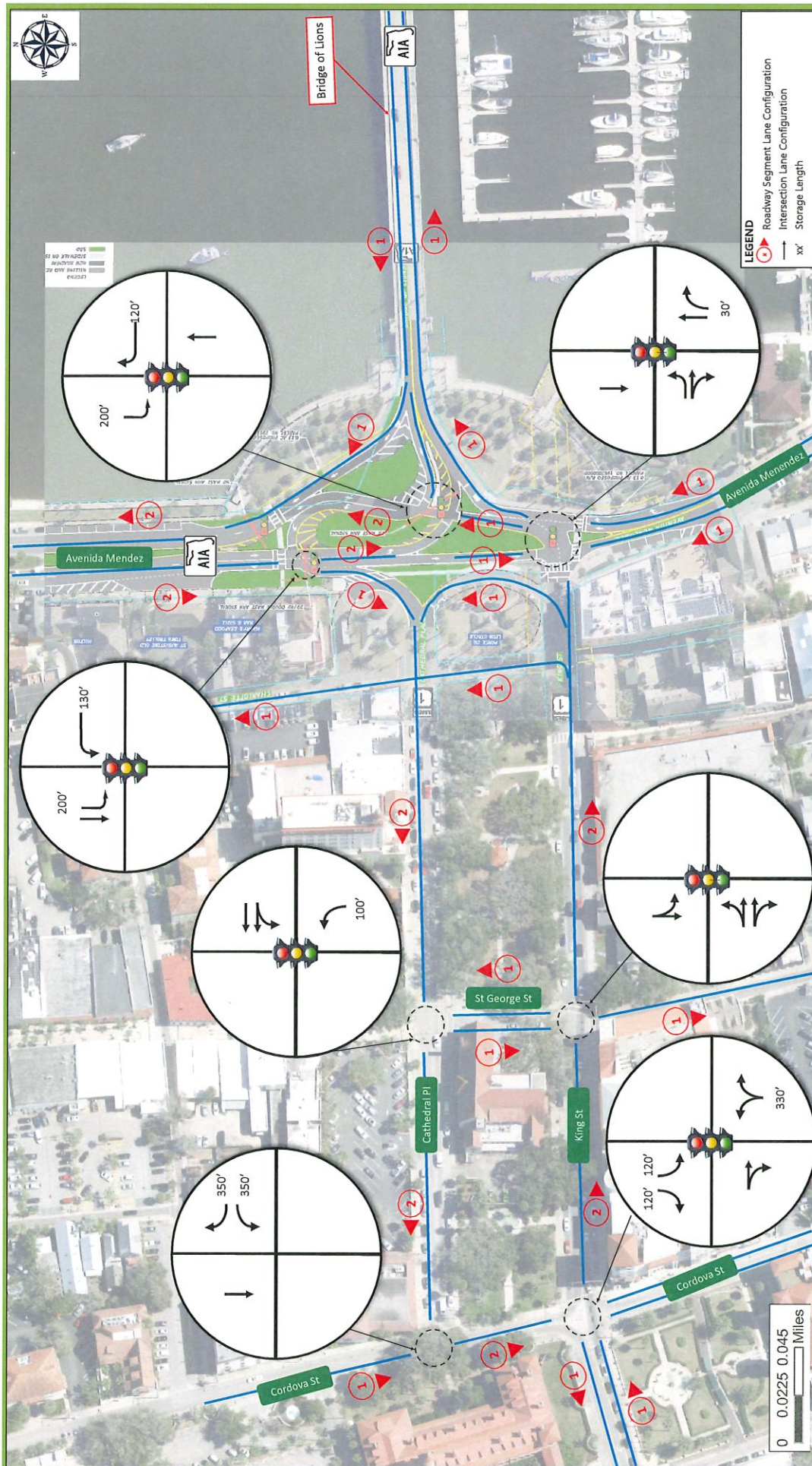
SR A1A (Avenida Menendez) From Charlotte St. to West End of Bridge of Lions - Intersection Improvements

Technical Memorandum

Existing Roadway Geometry Conditions  
Lane Configuration

Figure 3-1





SR A1A (Avenida Menendez) From Charlotte St. to West  
End of Bridge of Lions - Intersection Improvements

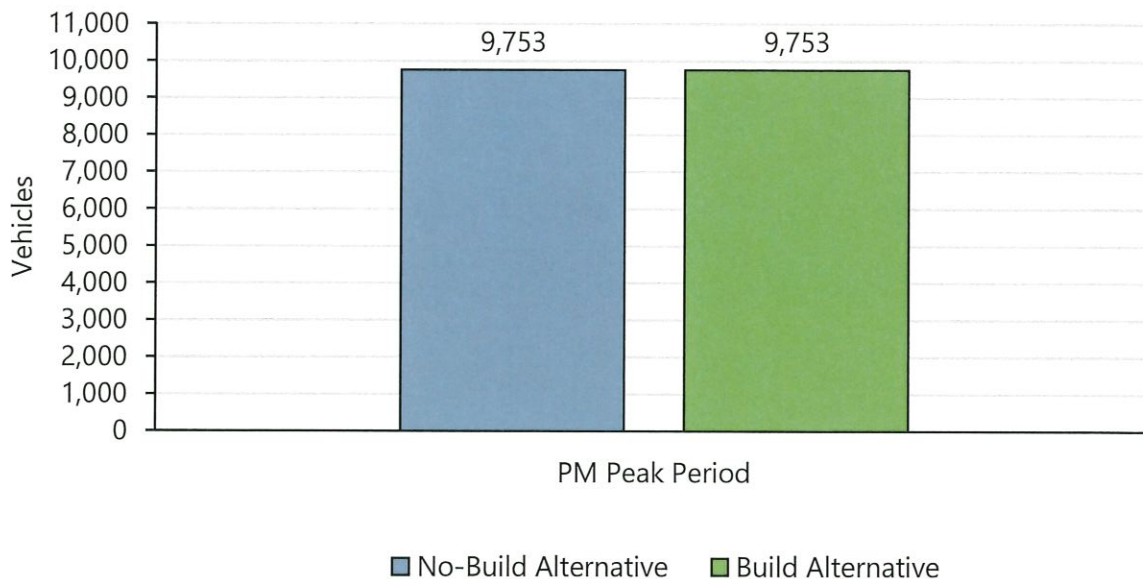
Technical Memorandum

# Build Alternative Proposed Improvements Roadway Geometry Conditions

Figure 3-2

### Total Demand (vehicles)

The total number of vehicles input into the network for simulation in the PM Peak Period is presented in **Figure 3-3**.



**Figure 3-3: Total Demand (veh)**

### *Findings and Observations*

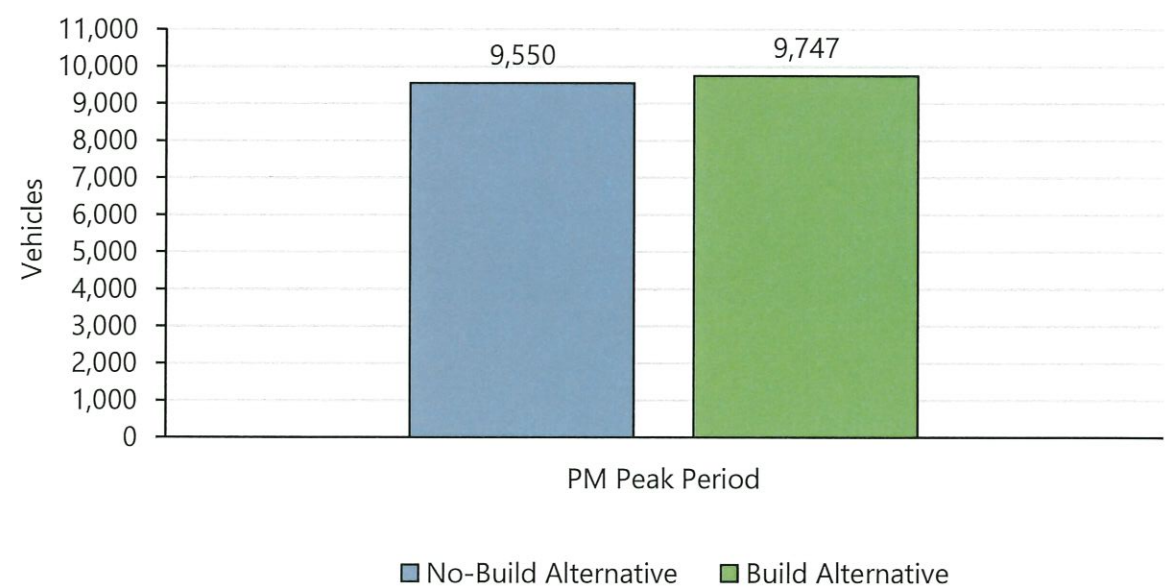
#### PM Peak Period:

- The total number of vehicles input in the network is the same between the No-Build and the Build Alternative.



Total Vehicles Served (vehicles)

The total number of vehicles that have successfully entered and exited the network in the PM Peak period is presented in **Figure 3-4**.



**Figure 3-4: Total Vehicles Served (veh)**

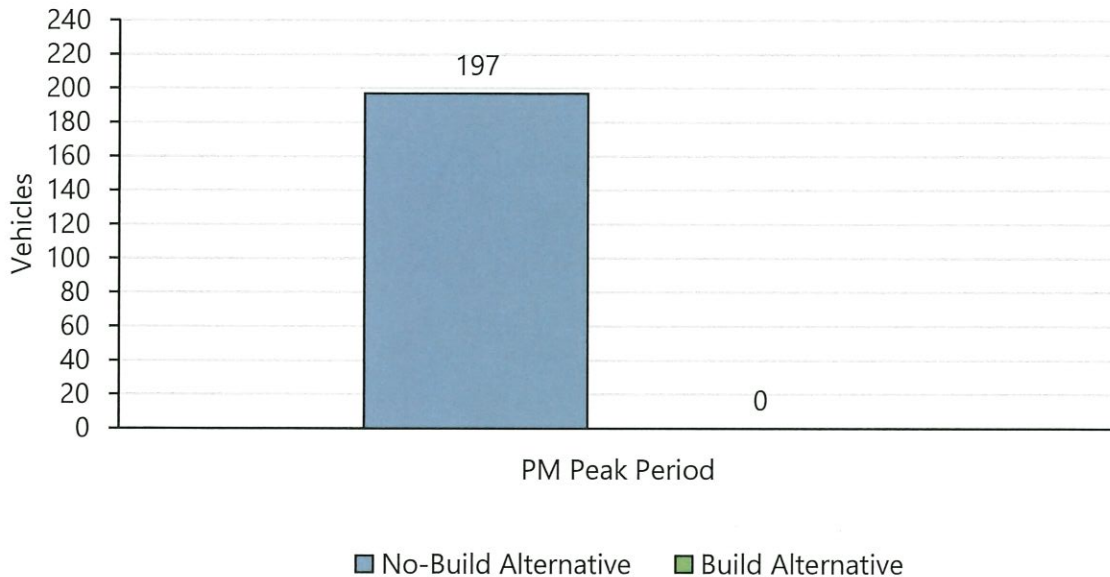
*Findings and Observations*

PM Peak Period:

- The total number of vehicles served in the network increased in the Build Alternative when compared with the No-Build Alternative.

### Latent Demand (vehicles)

The total number of vehicles that are denied entry (vehicles that could not enter the VISSIM network and were waiting outside the network to enter the VISSIM Model) for the PM Peak period is presented in graphical format for the alternatives considered for this study in **Figure 3-5**.



**Figure 3-5: Latent Demand (veh)**

### *Findings and Observations*

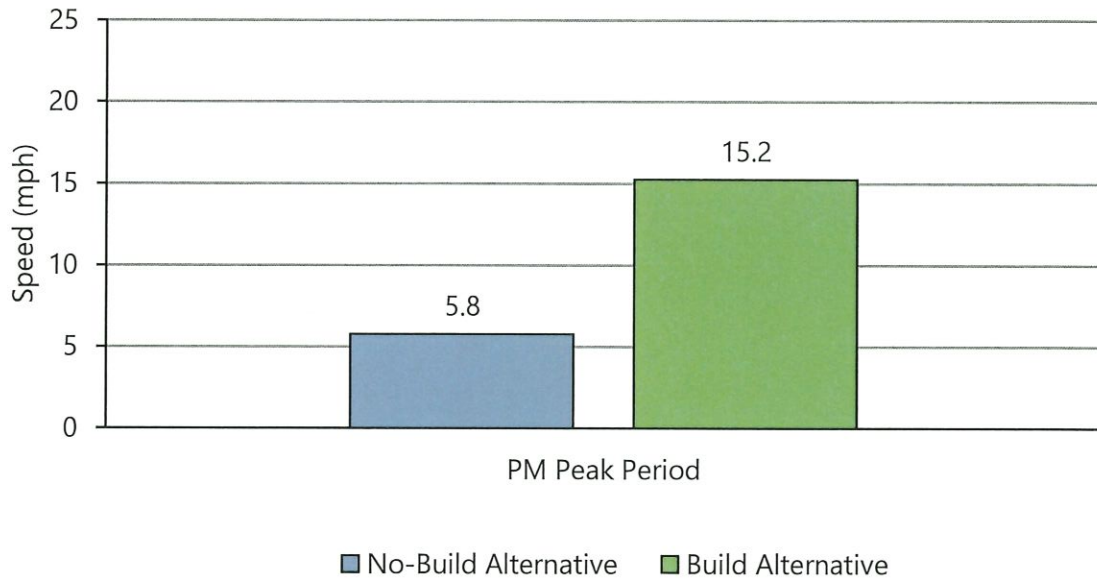
#### PM Peak Period:

- The Build Alternative processed all the vehicle demand while No-Build Alternative resulted in 197 vehicles that could not enter the study area during the time period of the simulation. The Build Alternative resulted in a decrease in the system-wide latent demand by approximately 100 percent when compared with the No-Build Alternative.



### Average Speed (mph)

The system-level average speed of vehicles in the PM Peak period is presented in a graphical format for the alternatives considered for this study in **Figure 3-6**.



**Figure 3-6: Average Speed (mph)**

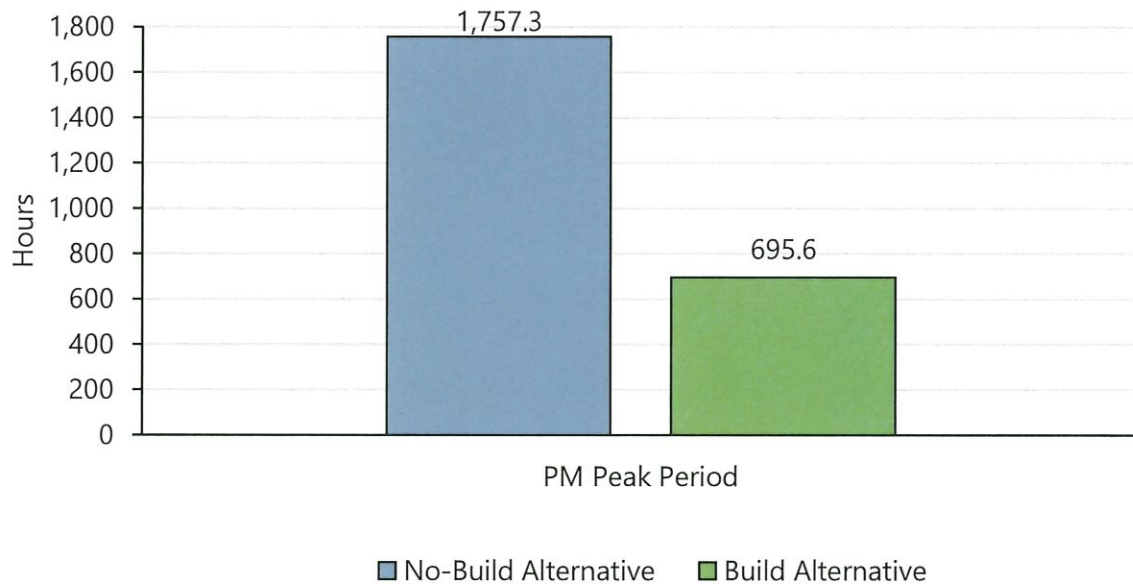
### *Findings and Observations*

#### PM Peak Period:

- The Build Alternative resulted in higher operating speeds when compared to the No-Build Alternative. The average speed along the network increased by approximately 162 percent in the Build Alternative when compared with the No-Build Alternative.

### Total Travel Time (hours)

The system-wide total travel time was calculated first by estimating the travel time of all the vehicles that were served during the three-hour simulation. The next step was to calculate the total travel time of the vehicles that were denied entry. This was calculated using the latent delay and in-network travel time. Combining the system-wide travel time of the vehicles served with the travel time of the vehicles denied entry provided an estimate of the total travel time in hours. This information is presented in **Figure 3-7**.



**Figure 3-7: Total Travel Time (hours)**

### *Findings and Observations*

#### PM Peak Period:

- The Build Alternative decreases the system-wide total travel time when compared with the No-Build Alternative by approximately 60 percent.



### 3.2 Intersection Operational Analysis

This section discusses the intersection operational analyses conducted for the PM Peak Period for the No-Build Alternative and the Build Alternative. A comparison of operating conditions between the two alternatives in terms of the average queue lengths is provided in **Table 3-2**.

With the traffic conditions modeled, the Build Alternative shows improved operations by reducing the queue length at all intersection approaches when compared with the No-Build Alternative.

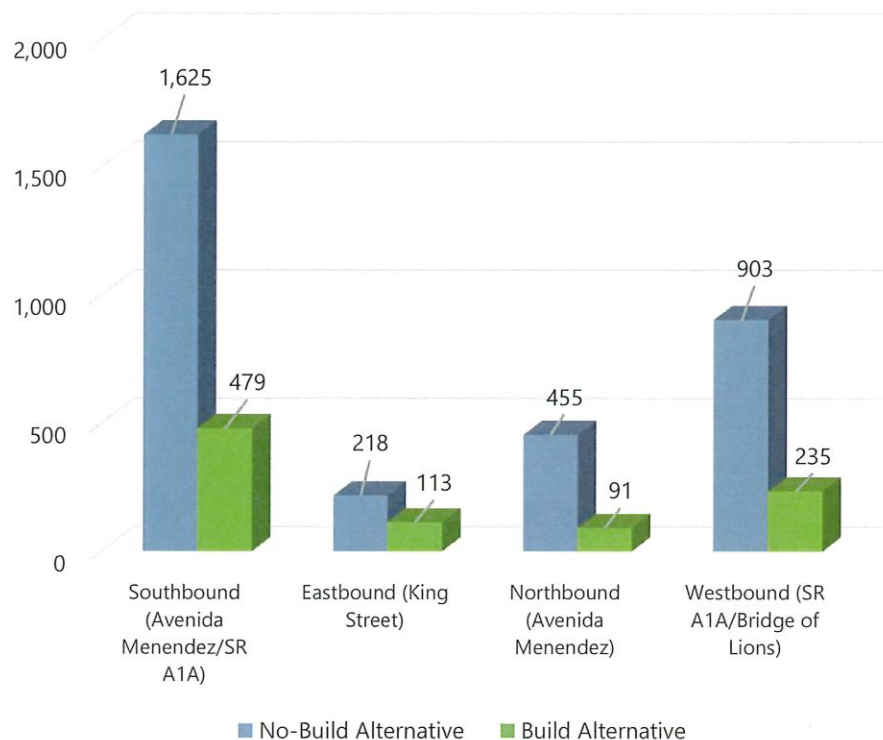
**Table 3-2: Average Queue Length Summary (feet)**

| No | Approach                                            | No-Build Alternative | Build Alternative |
|----|-----------------------------------------------------|----------------------|-------------------|
| 1  | Southbound (Avenida Menendez/SR A1A) <sup>(1)</sup> | 1,625                | 479               |
| 2  | Eastbound (King Street) <sup>(1)</sup>              | 218                  | 113               |
| 3  | Northbound (Avenida Menendez) <sup>(1)</sup>        | 455                  | 91                |
| 4  | Westbound (SR A1A/Bridge of Lions) <sup>(1)</sup>   | 903                  | 235               |

Note: (1) =Longest individual movement queue observed along each approach is reported.

#### Average Queue Length (feet)

The average queue length measured in feet obtained from the node evaluations for the PM Peak Period is presented in graphical format for the alternatives considered in **Figure 3-8**.



**Figure 3-8: Average Queue Length (feet)**

## Findings and Observations

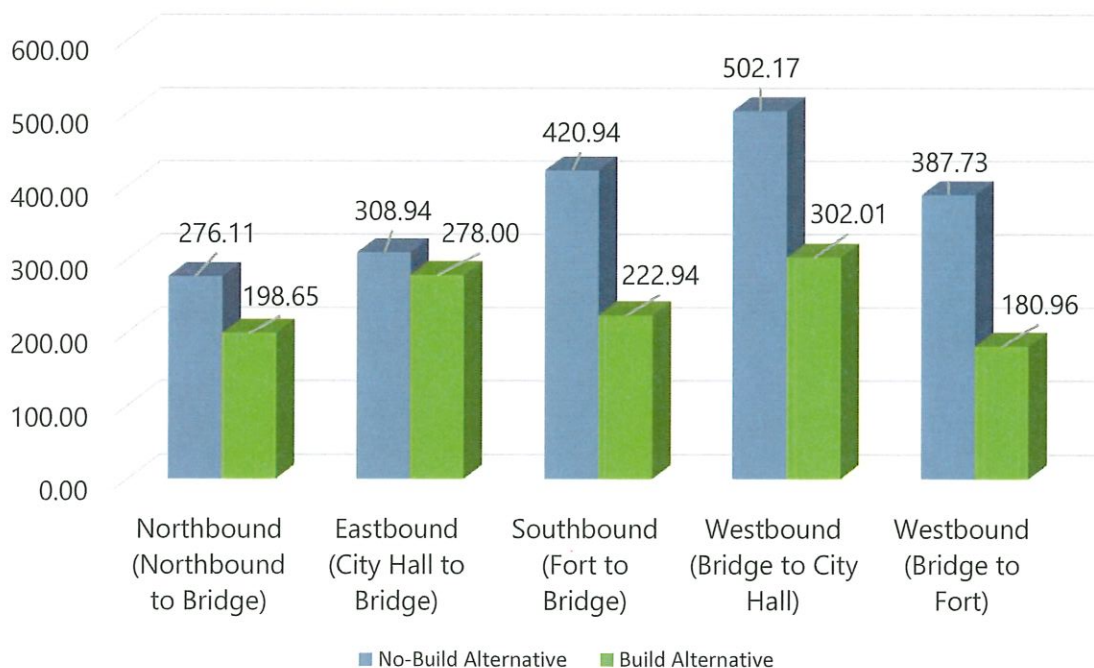
PM Peak Period:

- The Build Alternative decreases the average queue length for nearly all intersection approaches/movements when compared with the No-Build Alternative, with a huge reduction of about 71 percent, 48 percent, 80 percent, and 74 percent for the southbound, eastbound, northbound, and westbound approaches respectively.

### 3.3 Arterial Operational Analysis

This section discusses the arterial operational analyses conducted for the PM Peak period for the No-Build Alternative and the Build Alternative. A comparison of operating conditions between the two alternatives in terms of the average travel times is provided in **Figure 3-9**.

With the traffic conditions modeled, the Build Alternative shows improved operations by reducing the average travel times within the study corridor when compared with the No-Build Alternative.



**Figure 3-9: Average Travel Time for Critical Movements (seconds/vehicle)**



### 3.3.1 Recovery Time from Draw Bridge Opening

This section discusses the duration taken by the VISSIM model to clear the queues formed on all the major approaches when the SR A1A (Bridge of Lions) draw bridge was opened to boat traffic every 30 minutes in the No-Build Alternative and the Build Alternative. The duration taken for each approach to clear the queue backed up when the draw bridge is open to traffic after being closed for 5-minutes for boat traffic is provided in **Table 3-3**.

**Table 3-3: Recovery Time (seconds) – PM Peak Period**

| No | Alternative Recovery Time             | Approach        |                  |                 |                 |
|----|---------------------------------------|-----------------|------------------|-----------------|-----------------|
|    |                                       | SB              | EB               | NB              | WB              |
| 1  | No-Build Recovery Time <sup>(1)</sup> | NR              | 870<br>(14 mins) | NR              | NR              |
| 2  | Build Recovery Time <sup>(1)</sup>    | 284<br>(5 mins) | 197<br>(3 mins)  | 317<br>(6 mins) | 193<br>(3 mins) |

Note: SB = Southbound, EB = Eastbound, NB = Northbound, and WB = Westbound

(1) = Average of three bridge openings during the three-hour PM Peak Period

NR = Does not recover prior to next bridge opening

In the No-Build Alternative, traffic congestion on the southbound, northbound, and westbound approaches persists until the end of the simulation period and does not recover prior to the next bridge opening during the PM Peak Period. On the other hand, in the Build Alternative, the traffic queue is effectively cleared approximately six minutes after each draw bridge opening for traffic.

## 4.0 CONCLUSION

Traffic operational analysis was completed for the proposed improvements along SR A1A (Avenida Menendez) from Charlotte Street to West End of Bridge of Lions in St. Augustine, Florida. The improvements proposed a signalized roundabout intersection at this critical junction. The existing lane configurations and the proposed modifications were evaluated using PTV VISSIM software, version 2022.

VISSIM microsimulation analysis for the study area was conducted for the Weekend PM Peak Period conditions, with the PM Peak Period being a critical peak hour for this region. Turning movement counts for the study area were provided by the FDOT and were used for the analysis.

As part of the operational analysis, a No-Build Alternative (do nothing option) and Build Alternative were evaluated. Both alternatives were modeled with the draw bridge opening. The draw bridge was simulated to be open for boat traffic every 30 minutes for a 5-minute duration.

The following provides a brief comparison of the traffic operational analyses performed for the alternatives considered for this project:

- The Build Alternative improves traffic operations significantly within the study area.
- The system-wide level results show that the Build Alternative improves the traffic operations within the study area when compared with the No-Build Alternative by:
  - Increasing the network-wide average speed by 162 percent.
  - Decreasing the network-wide total travel time by approximately 60 percent, and
  - Reducing the latent demand by processing all the vehicle demand in the PM Peak Period, with a 100 percent decrease in latent demand.
- In terms of intersection operational results, as indicated by node evaluations, the Build Alternative significantly enhances the overall intersection performance. It achieves this by reducing the average queue length for nearly all intersection approaches as described below:
  - The most significant reduction in average queue length, approximately 80 percent, is observed on the northbound approach with approximately 74 percent and 70 percent reductions on westbound and southbound approaches during the PM Peak Period.
- Furthermore, when assessing arterial operational performance based on vehicle travel times, the results indicate that the Build Alternative enhances the arterial operational performance when compared to the No-Build Alternative.
- Additionally, with the Build Alternative the queue formed during the draw bridge closure were cleared efficiently in approximately six minutes past the opening of the draw bridge every time when compared to the No-Build Alternative that failed to clear these queue before the next draw bridge opening during PM Peak Period.

Therefore, it can be concluded that the Build Alternative significantly enhances traffic operations at the critical junction and the improvements proposed with the Build Alternative are recommended for construction. Once implemented, these improvements will relieve extreme congestion within the study area and will provide better circulation of traffic.



## **Appendix A**

### **Turning Movement Counts & Raw Traffic Count Data**

Weekday Midday

[illegible]

King Street

Avenida Menendez

0

363

138

109

247

287

143

143

178

225

58

201

196

0

**Weekday PM**

[illegible][illegible]

## Saturday Midday

[illegible]

|                  |     |     |     |     |     |
|------------------|-----|-----|-----|-----|-----|
| Avenida Menéndez |     | 332 |     | 0   |     |
| 201              | 104 | ↑   | 229 | 211 | ↓   |
|                  | 97  | ←   |     | 228 |     |
|                  |     |     |     | 88  |     |
|                  |     |     |     |     |     |
|                  |     | 425 |     | 0   |     |
| 141              |     |     | 141 | ↑   | 141 |
|                  |     |     |     |     |     |
|                  |     |     |     |     |     |
| 308              |     |     |     |     |     |

Saturday PM

### Bridge of Lions

|      |     |     |     |     |     |     |     |
|------|-----|-----|-----|-----|-----|-----|-----|
|      |     | 858 |     | 566 |     |     |     |
| 1015 |     |     |     |     |     | 160 | 287 |
|      | 342 | 107 | 566 | 53  | 234 |     |     |
|      | 629 | 805 | 571 | 234 | 53  |     |     |

|                      |     |     |     |
|----------------------|-----|-----|-----|
| Bridge of Lions Ramp |     |     |     |
| 0                    |     | 371 |     |
| 248                  |     | 135 | 226 |
|                      |     | 91  |     |
|                      |     |     |     |
| 148                  | 148 | 157 | 235 |
|                      |     | 236 |     |
|                      |     | 87  |     |
| 0                    |     | 488 |     |



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File Name : 16-Avenida Menendez & Cathedral Pl.-SAT PM  
Site Code :  
Start Date : 6/14/2017  
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Groups Printed- Car

| Start Time  | Avenida Menendez Southbound |      |      |        |            | Bridge of Lions Westbound |      |      |        |            | Avenida Menendez Northbound |      |      |        |            | Int. Total |
|-------------|-----------------------------|------|------|--------|------------|---------------------------|------|------|--------|------------|-----------------------------|------|------|--------|------------|------------|
|             | Right                       | Thru | Left | U-Turn | App. Total | Right                     | Thru | Left | U-Turn | App. Total | Right                       | Thru | Left | U-Turn | App. Total |            |
| 03:00 PM    | 77                          | 14   | 111  | 6      | 208        | 141                       | 70   | 9    | 0      | 220        | 69                          | 39   | 8    | 0      | 116        | 544        |
| 03:15 PM    | 71                          | 9    | 95   | 3      | 178        | 115                       | 41   | 13   | 0      | 169        | 78                          | 37   | 8    | 0      | 123        | 470        |
| 03:30 PM    | 70                          | 25   | 55   | 1      | 151        | 69                        | 31   | 4    | 0      | 104        | 77                          | 35   | 12   | 0      | 124        | 379        |
| 03:45 PM    | 67                          | 25   | 143  | 2      | 237        | 150                       | 50   | 14   | 0      | 214        | 93                          | 57   | 8    | 1      | 159        | 610        |
| Total       | 285                         | 73   | 404  | 12     | 774        | 475                       | 192  | 40   | 0      | 707        | 317                         | 168  | 36   | 1      | 522        | 2003       |
| 04:00 PM    | 70                          | 23   | 128  | 1      | 222        | 105                       | 51   | 7    | 0      | 163        | 85                          | 49   | 7    | 0      | 141        | 526        |
| 04:15 PM    | 72                          | 16   | 114  | 5      | 207        | 163                       | 64   | 10   | 0      | 237        | 80                          | 40   | 16   | 0      | 136        | 580        |
| 04:30 PM    | 78                          | 23   | 88   | 0      | 189        | 59                        | 32   | 14   | 0      | 105        | 54                          | 39   | 8    | 0      | 101        | 395        |
| 04:45 PM    | 74                          | 14   | 134  | 0      | 222        | 131                       | 58   | 17   | 0      | 206        | 75                          | 54   | 17   | 0      | 146        | 574        |
| Total       | 294                         | 76   | 464  | 6      | 840        | 458                       | 205  | 48   | 0      | 711        | 294                         | 182  | 48   | 0      | 524        | 2075       |
| Grand Total | 579                         | 149  | 868  | 18     | 1614       | 933                       | 397  | 88   | 0      | 1418       | 611                         | 350  | 84   | 1      | 1046       | 4078       |
| Apprch %    | 35.9                        | 9.2  | 53.8 | 1.1    |            | 65.8                      | 28   | 6.2  | 0      |            | 58.4                        | 33.5 | 8    | 0.1    |            |            |
| Total %     | 14.2                        | 3.7  | 21.3 | 0.4    | 39.6       | 22.9                      | 9.7  | 2.2  | 0      | 34.8       | 15                          | 8.6  | 2.1  | 0      | 25.6       |            |

|                                                            | Avenida Menendez<br>Southbound |      |      |            | Bridge of Lions<br>Westbound |      |      |            | Avenida Menendez<br>Northbound |      |      |            |            |
|------------------------------------------------------------|--------------------------------|------|------|------------|------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| Start Time                                                 | Right                          | Thru | Left | App. Total | Right                        | Thru | Left | App. Total | Right                          | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM       |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |
| 03:45 PM                                                   | 67                             | 25   | 143  | 235        | 150                          | 50   | 14   | 214        | 93                             | 57   | 8    | 158        | 607        |
| 04:00 PM                                                   | 70                             | 23   | 128  | 221        | 105                          | 51   | 7    | 163        | 85                             | 49   | 7    | 141        | 525        |
| 04:15 PM                                                   | 72                             | 16   | 114  | 202        | 163                          | 64   | 10   | 237        | 80                             | 40   | 16   | 136        | 575        |
| 04:30 PM                                                   | 78                             | 23   | 88   | 189        | 59                           | 32   | 14   | 105        | 54                             | 39   | 8    | 101        | 395        |
| Total Volume                                               | 287                            | 87   | 473  | 847        | 477                          | 197  | 45   | 719        | 312                            | 185  | 39   | 536        | 2102       |
| % App. Total                                               | 33.9                           | 10.3 | 55.8 |            | 66.3                         | 27.4 | 6.3  |            | 58.2                           | 34.5 | 7.3  |            |            |
| PHF                                                        | .920                           | .870 | .827 | .901       | .732                         | .770 | .804 | .758       | .839                           | .811 | .609 | .848       | .866       |

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File Name : 16-Avenida Menendez & Cathedral PI.-SAT PM  
Site Code :  
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Groups Printed- Truck

| Start Time  | Avenida Menendez Southbound |      |      |        |            | Bridge of Lions Westbound |      |      |        |            | Avenida Menendez Northbound |      |      |        |            | Int. Total |
|-------------|-----------------------------|------|------|--------|------------|---------------------------|------|------|--------|------------|-----------------------------|------|------|--------|------------|------------|
|             | Right                       | Thru | Left | U-Turn | App. Total | Right                     | Thru | Left | U-Turn | App. Total | Right                       | Thru | Left | U-Turn | App. Total |            |
| 03:00 PM    | 0                           | 2    | 0    | 0      | 2          | 0                         | 1    | 0    | 0      | 1          | 1                           | 4    | 0    | 0      | 5          | 8          |
| 03:15 PM    | 2                           | 0    | 0    | 0      | 2          | 0                         | 0    | 0    | 0      | 0          | 0                           | 6    | 0    | 0      | 6          | 8          |
| 03:30 PM    | 1                           | 1    | 0    | 0      | 2          | 1                         | 2    | 1    | 0      | 4          | 1                           | 3    | 0    | 0      | 4          | 10         |
| 03:45 PM    | 0                           | 1    | 2    | 0      | 3          | 1                         | 0    | 0    | 0      | 1          | 0                           | 3    | 1    | 0      | 4          | 8          |
| Total       | 3                           | 4    | 2    | 0      | 9          | 2                         | 3    | 1    | 0      | 6          | 2                           | 16   | 1    | 0      | 19         | 34         |
| 04:00 PM    | 1                           | 1    | 1    | 0      | 3          | 2                         | 0    | 0    | 0      | 2          | 0                           | 5    | 0    | 0      | 5          | 10         |
| 04:15 PM    | 0                           | 1    | 0    | 0      | 1          | 1                         | 1    | 0    | 0      | 2          | 0                           | 3    | 0    | 0      | 3          | 6          |
| 04:30 PM    | 1                           | 0    | 2    | 0      | 3          | 1                         | 0    | 0    | 0      | 1          | 1                           | 4    | 0    | 0      | 5          | 9          |
| 04:45 PM    | 0                           | 0    | 1    | 0      | 1          | 1                         | 0    | 0    | 0      | 1          | 1                           | 3    | 0    | 0      | 4          | 6          |
| Total       | 2                           | 2    | 4    | 0      | 8          | 5                         | 1    | 0    | 0      | 6          | 2                           | 15   | 0    | 0      | 17         | 31         |
| Grand Total | 5                           | 6    | 6    | 0      | 17         | 7                         | 4    | 1    | 0      | 12         | 4                           | 31   | 1    | 0      | 36         | 65         |
| Apprch %    | 29.4                        | 35.3 | 35.3 | 0      |            | 58.3                      | 33.3 | 8.3  | 0      |            | 11.1                        | 86.1 | 2.8  | 0      |            |            |
| Total %     | 7.7                         | 9.2  | 9.2  | 0      | 26.2       | 10.8                      | 6.2  | 1.5  | 0      | 18.5       | 6.2                         | 47.7 | 1.5  | 0      | 55.4       |            |

|                                                            | Avenida Menendez<br>Southbound |      |      |            | Bridge of Lions<br>Westbound |      |      |            | Avenida Menendez<br>Northbound |      |      |            |            |
|------------------------------------------------------------|--------------------------------|------|------|------------|------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| Start Time                                                 | Right                          | Thru | Left | App. Total | Right                        | Thru | Left | App. Total | Right                          | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:15 PM       |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |
| 03:15 PM                                                   | 2                              | 0    | 0    | 2          | 0                            | 0    | 0    | 0          | 0                              | 6    | 0    | 6          | 8          |
| 03:30 PM                                                   | 1                              | 1    | 0    | 2          | 1                            | 2    | 1    | 4          | 1                              | 3    | 0    | 4          | 10         |
| 03:45 PM                                                   | 0                              | 1    | 2    | 3          | 1                            | 0    | 0    | 1          | 0                              | 3    | 1    | 4          | 8          |
| 04:00 PM                                                   | 1                              | 1    | 1    | 3          | 2                            | 0    | 0    | 2          | 0                              | 5    | 0    | 5          | 10         |
| Total Volume                                               | 4                              | 3    | 3    | 10         | 4                            | 2    | 1    | 7          | 1                              | 17   | 1    | 19         | 36         |
| % App. Total                                               | 40                             | 30   | 30   |            | 57.1                         | 28.6 | 14.3 |            | 5.3                            | 89.5 | 5.3  |            |            |
| PHF                                                        | .500                           | .750 | .375 | .833       | .500                         | .250 | .250 | .438       | .250                           | .708 | .250 | .792       | .900       |



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File Name : 16-Avenida Menendez & Cathedral Pl.-SAT PM  
Site Code :  
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Groups Printed- Bicycles on Crosswalk

| Start Time  | Avenida Menendez Southbound |      |      |        |            | Bridge of Lions Westbound |      |      |        |            | Avenida Menendez Northbound |      |      |        |            | Int. Total |
|-------------|-----------------------------|------|------|--------|------------|---------------------------|------|------|--------|------------|-----------------------------|------|------|--------|------------|------------|
|             | Right                       | Thru | Left | U-Turn | App. Total | Right                     | Thru | Left | U-Turn | App. Total | Right                       | Thru | Left | U-Turn | App. Total |            |
| 03:00 PM    | 0                           | 0    | 0    | 2      | 2          | 0                         | 0    | 0    | 0      | 0          | 0                           | 0    | 0    | 0      | 0          | 2          |
| 03:15 PM    | 0                           | 0    | 0    | 0      | 0          | 0                         | 0    | 0    | 1      | 1          | 0                           | 0    | 0    | 0      | 0          | 1          |
| 03:30 PM    | 0                           | 0    | 0    | 2      | 2          | 0                         | 0    | 0    | 0      | 0          | 0                           | 0    | 0    | 0      | 0          | 2          |
| 03:45 PM    | 0                           | 0    | 0    | 0      | 0          | 0                         | 0    | 0    | 0      | 0          | 0                           | 0    | 0    | 0      | 0          | 0          |
| Total       | 0                           | 0    | 0    | 4      | 4          | 0                         | 0    | 0    | 1      | 1          | 0                           | 0    | 0    | 0      | 0          | 5          |
| 04:00 PM    | 0                           | 0    | 0    | 0      | 0          | 0                         | 0    | 0    | 4      | 4          | 0                           | 0    | 0    | 0      | 0          | 4          |
| 04:15 PM    | 0                           | 0    | 0    | 0      | 0          | 0                         | 0    | 0    | 2      | 2          | 0                           | 0    | 0    | 0      | 0          | 2          |
| 04:30 PM    | 0                           | 0    | 0    | 3      | 3          | 0                         | 0    | 0    | 1      | 1          | 0                           | 0    | 0    | 0      | 0          | 4          |
| 04:45 PM    | 0                           | 0    | 0    | 4      | 4          | 0                         | 0    | 0    | 0      | 0          | 0                           | 0    | 0    | 0      | 0          | 4          |
| Total       | 0                           | 0    | 0    | 7      | 7          | 0                         | 0    | 0    | 7      | 7          | 0                           | 0    | 0    | 0      | 0          | 14         |
| Grand Total | 0                           | 0    | 0    | 11     | 11         | 0                         | 0    | 0    | 8      | 8          | 0                           | 0    | 0    | 0      | 0          | 19         |
| Apprch %    | 0                           | 0    | 0    | 100    |            | 0                         | 0    | 0    | 100    |            | 0                           | 0    | 0    | 0      |            |            |
| Total %     | 0                           | 0    | 0    | 57.9   | 57.9       | 0                         | 0    | 0    | 42.1   | 42.1       | 0                           | 0    | 0    | 0      | 0          |            |

|                                                            | Avenida Menendez<br>Southbound |      |      |            | Bridge of Lions<br>Westbound |      |      |            | Avenida Menendez<br>Northbound |      |      |            |            |  |
|------------------------------------------------------------|--------------------------------|------|------|------------|------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|--|
| Start Time                                                 | Right                          | Thru | Left | App. Total | Right                        | Thru | Left | App. Total | Right                          | Thru | Left | App. Total | Int. Total |  |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |  |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |  |
| 03:00 PM                                                   | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |  |
| 03:15 PM                                                   | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |  |
| 03:30 PM                                                   | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |  |
| 03:45 PM                                                   | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |  |
| Total Volume                                               | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |  |
| % App. Total                                               | 0                              | 0    | 0    |            | 0                            | 0    | 0    |            | 0                              | 0    | 0    |            |            |  |
| PHF                                                        | .000                           | .000 | .000 | .000       | .000                         | .000 | .000 | .000       | .000                           | .000 | .000 | .000       | .000       |  |

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File Name : 16-Avenida Menendez & Cathedral Pl.-SAT PM  
Site Code :  
Start Date : 6/14/2017  
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Groups Printed- Pedestrians

| Start Time  | Avenida Menendez Southbound |      |      |        |            | Bridge of Lions Westbound |      |      |        |            | Avenida Menendez Northbound |      |      |        |            | Int. Total |
|-------------|-----------------------------|------|------|--------|------------|---------------------------|------|------|--------|------------|-----------------------------|------|------|--------|------------|------------|
|             | Right                       | Thru | Left | U-Turn | App. Total | Right                     | Thru | Left | U-Turn | App. Total | Right                       | Thru | Left | U-Turn | App. Total |            |
| 03:00 PM    | 0                           | 0    | 0    | 28     | 28         | 0                         | 0    | 0    | 19     | 19         | 0                           | 0    | 0    | 0      | 0          | 47         |
| 03:15 PM    | 0                           | 0    | 0    | 39     | 39         | 0                         | 0    | 0    | 29     | 29         | 0                           | 0    | 0    | 2      | 2          | 70         |
| 03:30 PM    | 0                           | 0    | 0    | 6      | 6          | 0                         | 0    | 0    | 16     | 16         | 0                           | 0    | 0    | 2      | 2          | 24         |
| 03:45 PM    | 0                           | 0    | 0    | 25     | 25         | 0                         | 0    | 0    | 27     | 27         | 0                           | 0    | 0    | 5      | 5          | 57         |
| Total       | 0                           | 0    | 0    | 98     | 98         | 0                         | 0    | 0    | 91     | 91         | 0                           | 0    | 0    | 9      | 9          | 198        |
| 04:00 PM    | 0                           | 0    | 0    | 36     | 36         | 0                         | 0    | 0    | 21     | 21         | 0                           | 0    | 0    | 2      | 2          | 59         |
| 04:15 PM    | 0                           | 0    | 0    | 25     | 25         | 0                         | 0    | 0    | 12     | 12         | 0                           | 0    | 0    | 6      | 6          | 43         |
| 04:30 PM    | 0                           | 0    | 0    | 54     | 54         | 0                         | 0    | 0    | 43     | 43         | 0                           | 0    | 0    | 2      | 2          | 99         |
| 04:45 PM    | 0                           | 0    | 0    | 47     | 47         | 0                         | 0    | 0    | 23     | 23         | 0                           | 0    | 0    | 0      | 0          | 70         |
| Total       | 0                           | 0    | 0    | 162    | 162        | 0                         | 0    | 0    | 99     | 99         | 0                           | 0    | 0    | 10     | 10         | 271        |
| Grand Total | 0                           | 0    | 0    | 260    | 260        | 0                         | 0    | 0    | 190    | 190        | 0                           | 0    | 0    | 19     | 19         | 469        |
| Apprch %    | 0                           | 0    | 0    | 100    |            | 0                         | 0    | 0    | 100    |            | 0                           | 0    | 0    | 100    |            |            |
| Total %     | 0                           | 0    | 0    | 55.4   | 55.4       | 0                         | 0    | 0    | 40.5   | 40.5       | 0                           | 0    | 0    | 4.1    | 4.1        |            |

|                                                            | Avenida Menendez<br>Southbound |      |      |            | Bridge of Lions<br>Westbound |      |      |            | Avenida Menendez<br>Northbound |      |      |            |            |
|------------------------------------------------------------|--------------------------------|------|------|------------|------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| Start Time                                                 | Right                          | Thru | Left | App. Total | Right                        | Thru | Left | App. Total | Right                          | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |
| 03:00 PM                                                   | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |
| 03:15 PM                                                   | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |
| 03:30 PM                                                   | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |
| 03:45 PM                                                   | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |
| Total Volume                                               | 0                              | 0    | 0    | 0          | 0                            | 0    | 0    | 0          | 0                              | 0    | 0    | 0          | 0          |
| % App. Total                                               | 0                              | 0    | 0    |            | 0                            | 0    | 0    |            | 0                              | 0    | 0    |            |            |
| PHF                                                        | .000                           | .000 | .000 | .000       | .000                         | .000 | .000 | .000       | .000                           | .000 | .000 | .000       | .000       |



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File Name : 16-Avenida Menendez & Cathedral PI.-SAT PM

Site Code :

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Groups Printed- Car - Truck

| Start Time  | Avenida Menendez Southbound |      |      |        |            | Bridge of Lions Westbound |      |      |        |            | Avenida Menendez Northbound |      |      |        |            | Int. Total |
|-------------|-----------------------------|------|------|--------|------------|---------------------------|------|------|--------|------------|-----------------------------|------|------|--------|------------|------------|
|             | Right                       | Thru | Left | U-Turn | App. Total | Right                     | Thru | Left | U-Turn | App. Total | Right                       | Thru | Left | U-Turn | App. Total |            |
| 03:00 PM    | 77                          | 16   | 111  | 6      | 210        | 141                       | 71   | 9    | 0      | 221        | 70                          | 43   | 8    | 0      | 121        | 552        |
| 03:15 PM    | 73                          | 9    | 95   | 3      | 180        | 115                       | 41   | 13   | 0      | 169        | 78                          | 43   | 8    | 0      | 129        | 478        |
| 03:30 PM    | 71                          | 26   | 55   | 1      | 153        | 70                        | 33   | 5    | 0      | 108        | 78                          | 38   | 12   | 0      | 128        | 389        |
| 03:45 PM    | 67                          | 26   | 145  | 2      | 240        | 151                       | 50   | 14   | 0      | 215        | 93                          | 60   | 9    | 1      | 163        | 618        |
| Total       | 288                         | 77   | 406  | 12     | 783        | 477                       | 195  | 41   | 0      | 713        | 319                         | 184  | 37   | 1      | 541        | 2037       |
| 04:00 PM    | 71                          | 24   | 129  | 1      | 225        | 107                       | 51   | 7    | 0      | 165        | 85                          | 54   | 7    | 0      | 146        | 536        |
| 04:15 PM    | 72                          | 17   | 114  | 5      | 208        | 164                       | 65   | 10   | 0      | 239        | 80                          | 43   | 16   | 0      | 139        | 586        |
| 04:30 PM    | 79                          | 23   | 90   | 0      | 192        | 60                        | 32   | 14   | 0      | 106        | 55                          | 43   | 8    | 0      | 106        | 404        |
| 04:45 PM    | 74                          | 14   | 135  | 0      | 223        | 132                       | 58   | 17   | 0      | 207        | 76                          | 57   | 17   | 0      | 150        | 580        |
| Total       | 296                         | 78   | 468  | 6      | 848        | 463                       | 206  | 48   | 0      | 717        | 296                         | 197  | 48   | 0      | 541        | 2106       |
| Grand Total | 584                         | 155  | 874  | 18     | 1631       | 940                       | 401  | 89   | 0      | 1430       | 615                         | 381  | 85   | 1      | 1082       | 4143       |
| Appreh %    | 35.8                        | 9.5  | 53.6 | 1.1    |            | 65.7                      | 28   | 6.2  | 0      |            | 56.8                        | 35.2 | 7.9  | 0.1    |            |            |
| Total %     | 14.1                        | 3.7  | 21.1 | 0.4    | 39.4       | 22.7                      | 9.7  | 2.1  | 0      | 34.5       | 14.8                        | 9.2  | 2.1  | 0      | 26.1       |            |
| Car         | 579                         | 149  | 868  | 18     | 1614       | 933                       | 397  | 88   | 0      | 1418       | 611                         | 350  | 84   | 1      | 1046       | 4078       |
| % Car       | 99.1                        | 96.1 | 99.3 | 100    | 99         | 99.3                      | 99   | 98.9 | 0      | 99.2       | 99.3                        | 91.9 | 98.8 | 100    | 96.7       | 98.4       |
| Truck       | 5                           | 6    | 6    | 0      | 17         | 7                         | 4    | 1    | 0      | 12         | 4                           | 31   | 1    | 0      | 36         | 65         |
| % Truck     | 0.9                         | 3.9  | 0.7  | 0      | 1          | 0.7                       | 1    | 1.1  | 0      | 0.8        | 0.7                         | 8.1  | 1.2  | 0      | 3.3        | 1.6        |

|                                                            | Avenida Menendez<br>Southbound |      |      |            | Bridge of Lions<br>Westbound |      |      |            | Avenida Menendez<br>Northbound |      |      |            |            |
|------------------------------------------------------------|--------------------------------|------|------|------------|------------------------------|------|------|------------|--------------------------------|------|------|------------|------------|
| Start Time                                                 | Right                          | Thru | Left | App. Total | Right                        | Thru | Left | App. Total | Right                          | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM       |                                |      |      |            |                              |      |      |            |                                |      |      |            |            |
| 03:45 PM                                                   | 67                             | 26   | 145  | 238        | 151                          | 50   | 14   | 215        | 93                             | 60   | 9    | 162        | 615        |
| 04:00 PM                                                   | 71                             | 24   | 129  | 224        | 107                          | 51   | 7    | 165        | 85                             | 54   | 7    | 146        | 535        |
| 04:15 PM                                                   | 72                             | 17   | 114  | 203        | 164                          | 65   | 10   | 239        | 80                             | 43   | 16   | 139        | 581        |
| 04:30 PM                                                   | 79                             | 23   | 90   | 192        | 60                           | 32   | 14   | 106        | 55                             | 43   | 8    | 106        | 404        |
| Total Volume                                               | 289                            | 90   | 478  | 857        | 482                          | 198  | 45   | 725        | 313                            | 200  | 40   | 553        | 2135       |
| % App. Total                                               | 33.7                           | 10.5 | 55.8 |            | 66.5                         | 27.3 | 6.2  |            | 56.6                           | 36.2 | 7.2  |            |            |
| PHF                                                        | .915                           | .865 | .824 | .900       | .735                         | .762 | .804 | .758       | .841                           | .833 | .625 | .853       | .868       |

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File Name : 15-Avenida Menendez & King St.-SAT PM

Site Code :

Start Date : 6/17/2017

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Groups Printed- Car

|             | Avenida Menendez Southbound |      |        |            | Avenida Menendez Northbound |      |            | King St. Eastbound |     |      |            |            |
|-------------|-----------------------------|------|--------|------------|-----------------------------|------|------------|--------------------|-----|------|------------|------------|
| Start Time  | Right                       | Thru | U-Turn | App. Total | Thru                        | Left | App. Total | Right              | ROR | Left | App. Total | Int. Total |
| 03:00 PM    | 0                           | 23   | 0      | 23         | 33                          | 0    | 33         | 14                 | 2   | 81   | 97         | 153        |
| 03:15 PM    | 0                           | 22   | 1      | 23         | 36                          | 0    | 36         | 12                 | 4   | 84   | 100        | 159        |
| 03:30 PM    | 0                           | 30   | 0      | 30         | 50                          | 0    | 50         | 8                  | 0   | 81   | 89         | 169        |
| 03:45 PM    | 0                           | 39   | 0      | 39         | 52                          | 0    | 52         | 10                 | 1   | 99   | 110        | 201        |
| Total       | 0                           | 114  | 1      | 115        | 171                         | 0    | 171        | 44                 | 7   | 345  | 396        | 682        |
| 04:00 PM    | 0                           | 30   | 0      | 30         | 51                          | 0    | 51         | 17                 | 6   | 91   | 114        | 195        |
| 04:15 PM    | 0                           | 25   | 0      | 25         | 43                          | 0    | 43         | 13                 | 1   | 97   | 111        | 179        |
| 04:30 PM    | 0                           | 37   | 0      | 37         | 43                          | 0    | 43         | 18                 | 2   | 65   | 85         | 165        |
| 04:45 PM    | 0                           | 31   | 0      | 31         | 51                          | 0    | 51         | 12                 | 2   | 89   | 103        | 185        |
| Total       | 0                           | 123  | 0      | 123        | 188                         | 0    | 188        | 60                 | 11  | 342  | 413        | 724        |
| Grand Total | 0                           | 237  | 1      | 238        | 359                         | 0    | 359        | 104                | 18  | 687  | 809        | 1406       |
| Apprch %    | 0                           | 99.6 | 0.4    |            | 100                         | 0    |            | 12.9               | 2.2 | 84.9 |            |            |
| Total %     | 0                           | 16.9 | 0.1    | 16.9       | 25.5                        | 0    | 25.5       | 7.4                | 1.3 | 48.9 | 57.5       |            |

|                                                            | Avenida Menendez Southbound |      |            | Avenida Menendez Northbound |      |            | King St. Eastbound |      |      |            |            |
|------------------------------------------------------------|-----------------------------|------|------------|-----------------------------|------|------------|--------------------|------|------|------------|------------|
| Start Time                                                 | Right                       | Thru | App. Total | Thru                        | Left | App. Total | Right              | ROR  | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                             |      |            |                             |      |            |                    |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:30 PM       |                             |      |            |                             |      |            |                    |      |      |            |            |
| 03:30 PM                                                   | 0                           | 30   | 30         | 50                          | 0    | 50         | 8                  | 0    | 81   | 89         | 169        |
| 03:45 PM                                                   | 0                           | 39   | 39         | 52                          | 0    | 52         | 10                 | 1    | 99   | 110        | 201        |
| 04:00 PM                                                   | 0                           | 30   | 30         | 51                          | 0    | 51         | 17                 | 6    | 91   | 114        | 195        |
| 04:15 PM                                                   | 0                           | 25   | 25         | 43                          | 0    | 43         | 13                 | 1    | 97   | 111        | 179        |
| Total Volume                                               | 0                           | 124  | 124        | 196                         | 0    | 196        | 48                 | 8    | 368  | 424        | 744        |
| % App. Total                                               | 0                           | 100  |            | 100                         | 0    |            | 11.3               | 1.9  | 86.8 |            |            |
| PHF                                                        | .000                        | .795 | .795       | .942                        | .000 | .942       | .706               | .333 | .929 | .930       | .925       |

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File Name : 15-Avenida Menendez & King St.-SAT PM

Site Code :

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Groups Printed- Truck

| Start Time  | Avenida Menendez Southbound |      |        |            | Avenida Menendez Northbound |      |            | King St. Eastbound |      |      |            | Int. Total |
|-------------|-----------------------------|------|--------|------------|-----------------------------|------|------------|--------------------|------|------|------------|------------|
|             | Right                       | Thru | U-Turn | App. Total | Thru                        | Left | App. Total | Right              | ROR  | Left | App. Total |            |
| 03:00 PM    | 0                           | 1    | 1      | 2          | 2                           | 0    | 2          | 3                  | 1    | 2    | 6          | 10         |
| 03:15 PM    | 0                           | 0    | 1      | 1          | 3                           | 0    | 3          | 1                  | 1    | 2    | 4          | 8          |
| 03:30 PM    | 0                           | 0    | 0      | 0          | 2                           | 0    | 2          | 0                  | 0    | 1    | 1          | 3          |
| 03:45 PM    | 0                           | 2    | 0      | 2          | 2                           | 0    | 2          | 1                  | 0    | 2    | 3          | 7          |
| Total       | 0                           | 3    | 2      | 5          | 9                           | 0    | 9          | 5                  | 2    | 7    | 14         | 28         |
| 04:00 PM    | 0                           | 0    | 1      | 1          | 6                           | 0    | 6          | 4                  | 1    | 0    | 5          | 12         |
| 04:15 PM    | 0                           | 1    | 0      | 1          | 3                           | 0    | 3          | 2                  | 0    | 0    | 2          | 6          |
| 04:30 PM    | 0                           | 0    | 0      | 0          | 4                           | 0    | 4          | 3                  | 0    | 1    | 4          | 8          |
| 04:45 PM    | 0                           | 0    | 0      | 0          | 2                           | 0    | 2          | 1                  | 0    | 1    | 2          | 4          |
| Total       | 0                           | 1    | 1      | 2          | 15                          | 0    | 15         | 10                 | 1    | 2    | 13         | 30         |
| Grand Total | 0                           | 4    | 3      | 7          | 24                          | 0    | 24         | 15                 | 3    | 9    | 27         | 58         |
| Apprch %    | 0                           | 57.1 | 42.9   |            | 100                         | 0    |            | 55.6               | 11.1 | 33.3 |            |            |
| Total %     | 0                           | 6.9  | 5.2    | 12.1       | 41.4                        | 0    | 41.4       | 25.9               | 5.2  | 15.5 | 46.6       |            |

|                                                            | Avenida Menendez<br>Southbound |      |            | Avenida Menendez<br>Northbound |      |            | King St.<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|--------------------------------|------|------------|--------------------------------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                          | Thru | App. Total | Thru                           | Left | App. Total | Right                 | ROR  | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |            |                                |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM       |                                |      |            |                                |      |            |                       |      |      |            |            |
| 03:45 PM                                                   | 0                              | 2    | 2          | 2                              | 0    | 2          | 1                     | 0    | 2    | 3          | 7          |
| 04:00 PM                                                   | 0                              | 0    | 0          | 6                              | 0    | 6          | 4                     | 1    | 0    | 5          | 11         |
| 04:15 PM                                                   | 0                              | 1    | 1          | 3                              | 0    | 3          | 2                     | 0    | 0    | 2          | 6          |
| 04:30 PM                                                   | 0                              | 0    | 0          | 4                              | 0    | 4          | 3                     | 0    | 1    | 4          | 8          |
| Total Volume                                               | 0                              | 3    | 3          | 15                             | 0    | 15         | 10                    | 1    | 3    | 14         | 32         |
| % App. Total                                               | 0                              | 100  |            | 100                            | 0    |            | 71.4                  | 7.1  | 21.4 |            |            |
| PHF                                                        | .000                           | .375 | .375       | .625                           | .000 | .625       | .625                  | .250 | .375 | .700       | .727       |



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Groups Printed- Bicycles on Crosswalk

| Start Time  | Avenida Menendez Southbound |      |      |            | Avenida Menendez Northbound |      |      |            | King St. Eastbound |      |      |            | Int. Total |
|-------------|-----------------------------|------|------|------------|-----------------------------|------|------|------------|--------------------|------|------|------------|------------|
|             | Right                       | Thru | Peds | App. Total | Thru                        | Left | Peds | App. Total | Right              | Left | Peds | App. Total |            |
| 03:00 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 0    | 0          | 0                  | 0    | 0    | 0          | 0          |
| 03:15 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 2    | 2          | 0                  | 0    | 0    | 0          | 2          |
| 03:30 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 1    | 1          | 0                  | 0    | 0    | 0          | 1          |
| 03:45 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 0    | 0          | 0                  | 0    | 0    | 0          | 0          |
| Total       | 0                           | 0    | 0    | 0          | 0                           | 0    | 3    | 3          | 0                  | 0    | 0    | 0          | 3          |
| 04:00 PM    | 0                           | 0    | 1    | 1          | 0                           | 0    | 0    | 0          | 0                  | 0    | 0    | 0          | 1          |
| 04:15 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 1    | 1          | 0                  | 0    | 0    | 0          | 1          |
| 04:30 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 1    | 1          | 0                  | 0    | 1    | 1          | 2          |
| 04:45 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 0    | 0          | 0                  | 0    | 0    | 0          | 0          |
| Total       | 0                           | 0    | 1    | 1          | 0                           | 0    | 2    | 2          | 0                  | 0    | 1    | 1          | 4          |
| Grand Total | 0                           | 0    | 1    | 1          | 0                           | 0    | 5    | 5          | 0                  | 0    | 1    | 1          | 7          |
| Apprch %    | 0                           | 0    | 100  |            | 0                           | 0    | 100  |            | 0                  | 0    | 100  |            |            |
| Total %     | 0                           | 0    | 14.3 | 14.3       | 0                           | 0    | 71.4 | 71.4       | 0                  | 0    | 14.3 | 14.3       |            |

|                                                            | Avenida Menendez<br>Southbound |      |            | Avenida Menendez<br>Northbound |      |            | King St.<br>Eastbound |      |            |            |
|------------------------------------------------------------|--------------------------------|------|------------|--------------------------------|------|------------|-----------------------|------|------------|------------|
| Start Time                                                 | Right                          | Thru | App. Total | Thru                           | Left | App. Total | Right                 | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |            |                                |      |            |                       |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                                |      |            |                                |      |            |                       |      |            |            |
| 03:00 PM                                                   | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| 03:15 PM                                                   | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| 03:30 PM                                                   | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| 03:45 PM                                                   | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| Total Volume                                               | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| % App. Total                                               | 0                              | 0    |            | 0                              | 0    |            | 0                     | 0    |            |            |
| PHF                                                        | .000                           | .000 | .000       | .000                           | .000 | .000       | .000                  | .000 | .000       | .000       |

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File Name : 15-Avenida Menendez & King St.-SAT PM  
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Groups Printed- Pedestrians

| Start Time  | Avenida Menendez Southbound |      |      |            | Avenida Menendez Northbound |      |      |            | King St. Eastbound |      |      |            | Int. Total |
|-------------|-----------------------------|------|------|------------|-----------------------------|------|------|------------|--------------------|------|------|------------|------------|
|             | Right                       | Thru | Peds | App. Total | Thru                        | Left | Peds | App. Total | Right              | Left | Peds | App. Total |            |
| 03:00 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 16   | 16         | 0                  | 0    | 15   | 15         | 31         |
| 03:15 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 56   | 56         | 0                  | 0    | 12   | 12         | 68         |
| 03:30 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 18   | 18         | 0                  | 0    | 12   | 12         | 30         |
| 03:45 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 33   | 33         | 0                  | 0    | 10   | 10         | 43         |
| Total       | 0                           | 0    | 0    | 0          | 0                           | 0    | 123  | 123        | 0                  | 0    | 49   | 49         | 172        |
| 04:00 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 44   | 44         | 0                  | 0    | 18   | 18         | 62         |
| 04:15 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 24   | 24         | 0                  | 0    | 22   | 22         | 46         |
| 04:30 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 32   | 32         | 0                  | 0    | 13   | 13         | 45         |
| 04:45 PM    | 0                           | 0    | 0    | 0          | 0                           | 0    | 14   | 14         | 0                  | 0    | 18   | 18         | 32         |
| Total       | 0                           | 0    | 0    | 0          | 0                           | 0    | 114  | 114        | 0                  | 0    | 71   | 71         | 185        |
| Grand Total | 0                           | 0    | 0    | 0          | 0                           | 0    | 237  | 237        | 0                  | 0    | 120  | 120        | 357        |
| Apprch %    | 0                           | 0    | 0    |            | 0                           | 0    | 100  |            | 0                  | 0    | 100  |            |            |
| Total %     | 0                           | 0    | 0    |            | 0                           | 0    | 66.4 | 66.4       | 0                  | 0    | 33.6 | 33.6       |            |

|                                                            | Avenida Menendez<br>Southbound |      |            | Avenida Menendez<br>Northbound |      |            | King St.<br>Eastbound |      |            |            |
|------------------------------------------------------------|--------------------------------|------|------------|--------------------------------|------|------------|-----------------------|------|------------|------------|
| Start Time                                                 | Right                          | Thru | App. Total | Thru                           | Left | App. Total | Right                 | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |            |                                |      |            |                       |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                                |      |            |                                |      |            |                       |      |            |            |
| 03:00 PM                                                   | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| 03:15 PM                                                   | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| 03:30 PM                                                   | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| 03:45 PM                                                   | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| Total Volume                                               | 0                              | 0    | 0          | 0                              | 0    | 0          | 0                     | 0    | 0          | 0          |
| % App. Total                                               | 0                              | 0    |            | 0                              | 0    |            | 0                     | 0    |            |            |
| PHF                                                        | .000                           | .000 | .000       | .000                           | .000 | .000       | .000                  | .000 | .000       | .000       |

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Groups Printed- Car - Truck

|             | Avenida Menendez<br>Southbound |      |        |            | Avenida Menendez<br>Northbound |      |            | King St.<br>Eastbound |      |      |            |            |
|-------------|--------------------------------|------|--------|------------|--------------------------------|------|------------|-----------------------|------|------|------------|------------|
| Start Time  | Right                          | Thru | U-Turn | App. Total | Thru                           | Left | App. Total | Right                 | ROR  | Left | App. Total | Int. Total |
| 03:00 PM    | 0                              | 24   | 1      | 25         | 35                             | 0    | 35         | 17                    | 3    | 83   | 103        | 163        |
| 03:15 PM    | 0                              | 22   | 2      | 24         | 39                             | 0    | 39         | 13                    | 5    | 86   | 104        | 167        |
| 03:30 PM    | 0                              | 30   | 0      | 30         | 52                             | 0    | 52         | 8                     | 0    | 82   | 90         | 172        |
| 03:45 PM    | 0                              | 41   | 0      | 41         | 54                             | 0    | 54         | 11                    | 1    | 101  | 113        | 208        |
| Total       | 0                              | 117  | 3      | 120        | 180                            | 0    | 180        | 49                    | 9    | 352  | 410        | 710        |
| 04:00 PM    | 0                              | 30   | 1      | 31         | 57                             | 0    | 57         | 21                    | 7    | 91   | 119        | 207        |
| 04:15 PM    | 0                              | 26   | 0      | 26         | 46                             | 0    | 46         | 15                    | 1    | 97   | 113        | 185        |
| 04:30 PM    | 0                              | 37   | 0      | 37         | 47                             | 0    | 47         | 21                    | 2    | 66   | 89         | 173        |
| 04:45 PM    | 0                              | 31   | 0      | 31         | 53                             | 0    | 53         | 13                    | 2    | 90   | 105        | 189        |
| Total       | 0                              | 124  | 1      | 125        | 203                            | 0    | 203        | 70                    | 12   | 344  | 426        | 754        |
| Grand Total | 0                              | 241  | 4      | 245        | 383                            | 0    | 383        | 119                   | 21   | 696  | 836        | 1464       |
| Apprch %    | 0                              | 98.4 | 1.6    |            | 100                            | 0    |            | 14.2                  | 2.5  | 83.3 |            |            |
| Total %     | 0                              | 16.5 | 0.3    | 16.7       | 26.2                           | 0    | 26.2       | 8.1                   | 1.4  | 47.5 | 57.1       |            |
| Car         | 0                              | 237  | 1      | 238        | 359                            | 0    | 359        | 104                   | 18   | 687  | 809        | 1406       |
| % Car       | 0                              | 98.3 | 25     | 97.1       | 93.7                           | 0    | 93.7       | 87.4                  | 85.7 | 98.7 | 96.8       | 96         |
| Truck       | 0                              | 4    | 3      | 7          | 24                             | 0    | 24         | 15                    | 3    | 9    | 27         | 58         |
| % Truck     | 0                              | 1.7  | 75     | 2.9        | 6.3                            | 0    | 6.3        | 12.6                  | 14.3 | 1.3  | 3.2        | 4          |

|                                                            | Avenida Menendez<br>Southbound |      |            | Avenida Menendez<br>Northbound |      |            | King St.<br>Eastbound |      |      |            |            |
|------------------------------------------------------------|--------------------------------|------|------------|--------------------------------|------|------------|-----------------------|------|------|------------|------------|
| Start Time                                                 | Right                          | Thru | App. Total | Thru                           | Left | App. Total | Right                 | ROR  | Left | App. Total | Int. Total |
| Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1 |                                |      |            |                                |      |            |                       |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM       |                                |      |            |                                |      |            |                       |      |      |            |            |
| 03:45 PM                                                   | 0                              | 41   | 41         | 54                             | 0    | 54         | 11                    | 1    | 101  | 113        | 208        |
| 04:00 PM                                                   | 0                              | 30   | 30         | 57                             | 0    | 57         | 21                    | 7    | 91   | 119        | 206        |
| 04:15 PM                                                   | 0                              | 26   | 26         | 46                             | 0    | 46         | 15                    | 1    | 97   | 113        | 185        |
| 04:30 PM                                                   | 0                              | 37   | 37         | 47                             | 0    | 47         | 21                    | 2    | 66   | 89         | 173        |
| Total Volume                                               | 0                              | 134  | 134        | 204                            | 0    | 204        | 68                    | 11   | 355  | 434        | 772        |
| % App. Total                                               | 0                              | 100  |            | 100                            | 0    |            | 15.7                  | 2.5  | 81.8 |            |            |
| PHF                                                        | .000                           | .817 | .817       | .895                           | .000 | .895       | .810                  | .393 | .879 | .912       | .928       |



## **Appendix B**

### **Build Alternative Conceptual Layout**







## **Appendix C**

### **VISSIM Models and Output Results**

(.zip files)-Not Present in the PDF



## Exhibit D – Staff Presentation

# KING STREET

Making it

*The Best Mile in Florida*

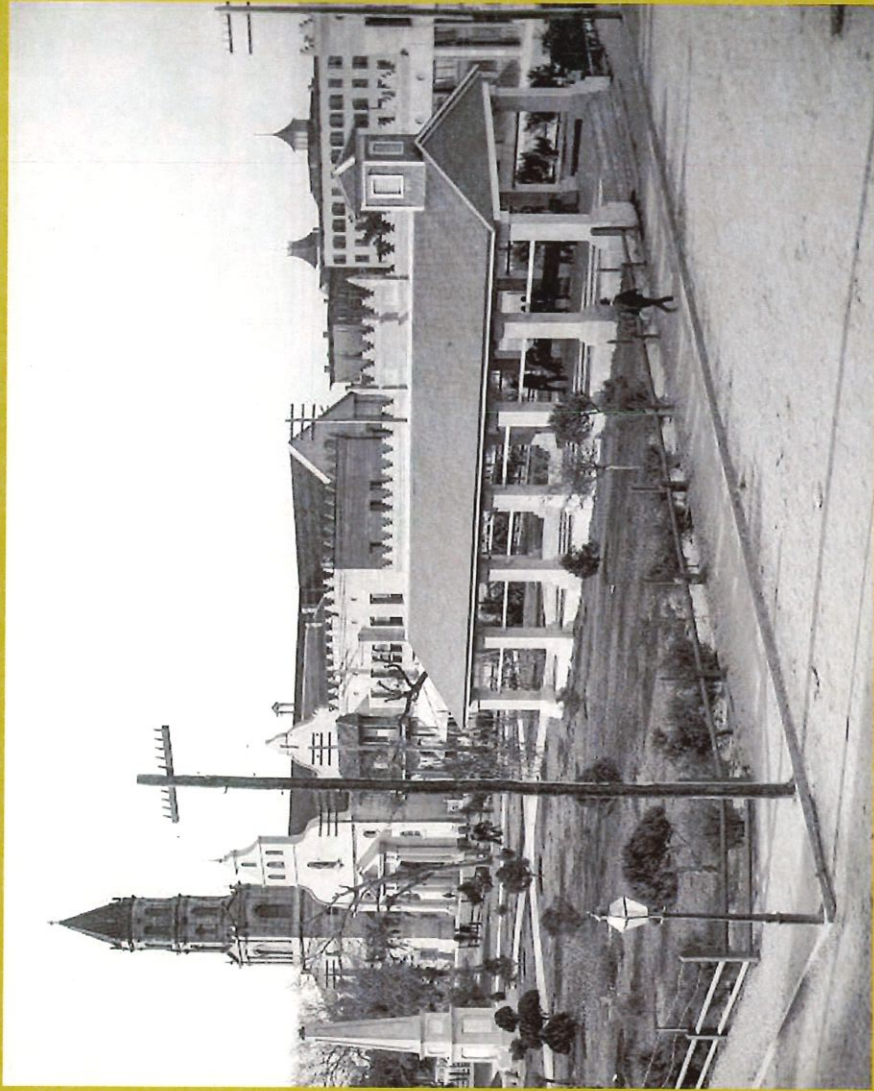




# | From Traffic of the Past



CITY OF  
**ST AUGUSTINE.**  
— EST. 1565 —

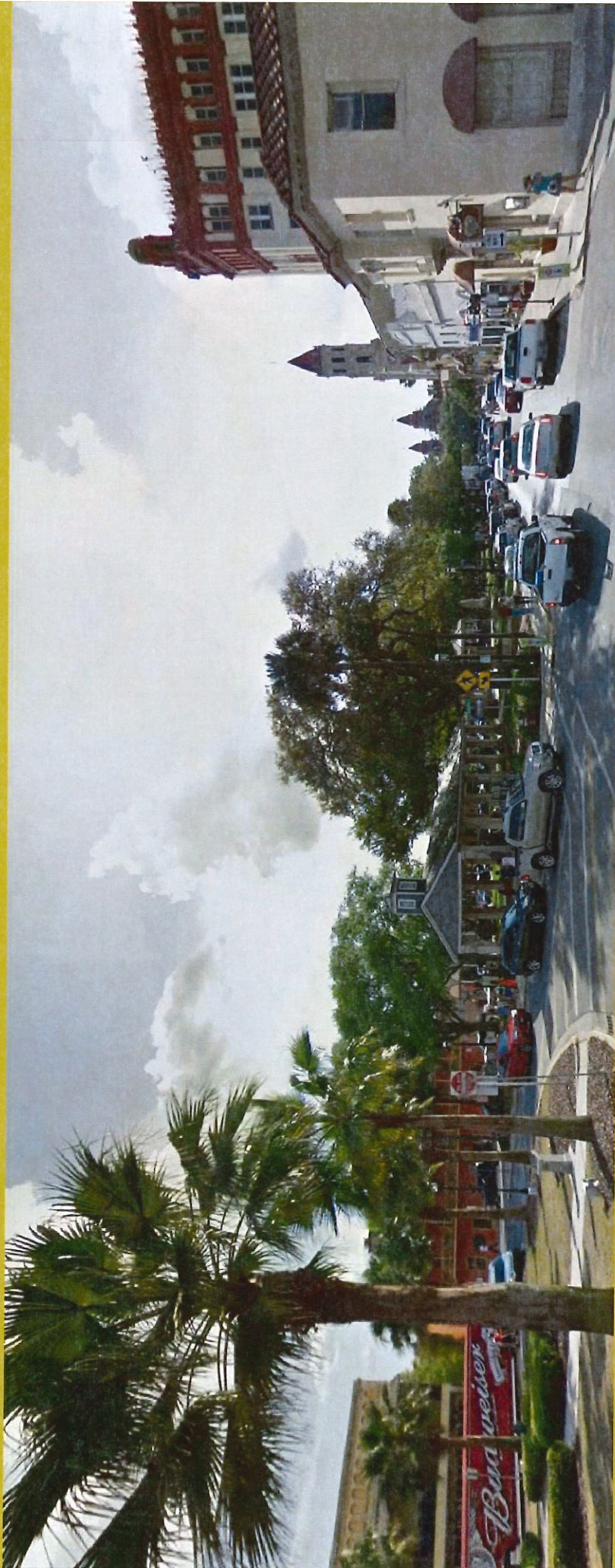




# | to Today's congested Traffic on King Street



CITY OF  
ST AUGUSTINE  
— EST. 1565 —





# KING STREET AGREEMENT



CITY OF  
**ST AUGUSTINE**  
— EST. 1565 —





## Starting at the Bridge of Lions



Most traffic coming West Bound off the Bridge of Lions wants to make a RIGHT turn headed North.

Presently it gets stuck behind the traffic at the light.

How best to let northbound traffic exit the bridge quickly???



FIGURE 1 - STUDY AREA



# BRIDGE OF LIONS INTERSECTION REVIEW & STUDY



CITY OF  
**STAUGUSTINE.**  
— EST. 1565 —

While one solution that FDOT felt would work well... the “U-turn at Hypolita” was NOT well received by the Public in the 2019 Workshops.

We listened and went back to the drawing board...





# BRIDGE OF LIONS INTERSECTION REVIEW & STUDY



**FIGURE 3 - CONCEPTS**



# BRIDGE OF LIONS INTERSECTION REVIEW & STUDY

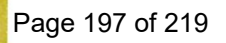


FIGURE 5 – ALTERNATIVE TWO



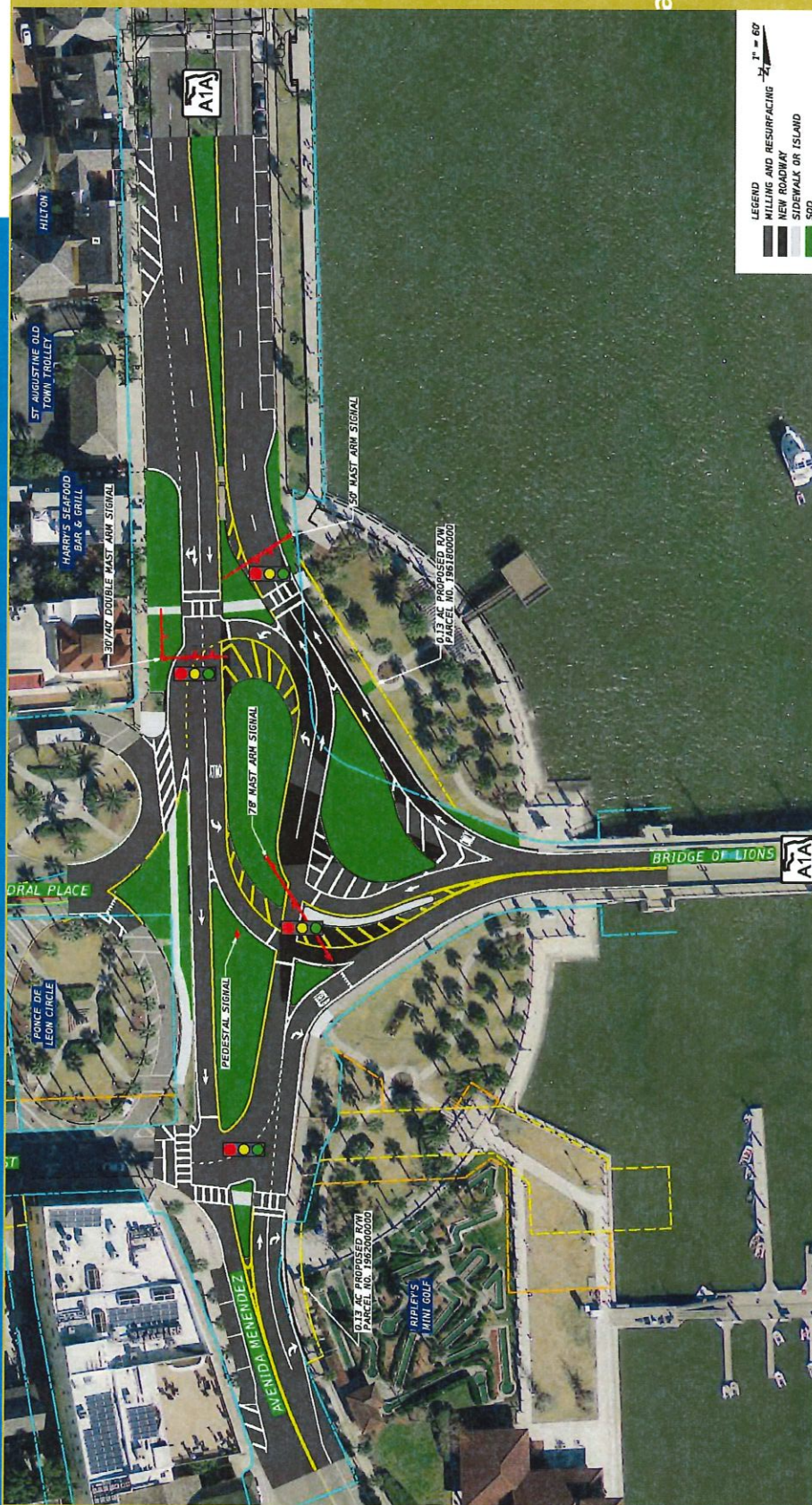


CITY OF  
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— EST. 1565 —



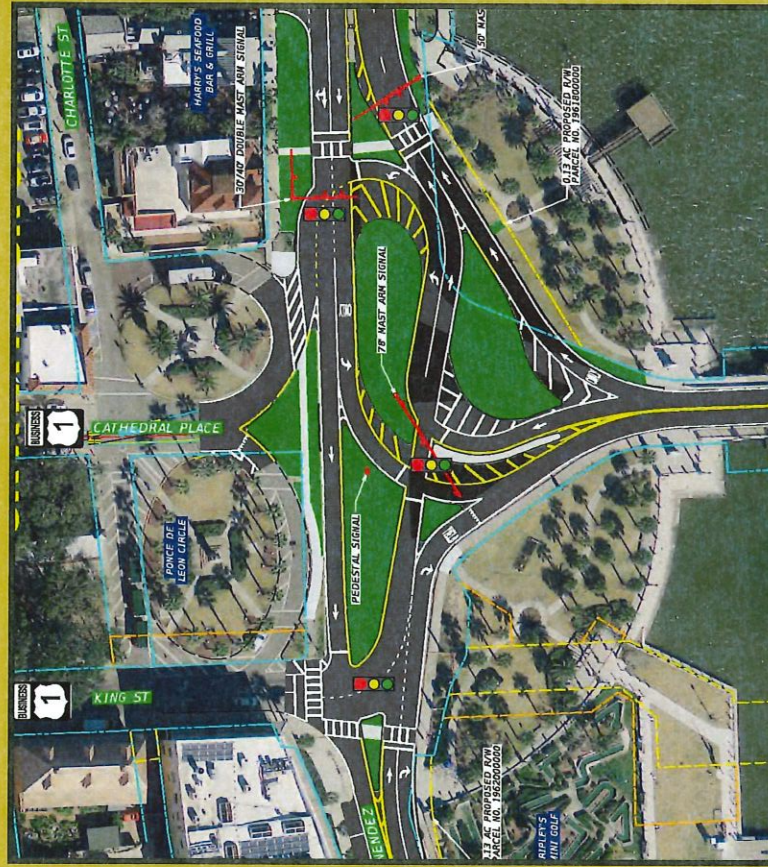


# BRIDGE OF LIONS PUBLIC MEETING INTERSECTION CONCEPT





# BRIDGE OF LIONS | EXISTING vs. PROPOSED





# BRIDGE OF LIONS PUBLIC MEETING INTERSECTION CONCEPT

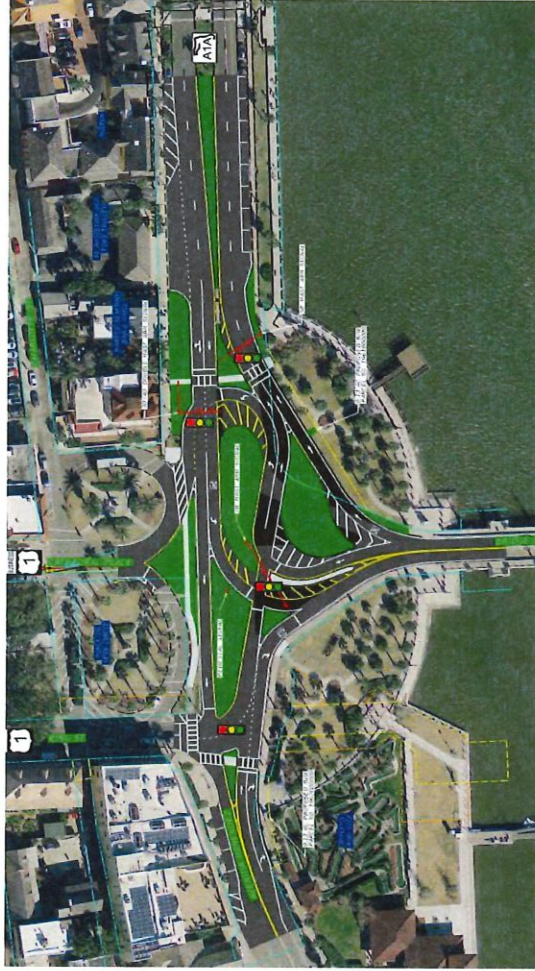


CITY OF  
**ST AUGUSTINE**  
— EST. 1565 —



## Proposed Intersection Improvement

- The proposed intersection reconfiguration is designed to allow more efficient movements for traffic through the intersection.
- Project includes relocated pedestrian crossings.
- Project includes additional landscaping within median.





# BRIDGE OF LIONS PUBLIC MEETING INTERSECTION CONCEPT



CITY OF  
**ST. AUGUSTINE**  
— EST. 1565 —



## Travel Demand and Efficiency

| Measure of Effectiveness         | Existing Intersection | Proposed Design |
|----------------------------------|-----------------------|-----------------|
| Total Demand (vehicles)          | 9,753                 | 9,753           |
| Total Vehicles Served (vehicles) | 9,550                 | 9,747           |
| Latent Demand (vehicles)         | 197                   | 0               |
| Average Speed (mph)              | 5.8                   | 15.2            |
| Total Travel Time (hours)        | 1,757.3               | 695.6           |

\* Afternoon 3-Hour Period



# BRIDGE OF LIONS PUBLIC MEETING INTERSECTION CONCEPT



CITY OF  
**ST. AUGUSTINE**  
— EST. 1565 —



## Reduced Traffic Queue Times

| Intersection Approach                        | Existing Intersection Average Queue Length | Proposed Design Average Queue Length |
|----------------------------------------------|--------------------------------------------|--------------------------------------|
| Southbound (Avenida Menendez/State Road A1A) | 1,625 feet                                 | 479 feet                             |
| Northbound (Avenida Menendez)                | 455 feet                                   | 91 feet                              |
| Eastbound (King Street)                      | 218 feet                                   | 113 feet                             |
| Westbound (State Road A1A/Bridge of Lions)   | 903 feet                                   | 235 feet                             |



# BRIDGE OF LIONS PUBLIC MEETING INTERSECTION CONCEPT



## Congestion After Drawbridge Opening Cycle

| Recovery Time         | Southbound Approach        | Eastbound Approach          | Northbound Approach        | Westbound Approach         |
|-----------------------|----------------------------|-----------------------------|----------------------------|----------------------------|
| Existing Intersection | No Recovery                | 14 minutes<br>(870 seconds) | No Recovery                | No Recovery                |
| Proposed Design       | 5 minutes<br>(284 seconds) | 3 minutes<br>(197 seconds)  | 6 minutes<br>(317 seconds) | 3 minutes<br>(193 seconds) |

\* Afternoon 3-Hour Period



# BRIDGE OF LIONS PUBLIC MEETING INTERSECTION CONCEPT

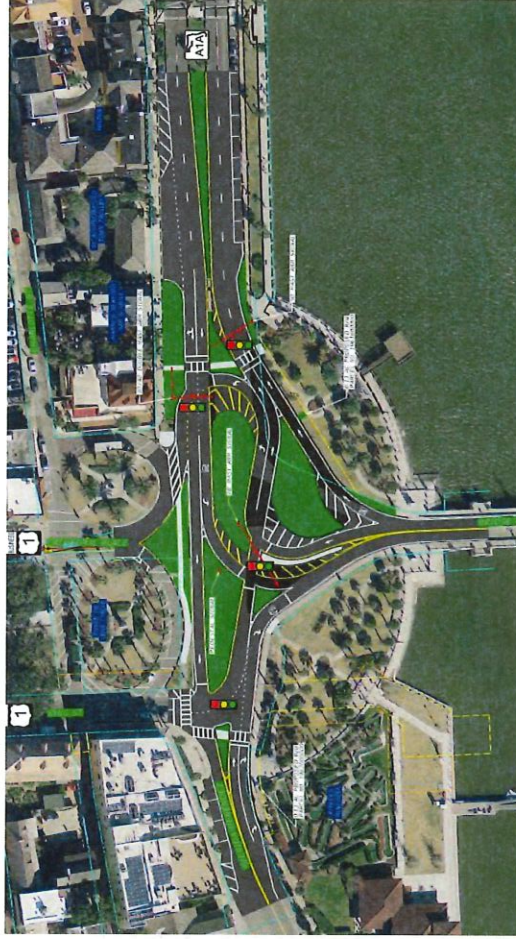


CITY OF  
**ST. AUGUSTINE**  
— EST. 1565 —



## Proposed Intersection Improvement

- Decreases total travel time for all cars moving through the intersection by nearly 60%.
- Reduces queue length by 70% for drivers on northbound and southbound State Road A1A.
- Eliminates long queue lines formed during Bridge of Lions drawbridge opening cycles.





# NEXT STEPS FOR A COMPLETE KING STREET

## *The Best Mile in Florida*



- Receive direction on how to move forward with the intersection
- Begin public involvement for the design of Cathedral, King & Cordova  
First Workshop planned for February 2024

Questions?



## CITY OF ST. AUGUSTINE

### MEMORANDUM

TO: Commissioners

DATE: December 18, 2023

RE: Plaque for George Gardner

Members of The Greater Fullerwood Neighborhood Association have contacted myself and Commissioner Blonder asking for permission to place a plaque in the Herbie and Annette Wiles Park on East Park Avenue honoring former Mayor George Gardner.

Mayor Gardner was a long-time friend of the City and had numerous accomplishments making the City a better place to live.

These members have gotten permission from the Wiles family to place a memorial plaque in the park and are now asking for permission from the City Commission to place the memorial plaque in the park.

If approval is granted, the exact location of the plaque, the design of the plaque and the wording on the plaque will be submitted to the City Commission for final approval.

A handwritten signature in black ink, appearing to be 'N. Sikes-Kline', written in a cursive style.

---

Nancy Sikes-Kline  
Mayor

CITY OF ST. AUGUSTINE

Regular City Commission Meeting  
Monday, December 11, 2023

The City Commission met in formal session Monday, December 1, 2023, at 5:00 P.M. in the Alcazar Room at City Hall. The meeting was called to order by Mayor Nancy Sikes-Kline, and the following were present:

**1. Roll Call:** Nancy Sikes-Kline, Mayor/City Commissioner  
Roxanne Horvath, Vice Mayor/City Commissioner  
Barbara Blonder, City Commissioner  
Cynthia Garris, City Commissioner  
Jim Springfield, City Commissioner

Also Present: David Birchim, City Manager  
Isabelle Lopez, City Attorney  
Darlene Galambos, City Clerk  
Meredith Breidenstein, Assistant City Manager  
Reuben Franklin, Assistant City Manager  
Todd Grant, Director, Public Works  
Stephen Slaughter, Director, Utilities  
Melissa Wissel, Director, Communications  
Jennifer Michaux, Police Chief  
Carlos Aviles, Fire Chief  
Colleen Kuhn, Recording Secretary

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**INVOCATION AND PLEDGE OF ALLEGIANCE**

Pastor Dow, Memorial Lutheran Church of the Martyrs, delivered the invocation, and Commissioner Horvath led the Pledge of Allegiance.

**2. ADMINISTRATIVE ITEMS**

**2.A. Modification and Approval of Regular Agenda**

David Birchim, City Manager, requested the removal of Item CA.9. from the Consent Agenda. He noted the Police Officer's Union was not prepared to have it heard at this time.

Mr. Birchim requested that a special presentation by Carlos Aviles, Fire Chief, be added to the Regular Agenda under Item three, Special Presentations.

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**MOTION**

**Commissioner Horvath MOVED to approve the Regular Agenda as modified. The motion was SECONDED by Commissioner Springfield and APPROVED BY UNANIMOUS VOICE VOTE.**

**3. Special Presentations, Recognitions and Proclamations<sup>1</sup>**

Carlos Aviles, Fire Chief, presented information from the Insurance Services Office (ISO) survey. He explained the survey looked at all aspects of the Fire Department and then issued a Public Protection Classification rating from 9 (low) to 1 (high). Mr. Aviles noted that the St. Augustine Fire Department's (SAFD) previous rating was ISO 1 and that the recent rating included an improved overall

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<sup>1</sup> Added to the Regular Agenda.



score and maintained the ISO 1 designation. He said that the SAFD was in an elite class of Fire Departments in the State of Florida. Mr. Aviles expressed his appreciation to City Administration, Public Works, Utilities, Fleet Maintenance, Geographic Information Systems, and other departments for working as a team to earn the citywide accomplishment. He thanked the Firefighters for their hard work and dedication. He said the working relationship and partnership with St. Johns County Fire and Rescue also contributed to the Department's success. He confirmed the rating helped to lower SAFD's insurance premiums.

#### **4. General Public Comments (3 minutes per individual)**

The Commission heard from the following members of the public:

- Martha Mickler
- Vicki Pepper
- Scott York
- BJ Kalaidi

Public comment was closed.

Mr. Birchim noted that the City was open to the changes being proposed to North Spanish and Cuna Streets.

Rueben Franklin, Assistant City Manager, shared that he would present alternatives to the Commission at their second meeting in January. He said staff would review plans with the neighbors before making the presentation.

Mayor Sikes-Kline asked for an update on affordable housing on Holmes Boulevard.

Mr. Birchim said there was a significant amount of data to be gathered before presenting it to the Commission. He noted the complexity of the project and said staff would present on the topic in the spring of 2024.

Mayor Sikes-Kline requested that Consent Agenda Item CA.8. be moved to the Regular Agenda and discussed.

Mayor Sikes-Kline confirmed the request to remove Item CA.9. from the Consent Agenda.

#### **CA.8. Request by Reverb Church, St. Augustine, to use the City seal for students to wear at graduation. (D. Galambos, City Clerk)**

Darlene Galambos, City Clerk, explained the request by Reverb Church located in the Legacy Trail area of St. Johns County was for use of the City seal for sweatshirts for seniors.

Isabelle Lopez, City Attorney, reviewed the process for requesting use of the City seal.

Mayor Sikes-Kline said she felt this was not an appropriate use of the City logo.

Commissioner Blonder concurred.

#### **MOTION**

**Mayor Sikes-Kline moved to deny the use of the logo. The motion was SECONDED by Commissioner Horvath and APPROVED BY UNANIMOUS VOICE VOTE.**

#### **MOTION**

**Commissioner Springfield moved to approve the removal of CA.9. from the Consent Agenda. The motion was SECONDED by Mayor Sikes-Kline and APPROVED BY UNANIMOUS VOICE VOTE.**

#### **5. Consent Agenda**

Mr. Birchim read the Consent Agenda.

CA.1. Preview of upcoming Commission meetings.

CA.2. THE FOLLOWING ORDINANCES ARE TENTATIVELY SCHEDULED FOR SECOND READING ON JANUARY 8, 2024:

- Ordinance 2023-32 - Amends the St. Augustine Historic Area Community Redevelopment Plan

CA.3. Reminder of Upcoming Meetings:

- January 8, 2024, 5:00pm, Regular City Commission Meeting
- January 22, 2024, 3:30pm, Community Redevelopment Agency Meeting
- January 22, 2024, 5:00pm, Regular City Commission Meeting
- February 12, 2024, 5:00pm, Regular City Commission Meeting

CA.4. APPROVAL OF MINUTES FROM PRIOR COMMISSION MEETINGS:

- Regular City Commission Meeting, October 23, 2023
- Special City Commission Meeting, November 13, 2023
- Regular City Commission Meeting, November 13, 2023

CA.5. RELEASES OF LIEN FOR UNIT CONNECTION FEE MORTGAGE(S):

NONE.

CA.6. PROPOSED PROCLAMATIONS, CERTIFICATES OF APPRECIATION/RECOGNITION. (COMMISSION APPROVAL REQUIRED). (TO BE READ AT A SUBSEQUENT MEETING).

NONE.

CA.7. NOTIFICATION OF PROCLAMATIONS/CERTIFICATES OF RECOGNITION ISSUED:

NONE.

CA.8. Request by Reverb church, St. Augustine, to use the City seal for students to wear at graduation. (D. Galambos, City Clerk)<sup>2</sup>

CA.9. Approval of Memorandum of Understanding between the City and the Coastal Florida Police Benevolent Association modifying certain Articles to add one police officer for on call pay as part of the Safe Trak Team. (D. Hayes, Director Human Resources)<sup>3</sup>

CA.10. Approval of the nomination of Roy Hunt for the 2024 deAviles award. (N. Sikes-Kline, Mayor)

CA.11. Approval to revise the American Rescue Plan Act (ARPA) spending plan. (S. Slaughter, Director Utilities)

**5.A. Additions, deletions or modifications to Consent Agenda**

**5.B. Approval of Consent Agenda**

**MOTION**

**Mayor Sikes-Kline MOVED to approve the Consent Agenda as modified. The motion was SECONDED by Commissioner Springfield and APPROVED BY UNANIMOUS VOICE VOTE.**

**6. Appeals**

None.

**7. General Public Presentations, Items of Great Public Importance, and Other Items Requiring Public Hearings**

**7.A. General Public Presentations**

**7.A.1. Annual report by Christina Parrish-Stone, Executive Director, St. Johns Cultural Council of the events and activities hosted St. Augustine**

<sup>2</sup> Moved to the Regular Agenda.

<sup>3</sup> Removed from the Consent Agenda.



**Waterworks. (C. Sakryd, Director General Services)**

Christina Parrish-Stone, Executive Director, St. Johns Cultural Council, reviewed a presentation on the St. Augustine Waterworks and highlighted the following information:

- Lease was in place for approximately 18 months
- More than 400 events hosted
- More than 12,000 visitors welcomed
- Collaborations with more than 150 partners and performers

The Commission expressed their appreciation for Ms. Parrish-Stone and her staff's work and programming at the St. Augustine Waterworks.

**7.B. Items of Great Public Importance**

None.

**7.C. Other Items Requiring Public Hearing**

None.

**8. Ordinances and Resolutions – Public Hearing Required.**

**8.A. Ordinances – Second Reading**

**8.A.1. Ordinance 2023-34: Creates Section 22-168 naming an unnamed alley in the Model Land Co. St. Augustine subdivision "Kelley's Alley". (T. Grant, Director Public Works)**

Todd Grant, Public Works Director, presented Ordinance 2023-34.

Public hearing was opened; however, there was no response.

**MOTION**

**Commissioner Horvath MOVED to pass Ordinance 2023-34 on second reading.**

**The motion was SECONDED by Commissioner Garris.**

Ms. Lopez read the title as follows:

**ORDINANCE NO. 2023-34**

AN ORDINANCE OF THE CITY COMMISSION OF ST. AUGUSTINE, FLORIDA, CREATING CHAPTER 22, ARTICLE IV, SECTION 22-168 OF THE CODE OF ST. AUGUSTINE, TO PROVIDE FOR THE NAMING OF A PREVIOUSLY UNNAMED ALLEY LYING IN MODEL LAND CO. ST. AUGUSTINE SUBDIVISION AND BOUNDED ON THE NORTH BY BLOCK D, TO THE SOUTH BY BLOCK C, EAST OF N. PONCE DE LEON BLVD AND WEST OF RIBERIA STREET, AS "KELLEY'S ALLEY"; PROVIDING FOR INCLUSION IN THE CODE OF THE CITY OF ST. AUGUSTINE; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERENCE OF INVALID PROVISIONS: AND PROVIDING AN EFFECTIVE DATE.

**VOTE ON MOTION:**

**AYES: Horvath, Garris, Springfield, Blonder, Sikes-Kline**

**NAYES: None**

**MOTION APPROVED UNANIMOUSLY**

**8.B. Ordinances – First Reading (only if required by law)**

**8.B.1. PUBLIC HEARING REQUIRED: Ordinance 2023-32: Amends the St. Augustine Historic Area Community Redevelopment Agency's Redevelopment Plan and modifies the Agency's operational timeframe. (R. Franklin, Assistant City Manager)**

Mr. Franklin presented Ordinance 2023-32. He discussed the process to amend the Historic Area Community Redevelopment Agency's (HACRA) Redevelopment Plan. He confirmed there had been significant public input and presentations made to the Community Redevelopment Agency.

Public hearing was opened, and Commissioners heard comments from the following member of the public:

- BJ Kalaidi

The public hearing was closed.

Mr. Franklin said the timeframe in the Ordinance was extended from 2039 to 2054. He said the the Amendment may establish a separate Community Redevelopment Area (CRA) and would not incorporate the Broudy property.

Ms. Lopez stated the Trust Fund was renamed as outlined in section two.

### **MOTION**

**Commissioner Springfield MOVED to pass Ordinance 2023-32 to second reading. The motion was SECONDED by Commissioner Horvath.**

Ms. Lopez read the Ordinance.

ORDINANCE NO. 2023-32

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF ST. AUGUSTINE, ST. JOHNS COUNTY, FLORIDA, PERTAINING TO THE CITY OF ST. AUGUSTINE COMMUNITY REDEVELOPMENT AGENCY, ADJUSTING THE COMMUNITY REDEVELOPMENT AGENCY'S OPERATIONAL TIMEFRAME; MODIFYING THE ST. AUGUSTINE HISTORIC AREA COMMUNITY REDEVELOPMENT PLAN AND EXTENDING THE TIME CERTAIN IN THE REDEVELOPMENT PLAN ; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith; PROVIDING FOR AN EFFECTIVE DATE.

### **VOTE ON MOTION:**

**AYES: Springfield, Horvath, Garris, Blonder, Sikes-Kline**

**NAYES: None**  
**MOTION APPROVED UNANIMOUSLY**

### **8.C. Resolutions – Public Hearing (only if required by law)**

None.

### **9. Ordinances and Resolutions - No Public Hearing Required**

#### **9.A. Ordinances – First Reading**

None.

#### **9.B. Resolutions**

None.

### **10. Staff Reports and Presentations**

**10.A. Landscaping concepts for Zora Neale Hurston Park are presented for review and discussion. (T. Grant, Director Public Works)**

Mr. Grant presented the Zora Neale Hurston Park concepts and asked the Commission to select one concept they would like developed further.

Ms. Lopez explained that House Bill (HB) 395 was filed, and like other Bills, it pertained to nationwide conversations about confederate monuments. She explained that the Bill included penalties if a City removed a plaque, memorial, statue, etc., that was named in honor of a significant person or event. She recommended that the Commission ensure the City controlled or owned the item and that they carefully consider who was being memorialized and any possible penalties for removing or moving an item.

Public hearing was opened, and Commissioners heard comments from the following members of the public:

- Vicki Pepper
- BJ Kalaidi

Public comment was closed.



Mr. Grant and the Commission discussed the proposed concepts. They considered the following:

- Removal, relocation, or retention of existing trees
- Art, statue, or some representation of Zora Neal Hurston
- Signage; incorporation of Nights of Lights
- Inclusion of a fountain or rain garden
- Addition of a wall possibly around the sidewalk
- A park versus an entrance to the City
- Addition of a purple bench and garbage cans
- Parking
- Involvement by the Public Art Committee

Commissioner Garris liked the idea of a purple bench and was in favor of keeping the existing trees.

Commissioner Horvath said she liked Concepts A or B.

Commissioner Springfield said he liked Concept B.

Mayor Sikes-Kline said she sat on the Tourist Development Council (TDC) and there was a group seeking funding for a statuary for Zora Neal Hurston to be in the Lincolnville Museum. She said she liked Concept B without the Z. She explained that the piece of property was meant to represent a sense of arrival into the City and was not intended as an active use park.

Commissioner Horvath summarized that the Commission liked Concept B, retention of some trees, and bringing the wall forward.

Mr. Grant said the property and concepts were meant to be an entryway to downtown versus an accessible park with

benches, parking, educational features, etc.

Commissioner Blonder disagreed with not inviting people into the area and liked the idea of the benches.

## **11. ITEMS BY CITY ATTORNEY**

### **11.A. 2024 pre-legislative session update. For Information Purposes Only, No Presentation. (I. Lopez, City Attorney)**

Ms. Lopez presented information on the 2024 legislative session. She said the Short-Term Rental Bill had been filed and would modify the City's parking and maximum occupancy requirements.

Mayor Sikes-Kline indicated she would work with Ms. Lopez to present resolutions that supported or opposed Legislative Bills to the Commission. She said the Short-Term Rental Bill was not good for the City.

Commissioner Blonder noted HB 47 would impact the City. She said the State Renewable Energy Goals appeared to be in line with the City's Vision and Comprehensive Plans and should be tracked.

## **12. ITEMS BY CITY CLERK**

### **12.A. Review and discussion of the 2024 Commission Meeting and Holiday calendar. (D. Galambos, City Clerk)**

Ms. Galambos led the discussion on the 2024 City Commission meeting schedule. She proposed canceling the May 27<sup>th</sup> meeting with the understanding that it could be rescheduled if necessary. She noted a conflict with Veteran's Day and proposed rescheduling that meeting for either November 12<sup>th</sup> or November 18<sup>th</sup>.

The Commission agreed to schedule the November meeting for Tuesday, November 12<sup>th</sup> and to cancel the May 27<sup>th</sup> meeting and reschedule it if necessary.

### **MOTION**

Commissioner Horvath MOVED to approve the holiday schedule as discussed and modified. The motion was SECONDED by Mayor Sikes-Kline and APPROVED BY UNANIMOUS VOICE VOTE.

**12.B. Request for one re-appointment to the Code Enforcement Adjustment and Appeals Board (CEAAB), two openings remain resulting from two term expirations on December 27, 2023. (D. Galambos, City Clerk)**

Ms. Galambos requested the re-appointment of Thomas G. Day to the Code Enforcement Adjustment and Appeals Board (CEAAB). She said staff would continue to encourage interest in the CEAAB vacancies.

### **MOTION**

Commissioner Horvath MOVED to approve Tom Day. The motion was SECONDED by Commissioner Blonder and APPROVED BY UNANIMOUS VOICE VOTE.

**12.C. Request for two appointments to the St. Augustine Firefighters' Pension Trust Fund - Board of Trustees. (D. Galambos, City Clerk)**

Ms. Galambos recommended the appointment of Paul Leonard and the re-appointment of Micah Clukey to the Firefighter Pension Trust Fund Board of Trustees. She thanked Rick Hernandez for serving on the Board.

### **MOTION**

Commissioner Springfield MOVED to approve Paul Leonard and Micah Clukey. The motion was SECONDED by Commissioner Horvath and APPROVED BY UNANIMOUS VOICE VOTE.

### **13. ITEMS BY CITY MANAGER**

Mr. Birchim requested that the Commission approve Tuesday, December 26<sup>th</sup> as a holiday for City employees. He confirmed the garbage pick-up schedule.

### **MOTION**

Mayor Sikes-Kline MOVED to approve adding Tuesday as a holiday. The motion was SECONDED by Commissioner Horvath and APPROVED BY UNANIMOUS VOICE VOTE.

Mr. Birchim shared that the State did not redesignate the property across from the Amphitheater. He said this was the site the City wanted for the new Island Fire Station. He noted that staff would be looking for other siting options.

Commissioner Blonder asked if there was a way to move forward with the land purchase that was tied to the designation.

Mr. Birchim said he contacted the property owners to let them know the status. He indicated an offer and purchase could still happen and the Commission would then have to decide whether to donate the property to the State or keep it. He said staff would bring updates and options to the Commission at a future meeting.

Mayor Sikes-Kline said there were many things tied to this situation including safety issues and a special appropriation from the State Legislature to help with the design and engineering of the new fire station.

### **14. Items by Mayor and Commissioners**

Commissioner Blonder discussed traffic issues during Nights of Lights and asked if City staff could work with the Department of Transportation to provide better messaging to visitors, improve the interval of traffic lights, or identify other solutions to the problem.

Commissioner Garris said she was on the Board of Home Again and noted the lack of police presence during Dining with Dignity



from 6:00 p.m. – 7:00 p.m. She said there was concern for the safety of seniors and asked for the Commission's support to have a police officer present during that time. She indicated the new code enforcement person may be able to help in the future. She confirmed the coverage would require a police officer for seven hours per week until such time as Home Again was in their new location.

Mr. Birchim said he would investigate and come back to the Commission with more information at their next meeting.

Commissioner Garris said that she and Barry Fox, Code Enforcement Manager, were going to the Vero Beach area to learn more about a bus project that would provide temporary shelter for the homeless population. She shared that the bus could hold twenty people, allowed for storage, could be placed on the site of the City's new homeless facility, and would cost about \$150,000. She indicated a Code Enforcement Officer who worked the third shift could be on the bus to maintain order.

Mr. Birchim said this was a new concept being used in other communities and that staff was exploring its effectiveness and complications. He said housing homeless people on City property needed to be serious consideration and the conversation should continue.

Commissioner Garris shared that she went to Spanish Street and saw the road construction and was impressed with how tight the community was. She said it would be great to secure the area from traffic.

Commissioner Horvath requested that the Commission meet to discuss the City's Mission and Vision in the coming year. Commissioner Springfield thanked the Commissioners for their support during his first year of service. He shared his appreciation of the work done by City staff.

Mayor Sikes-Kline requested an update on the bronze plaque near the Visitors

Information Center (VIC) that had gone missing.

Mr. Birchim clarified it was the marker that memorialized the VIC and it had been missing for ten years. He said staff discussed updating and reinstalling the marker.

## 15. Adjournment

There being no further business, the meeting was adjourned at 6:59 P.M.<sup>4</sup>

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Nancy Sikes-Kline, MAYOR

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Darlene Galambos, CITY CLERK

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<sup>4</sup> Transcribed by Colleen Kuhn

**CITY OF ST. AUGUSTINE**

**MEMORANDUM**

TO: David Birchim, City Manager

DATE: December 6, 2023

RE: **ORDER RELEASING CODE ENFORCEMENT LIEN: 14 POINCIANA AVENUE**

---

Please find enclosed an Order Releasing Lien for 14 Poinciana Avenue, owned by the Gary Parks Estate. This release reflects the previously outstanding Code Enforcement lien levied against this property. The outstanding balance of \$3,950.00 has been paid in full.

Please place the Order Releasing Lien on the consent agenda for consideration and execution at the January 8, 2024, City Commission meeting.

Should you have any questions or comments, please do not hesitate to contact me. Thank you.



---

Isabelle C. Lopez  
City Attorney

/sl  
Attachment

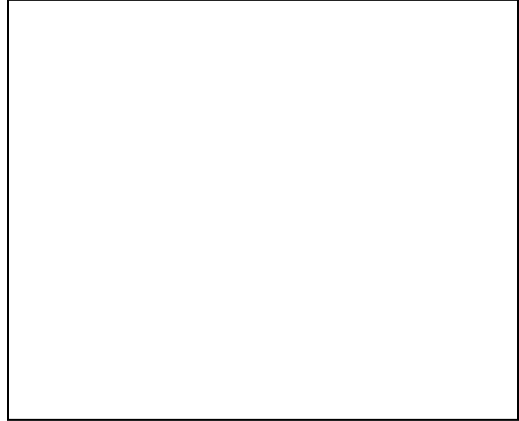
xc: Meredith Breidenstein, Assistant City Manager  
Reuben Frankline, Assistant City Manager  
Kelly M. Traynor, Assistant City Attorney  
Darlene Galambos, City Clerk (*with original*)

**Agenda Title:**

Order releasing the Code Enforcement lien levied against 14 Poinciana Avenue as paid in full.



BEFORE THE  
CODE ENFORCEMENT,  
ADJUSTMENTS & APPEALS BOARD  
OF THE CITY OF ST. AUGUSTINE, FLORIDA



**ORDER RELEASING LIEN**  
**CEAAB CASE NO. 2021-0283**

IN THE MATTER OF:                    **GARY RAY PARKS ESTATE**  
                                                 **14 POINCIANA AVENUE**  
                                                 **ST. AUGUSTINE, FLORIDA 32084**

VIOLATION OF SECTION(S): Code of Law and Ordinances of St. Augustine, Florida:  
                                                 **CITY CODE, CHAPTER 19, SECTION 19-4**

LIEN FILED AGAINST:                **GARY RAY PARKS ESTATE**

VIOLATION SITE:                    **14 POINCIANA AVENUE, ST. AUGUSTINE, FLORIDA 32084**

LEGAL DESCRIPTION:               **4-34 FORT MOOSA GARDENS LOT 14 BLK A OR2560/1284 &**  
                                                 **5327/1399(L/A)**

PARCEL NUMBER:                    **149730-0000**

.....  
**ORDER**

THIS MATTER having come to be heard before the Code Enforcement, Adjustments and Appeals Board of the City of St. Augustine, and this Board having entered the following Order:

➤ **ORDER IMPOSING PENALTIES AND LIEN**

- Dated January 11, 2022
- Recorded in O.R. Book 5488, Page 468 on February 8, 2022

And the Board, being fully advised in the premises, hereby finds:

➤ **THE ABOVE REFERENCED LIEN HAS BEEN PAID IN FULL.**

THEREFORE, it is hereby ordered that the lien against the property, as established in the Order referenced herein, is hereby released.

**IN WITNESS WHEREOF**, this Order Releasing Lien has been duly signed and executed by the Lienor, this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

**CITY OF ST. AUGUSTINE, FLORIDA,  
a municipal corporation**

ATTEST:

By: \_\_\_\_\_  
Nancy Sikes-Kline, Mayor-Commissioner

\_\_\_\_\_  
Darlene Galambos, City Clerk  
( S E A L )

.....

**I HEREBY CERTIFY** that on this day, personally appeared before me, an officer duly authorized to administer oaths and take acknowledgments, **NANCY SIKES-KLINE**, by means of [ ] physical presence or [ ] online notarization, who is personally known to me, who is the person who executed the foregoing instrument and who acknowledged before me that she executed the same for the uses and purposes therein expressed.

**WITNESS** my hand and official seal, this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
Notary Public, State of Florida  
( S E A L )



BEFORE THE  
CODE ENFORCEMENT,  
ADJUSTMENTS & APPEALS BOARD  
CITY OF ST. AUGUSTINE, FLORIDA

**ORDER IMPOSING PENALTIES  
AND LIEN  
CEAAB CASE NO. 2021-0283**

IN THE MATTER OF:

**GARY RAY PARKS ESTATE  
14 POINCIANA AVENUE  
ST. AUGUSTINE, FL 32084**  
(Hereinafter referred to as Respondent)

RE: VIOLATION OF SECTION(S): Code of Law and Ordinances of St. Augustine, Florida:

**City Code, Chapter 19, Section 19-4**

**ORDER**

THIS MATTER originally came before the Board for public hearing on **July 13, 2021**, after due notice to the Respondent(s), at which time the Board heard testimony under oath and received evidence. The Board issued findings of fact, conclusions of laws, and an oral order reduced to writing and furnished to the Respondent(s) that abatement was authorized to the City and a fine imposed. On **October 12, 2021**, this Board conducted a compliance hearing and determined that the Board's order of **July 13, 2021**, had been complied with.

Based on the evidence and testimony presented at the **January 11, 2022** hearing, the Board finds that the required corrective action **has** been taken as ordered which constitutes compliance with the City Code, Chapter 19, Section 19-4.

The Board's previous order on October 12, 2021 issued an "Order Imposing a Fine" in the total amount of \$3,950, to include the \$2,950 abatement cost and the reduction of the fine from the July 13, 2021 meeting to \$1,000. The Respondent had thirty days from the date of that order to pay the fine in full.

IT IS HEREBY ORDERED that the above described fine in the amount of \$3,950 is hereby pending against the Respondent(s) for the violation that existed upon the following described property, situated in St. Augustine, Florida, to wit:

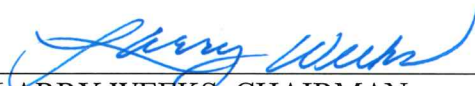
Violation Site: **14 POINCIANA AVENUE**

Legal Description: **4-34 FORT MOOSA GARDENS LOT 14 BLK A  
OR2560/1284 & 5327/1399(L/A)**

Parcel Number: **1497300000**

THIS ORDER SHALL BE RECORDED IN THE OFFICIAL RECORD BOOKS OF ST. JOHNS COUNTY FORTHWITH AND SHALL CONSTITUTE A LIEN AGAINST THE ABOVE DESCRIBED PROPERTY, AND UPON ANY OTHER REAL OR PERSONAL PROPERTY OWNED BY THE VIOLATOR, PURSUANT TO SECTIONS 162.08 AND 162.09, FLORIDA STATUTES. FURTHER INFORMATION ON THIS MATTER MAY BE OBTAINED BY CONTACTING THE BUILDING AND CODE ENFORCEMENT DIVISION, P.O. BOX 210, ST. AUGUSTINE, FL 32085-0210, (904) 825-1066.

DONE AND ORDERED, at a public hearing on the **11TH DAY OF JANUARY, 2022**, in the Alcazar Room, 75 King Street, St. Augustine, Florida.

  
\_\_\_\_\_  
LARRY WEEKS, CHAIRMAN  
CODE ENFORCEMENT, ADJUSTMENTS & APPEALS BOARD  
CITY OF ST. AUGUSTINE, FLORIDA

STATE OF FLORIDA  
COUNTY OF ST. JOHNS

I HEREBY CERTIFY that on this day, personally appeared before me, an officer duly authorized to administer oaths and take acknowledgments, Larry Weeks, by means of [☒] physical presence or [☐] online notarization, who is personally known to me who is the person described in and who executed the foregoing instrument and acknowledged before me that he executed the same for the purposes therein expressed.

Witness my hand and official seal, this 28<sup>th</sup> day of January, 2022.

  
\_\_\_\_\_  
Notary Public, State of Florida

