

CITY OF
ST AUGUSTINE
EST. 1565
CITY OF ST. AUGUSTINE

HISTORIC ARCHITECTURAL REVIEW BOARD

&

CORRIDOR REVIEW COMMITTEE

A G E N D A

THURSDAY, APRIL 18, 2024 - 3:00 PM

OR IMMEDIATELY FOLLOWING THE HARB REGULAR MEETING

ALCAZAR ROOM

1. Roll Call
2. General Public Comments for Items not on the Agenda
3. Opinion of Appropriateness/Design Review – City owned property
 - a) HP2024-0016 Marquis, Latimer + Halback, Inc. - Applicant
City of St. Augustine - Owner
King Street Rights-of-Way
To review proposed designs for King Street improvements from the intersection of Malaga and King Streets east to the intersection of Charlotte and King Streets, including the Cathedral Place and St. George Street rights-of-ways around the plaza.
4. Adjournment

Notices: In accordance with Florida Statute 286.0105: “If any person decides to appeal any decision made by the Historic Architectural Review Board with respect to any matter considered at this scheduled meeting or hearing, the person will need a record of the proceedings, and for such purpose the person may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.” In accordance with the Americans with Disabilities Act, persons needing a special accommodation to participate in this proceeding should contact the individual or agency sending notice not later than seven days prior to the proceeding at the address given on the notice. Telephone: (904) 825-1007 or 1-800-955-8771 (TDD).

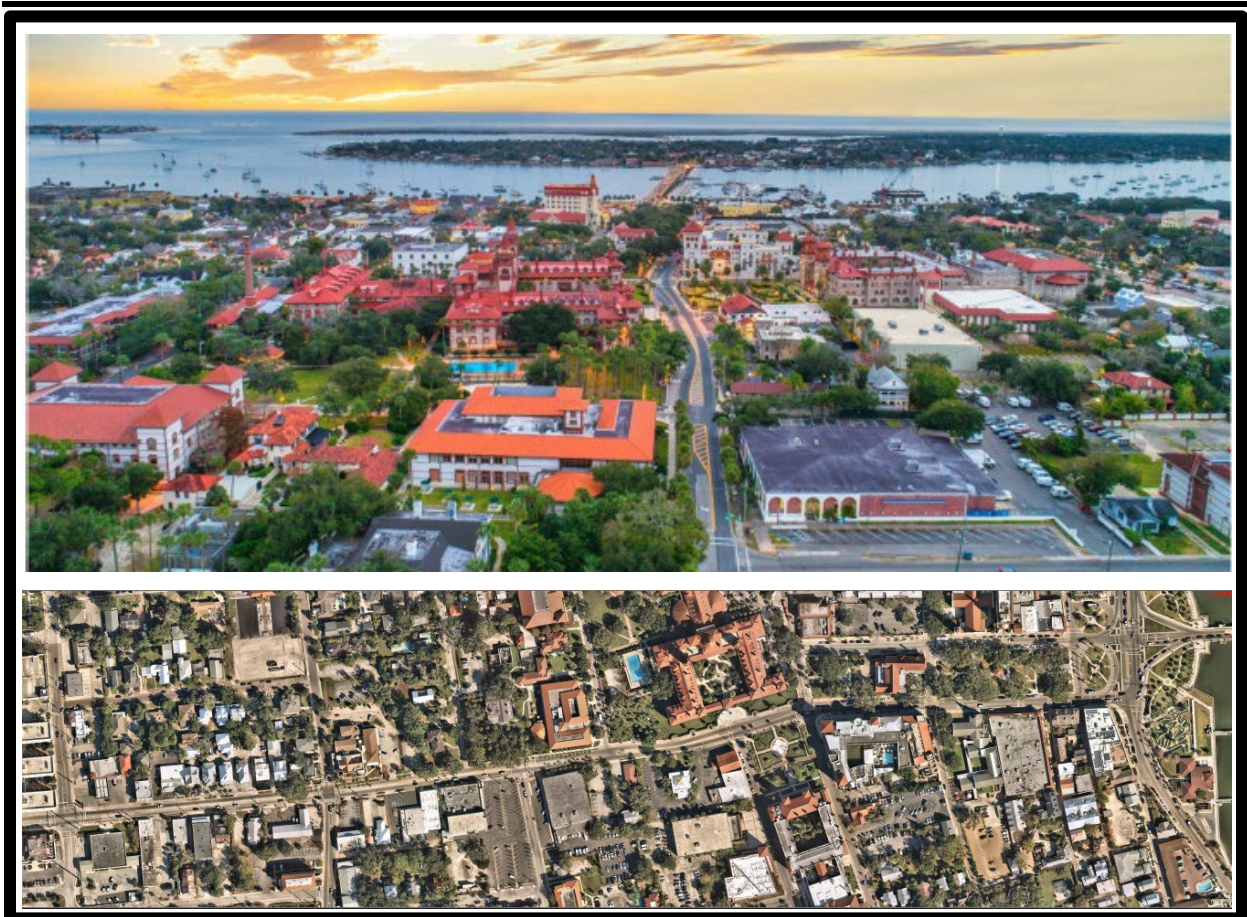
Please note that one or more members of the City Commission or its appointed boards or committees may attend this meeting and participate, however they may not engage in a discussion or debate amongst themselves on any issue that will likely come before their respective elected or appointed body.

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



CITY OF
ST. AUGUSTINE
EST. 1565

**CITY OF ST. AUGUSTINE
HISTORIC ARCHITECTURAL REVIEW BOARD & CORRIDOR REVIEW COMMITTEE
STAFF REPORT AND RECOMMENDATION
Prepared for April 18, 2024 Joint Meeting**



Application HP2024-0016 Address: King Street Rights-of Way
Applicant: Marquis, Latimer + Halback, Inc.
Property Owner: City of St. Augustine

Project description: To review proposed designs for King Street improvements from the intersection of Malaga and King Streets east to the intersection of Charlotte and King Streets, including the Cathedral Place and St. George Street rights-of-ways around the plaza.

Architectural Style:	N/A	Florida Master Site File:	N/A
National Register:	St. Augustine Town Plan NHL (includes Plaza Area); St. Augustine NRHD; Model Land Company NRHD (north side of King Street west of Sevilla Street)	Construction date:	N/A
Archaeology Zone:	IB & IIIA	Zoning District:	HP-2 (E of Cordova St), HP-4, CL-1, CL-2, RGO
Parcel numbers:	1961500001 2035600001	Entry Corridor:	King Street
Agenda Item:	3(a)	Previous Action(s):	F2013-0057 F2013-0099

STAFF SUMMARY AND ANALYSIS:

1. With this Opinion of Appropriateness application, the applicant is seeking input for proposed design options related to future improvement of the heavily used east-west King Street corridor, as detailed in the scope of work below. The project is to commence at the eastern end of the Plaza de la Constitución, to include King Street to the south and Cathedral Place to the north and extend westward to end at the intersection of Malaga Street. As noted above, the project area will be within portions of a National Historic Landmark District, two National Register Historic Districts, and the King Street Entry Corridor.
2. As shown in other public meetings, FDOT is also working on a proposed redesign of the roadway and intersections with Avenida Menendez at the base of the Bridge of Lions. To date, the design options have not yet been presented to the HARB and the final approved design will influence the final proposed design of the King Street Improvements project. The most current iteration of the proposed design is included in the application packet.
3. A previously approved formalized King Street streetscape plan has not been found. Historically, King Street did not expand westward past the Governor’s House gardens before the 1830s. Over the years, different treatments relating to the paving, plant materials, and lighting along King Street is evident, as noted in the attached emailed observations from St. Augustine Historical Society (SAHS) Senior Research Librarian Charles Tingley, along with historic photos, newspaper articles, and a book entry provided by the SAHS Research Library.
4. Previous board approvals in this area include the 2013 approvals of a bicycle rack design for the Historic Preservation Zoning District as well as a separate application for wayfinding sign designs in the Historic Districts and Entry Corridors.
5. Neither the Architectural Guidelines for Historic Preservation (AGHP) nor the King Street Design Standards for Entry Corridors (DSEC) directly address designs for public rights-of-way as they were drafted specifically to guide the designs of private properties in their respective areas. In September of 2013, the Historic Downtown Streetscape Guidelines (HDSG) were adopted by resolution which do provide general guidelines for public rights-of-way within Historic Preservation Zoning Districts 2 and 3 (HP-2 and HP-3). Pertinent pages from the HDSG have been provided for consideration by the HARB and CRC while reviewing the proposed designs.
6. **Paving materials:** The DSEC does not have specific requirements for paving materials. The AGHP states that appropriate paving materials include loose coquina, crushed shell, gravel, stone or brick pavers on sand, coquina or tabby concrete, or concrete with a slate appearance, noting that asphalt and plain concrete are not appropriate. While the proposed designs both retain the existing asphalt of the roadway, both but do incorporate more appropriate brick-paved areas to delineate the center lane (option A), the transit lane (option B) and crosswalks/medians (both options). The HDSG has material guidance geared more specifically to the smaller “cartway” streets found in the historic district with reference to the asphalt used by Flagler on King Street.
7. Henry Flagler was known to use oil-based asphalt pavement around his hotels along King Street. However, an 1891 *Florida Times Union* article describes Flagler ordering that “block pavement” be used on King Street from Malaga Street to “Ribera” Street. “This ... will complete the paving of that beautiful thoroughfare from the Matanzas

and the San Sebastian rivers.” A 1907 *St. Augustine Evening Record* article mentions the installation of brick pavers between the rails of King Street’s streetcar track. See attachments for these articles.

8. **Plant materials:** Native Florida Plants are always recommended and/or species listed as pre-approved plant materials within the AGHP and DSEC in their respective areas. An effort should be made to choose saltwater/flood-tolerant plant species as well. The HDSG recommends native Cabbage Palms, Live Oak, Elm, and Florida Maple for use as shade trees along streets and in courtyards. No specific plant materials were identified in these conceptual designs.
9. Thomas Graham’s book, *Mr. Flagler’s St. Augustine*, describes how oak trees were planted in the middle of King Street and created a “shaded canopy avenue” in front of what is now known as Markland House, the home of Dr. Anderson’s mother, Clarissa, before it was sold to Flagler and moved from its King Street location. Photographs from the late 1800s show the earlier planted and mature oaks. After the oaks were cut down for the trolley line that ran along King Street, Sabal Palms were later planted in 1907 adjacent to the sidewalk on either side of King Street, between Sevilla and Ribera Streets and extended further in areas. Newspaper articles from that year (attached) highlighted the beauty and contribution of the Sabal Palms planted along King Street, which are still standing today. Consideration should be given to the historic trees.
10. **Lighting:** The HDSG lists recommended lighting fixture designs, specifically a four-sided colonial style fixture with a light temperature around 2800-3000K which is also consistent with AGHP recommendations. The DSEC requires that incandescent or LED bulbs not be exposed and that cut-off lights are used to keep fixtures from bleeding light into residential areas. No details were provided regarding proposed streetlamp designs.
11. According to the attached excerpt of the book, *Mr. Flagler’s St. Augustine*, electric arc lights started to be installed along the streets in 1906, with areas still using gas lamps. Graham noted in his book that the difference in brightness between the areas lit with electric lights was very noticeable.
12. **Significant cultural and historic resources within Area of Potential Effect:** A draft cultural resource assessment desktop analysis was created for the City in relation to this project, which lists numerous above ground and underground resources, and provides archaeological and historical considerations. Relating to archaeology including historic foundations of buildings, the abandoned boat basin, and former seawalls, more research may be needed. Pre-testing and monitoring should be done, and the archaeological resources should be kept in mind during the project construction. National Historic Landmark areas and structures and other nationally designated buildings and those contributing to historic districts are within the area of potential effect. As long as the proposed improvements remain within the existing right-of-way (ROW), no contributing resources will be affected, according to the draft analysis. Care should be taken to protect the buildings and resources from impact and/or vibration damage during project construction. Some of the aerial photos and Sanborn Maps from the analysis are also included in the attachments of this report.
13. With so many urban and downtown streetscapes following prescribed design motifs that are widely reused regardless of the context, it is important for the proposed streetscape design for King Street and Cathedral Place to be carefully designed and sensitive to the rich historical and cultural resources that are unique to St. Augustine, as well as significant.
14. **Comparison of Option A and Option B:** In the attachment section of this report, please find comparisons of key existing intersections or portions within the project area shown with design elements proposed in Option A and Option B. Within the King Street Entry Corridor in the area west of Sevilla Street, Option A more closely aligns with the pedestrian-oriented goals of the DSEC. East of Sevilla Street, the proposed designs along King Street, Cordova, and St. George Streets are nearly identical. Near the Plaza along Cathedral Place, option A reduces the existing two driving lanes with street parking on both sides to a single lane with expanded sidewalks and parking only on the north side of the street until St. George Street. Option B for Cathedral Place maintains the existing two-lane configuration but reduces available parking to only the north side of the street, until St. George Street, to allow for some sidewalk expansion.
15. **Ultimately both HARB and CRC should make a determination regarding the proposed design options based upon the general purpose, intent, and goals of the AGHP, DSEC, and HDSG.**

**STAFF DOES NOT MAKE RECOMMENDATIONS REGARDING CITY PROJECTS.
THE HARB AND CRC SHOULD MAKE A DETERMINATION BASED ON EVIDENCE PROVIDED.**

SUMMARY SCOPE OF WORK:

1. Review Design Options for King Street R.O.W. Improvements:
 - a. Option A:
 - i. Repaving with a central brick lane for turning.
 - ii. Additional crosswalks, brick paved, lit with streetlamps, through landscaped median
 - iii. Additional landscaping between sidewalks and road
 - b. Option B:
 - i. Repaving with a dedicated brick-paved transit lane eastbound
 - ii. Median with bollards(?) separating transit from regular lanes
 - iii. Additional crosswalk just east of Sevilla Street, brick paved, through landscaped median
 - iv. Additional landscaping between sidewalks and road
2. Both options include improvements to Cathedral Place, and portions of Charlotte, St. George and Cordova Streets surrounding the Plaza and Government House.

CITY CODES/DESIGN GUIDELINES:

ARCHITECTURAL GUIDELINES FOR HISTORIC PRESERVATION

<https://www.citystaug.com/DocumentCenter/View/153/Architectural-Guidelines-for-Historic-Preservation-PDF>

Secretary of the Interior's Standard's for Rehabilitation 2, 8, and 9 apply.

- 2. Retention of Distinguishing Architectural Character**
- 8. Protection and Preservation of Significant Archaeological Resources**
- 9. Compatible Contemporary Design for New Alterations and Additions**

Parking, Landscaping, and Site Features

Do...

- Retain landscape features such as parks, gardens, street lights, benches, walkways, streets, alleys, and setbacks that have traditionally linked buildings to their environment.
- Use new plant materials, fencing, walkways, streetlights, and benches that are compatible with the character of the district or neighborhood in size, scale, materials and color.
- Identify and retain plants, trees, fencing, walkways, street lighting and benches that reflect a property's history and development.
- Base new site work on documentation or physical evidence. Avoid conjectural changes to the site.
- Remove or trim plants in close proximity to the building that may cause deterioration of historic fabric.
- Landscape to provide shade, privacy, screening of non-historic features and erosion control.
- Minimize disturbance of terrain around buildings or elsewhere on the site, thus reducing the possibility of destroying or damaging important landscape features or archaeological resources.
- Survey and document areas where the terrain will be altered to determine the potential impact to important landscape features or archaeological resources.
- Design new onsite parking, loading docks or ramps when required by the new use so that they are as unobtrusive as possible and assure the preservation of the historic relationship between the buildings or buildings and the landscape.

Don't...

- Remove or radically change site features which are important in defining the overall historic character of the property so that the character is diminished.
- Introduce heavy machinery into areas where it may disturb or damage important landscape features or archaeological resources.
- Use a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the site feature or that is physically or chemically incompatible.
- Construct a new site feature that is incompatible with the district or building because of its size, scale or materials.
- Destroy the relationship between buildings and their setting by widening historic streets, changing paving material or by introducing inappropriately located new streets and parking lots that are incompatible with the character of the historic area.
- Install street lighting, benches, new plant materials, fencing, walkways, and paving material such as asphalt and pebble that are out of scale or are inappropriate to the historic district.
- Add conjectural landscape features to the site such as period reproduction lamps, fences, fountains or vegetation that is historically inappropriate, thus creating a false sense of historic development.
- Create a false historic appearance because the replacement feature is based on insufficient historical, pictorial or physical documentation.
- Introduce a new landscape feature, including plant material, that is visually incompatible with the site, or that alters or destroys the historic site patterns or vistas.
- Locate any new construction of the building where important landscape features will be damaged or destroyed, such as removing a lawn and walkway and installing a parking lot.

- Introduce new construction onto the building site which is visually incompatible in terms of size, scale, design, materials, color and texture; which destroys historic relationships on the site; or which damages or destroys important landscape features.

Pre-1821

Traditionally, most landscaping consisted of herb and vegetable gardens, flower gardens, fruit trees, and vines grown on a trellis or wall. Trees and shrubs should be native or documented as having been introduced prior to 1821 and must reflect the small scale of pre-1821 buildings. Design concepts from the 18th Century should be used for flower, vegetable and herb gardens.

Flag poles and similar fixtures may be wood or metal. Metal must be painted white, brown or black.

Site features of modern design and materials (plastic, metal, vinyl and similar materials) are not appropriate in public spaces.

Appropriate paving materials are poured coquina concrete, tabby, loose coquina, crushed shells, river gravel, and brick or stone on sand. Asphalt and plain concrete are not appropriate.

Parking areas must be completely screened by a solid board fence or wall at least five and one-half feet high. Entries and exits should be as small as possible and should not exceed twenty feet in width. All openings should have functional gates to screen parking areas from the street. Residential parking should be designed so that vehicles are screened by fences, walls or buildings. Unscreened parking adjacent to the street is inappropriate.

Garages are addressed in the Accessory Buildings section of these Guidelines.

Post-1821

Trees, shrubs and vine covered trellises are appropriate and effective ways of providing shade for patios and buildings.

Flag poles and similar fixtures may be wood or metal. Metal must be painted white, brown or black.

Site features of modern design and materials (plastic, metal, vinyl and similar materials) are not appropriate in public spaces.

Appropriate paving materials are poured coquina concrete, tabby, loose coquina, crushed shells, river gravel, and brick or stone on sand. Asphalt and plain concrete are not appropriate.

Parking areas should not be adjacent to or easily viewed from public rights-of-way. Paved areas and curb cuts must be kept to a minimum. Fences, walls, gates, landscaping and buildings must screen parking areas. Whenever possible, parking should occur behind or within a building. Appropriate paving materials include loose coquina, crushed shell, gravel, stone or brick pavers on sand, coquina or tabby concrete, or concrete with a slate appearance. Asphalt and plain concrete are not appropriate.

KING STREET DESIGN STANDARDS FOR ENTRY CORRIDORS

<https://www.citystaug.com/DocumentCenter/View/1057>

Section 1. Purpose & Intent

The purpose of the standards contained in this document is to:

- a. Promote the unique characteristics of the King Street overlay area that distinguish it from the other built environments of the City of St. Augustine.
- b. To facilitate the development of vacant land and the reimagination and repurposing of underutilized properties in this area into a high-quality, multi-modal, mixed-use environment.
- c. To provide standards and criteria by which proposed development in the area will be reviewed.

4.6.2 Site + Parking Lighting

- a. For basic site lighting applications (such as parking lot, pathway, and area lighting), full cut-off lighting fixtures shall be used for all exterior lighting. Such lights shall not point directly at the right-of-way nor the sky. (see Figure 24) Source of illumination shall not be visible from a residential district.
- b. Exposed interior and exterior fluorescent or incandescent bulbs that are visible from the public right-of-way are not allowed.

- c. Lighting poles may not surpass 20' in height as measured to the point of light output (see Figure 24b).
- d. LED dimming technology shall be incorporated in all exterior lighting mounted higher than 10'-0" to reduce lighting level to minimum safe illumination after business closing hours, if possible. Refer to Illuminating Engineering Society guidelines. Minimum for a private parking lot is 0.13 foot-candles. A Lighting professional shall confirm minimum lighting level.

5.5.1 Plant Materials

In general, site landscaping shall consist of native or naturalized plants that thrive in the St. Augustine climate and environment (see plant list in Appendix C). Plants shall be relatively drought tolerant to encourage the conservation of water.

HISTORIC DOWNTOWN STREETScape GUIDELINES (SEE PERTINENT PAGES ATTACHED)

(<https://www.citystaug.com/documentcenter/view/196>)

LIST OF ATTACHMENTS:

1. Staff Photographs
2. Google Streetviews
3. Historic Downtown Streetscape Guidelines (Pertinent Pages)
4. Historic news clippings
5. Historic photos of King Street with emailed descriptions
6. Excerpts from Cultural Resource Assessment Desktop Analysis: King Street, Cordova Street, and Cathedral Place Complete Street Improvements Project, St. Augustine, St. Johns County, Florida (January 24, 2024 Draft)
7. Comparison of proposed design elements in Option A and Option B

STAFF PHOTOGRAPHS

King Street ROW Improvements



STAFF PHOTOGRAPHS

King Street ROW Improvements



Staff Report pg 10

STAFF PHOTOGRAPHS

King Street ROW Improvements



STAFF PHOTOGRAPHS

King Street ROW Improvements



STAFF PHOTOGRAPHS

King Street ROW Improvements



STAFF PHOTOGRAPHS

King Street ROW Improvements



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Eastbound King Street



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Eastbound King Street



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Eastbound King Street



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Eastbound King Street



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Eastbound King Street



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Eastbound King Street



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Charlotte Street North & South



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Cathedral Place Westbound



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – Cordova Street Southbound



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – King Street Westbound



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – King Street Westbound



GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – King Street Westbound



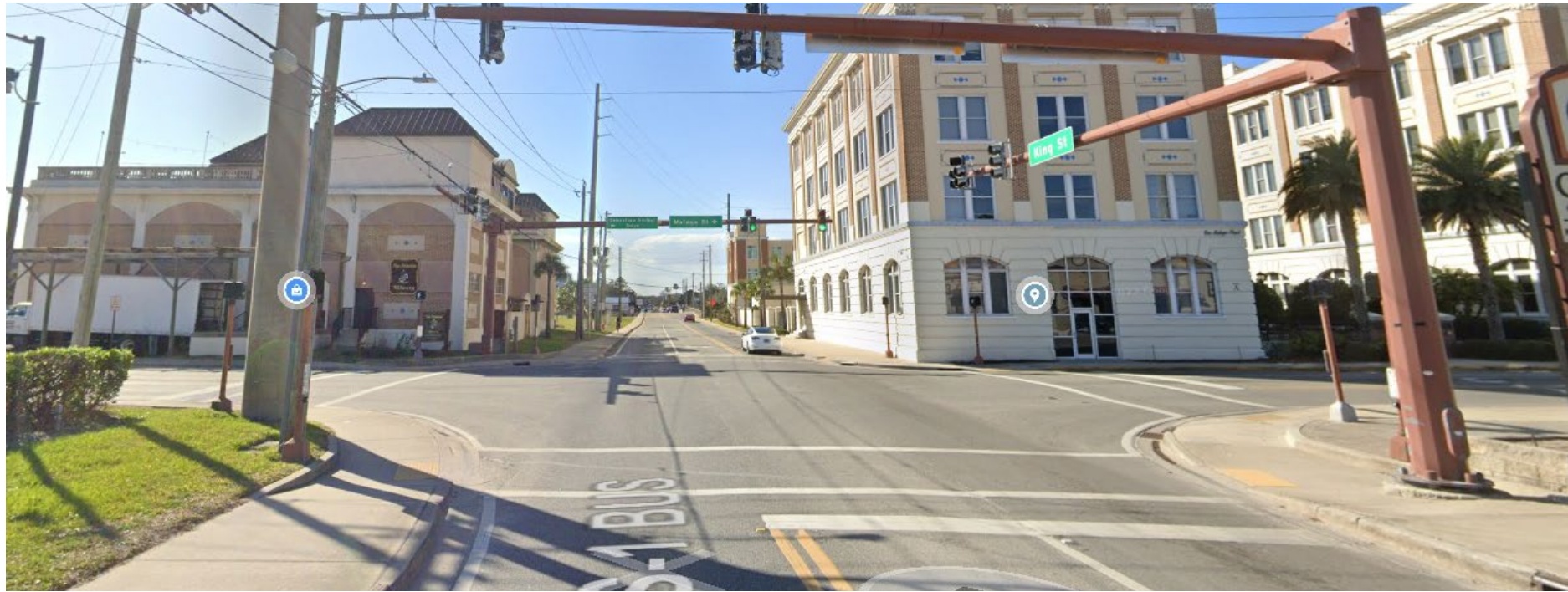
GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – King Street Westbound



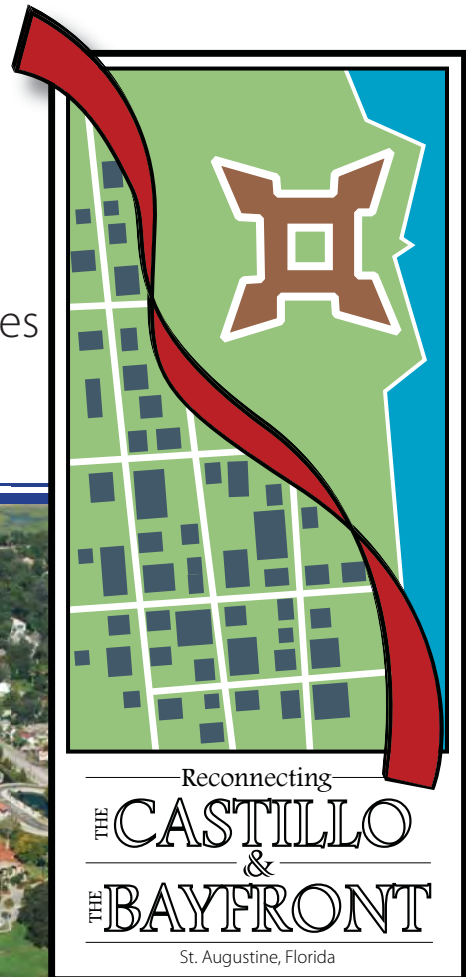
GOOGLE STREETVIEW PHOTOGRAPHS

King Street ROW Improvements – King Street Westbound



Executive Summary

Historic Downtown Streetscape Guidelines
Final Master Planning Phase | *revised September 16, 2013*

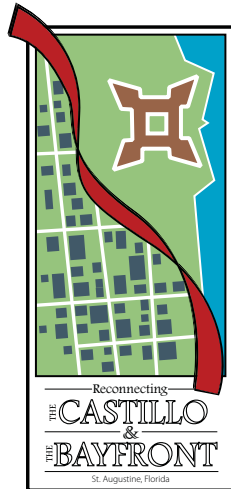


City of St. Augustine



Marquis
Halback

Creating Compelling Environments to Live, Work, and Play



Historic Downtown Streetscape Guidelines

The purpose of this report is to provide streetscape design guidelines for the pedestrian-focused connections in the historic district of St. Augustine surrounding and connecting to the Castillo de San Marcos National Monument. This study is funded through the Federal Transit Administration's "Paul S. Sarbanes Transit in Parks" grant program. A synopsis of the program is below:

The Paul S. Sarbanes Transit in Parks Program was established to address the challenge of increasing vehicle congestion in and around our national parks and other federal lands. America's national parks, wildlife refuges, and national forests were created to protect unique environmental and cultural treasures, but are now facing traffic, pollution and crowding that diminishes the visitor experience and threatens the environment.

To address these concerns, this program provides funding for alternative transportation systems, such as shuttle buses, rail connections and even bicycle trails. The program seeks to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities. The program is administered by the U.S. Department of Transportation, together with the Department of the Interior and the U.S. Forest Service.



This booklet is designed to provide a summary of the guidelines accepted by the Historic Architectural Review Board (HARB) at the August 15, 2013 meeting. HARB issued a unanimous (5-0) Opinion of Appropriateness, which requires an additional review of specific construction documents if and when projects move forward. A Certificate of Appropriateness would then be issued.

1.0 Introduction

1.1 Study Area

For the purpose of this overview, the study area is **focused on supporting increased pedestrian connections throughout the historic downtown core, especially in relationship to the Castillo de San Marcos National Monument.** Generally, the study area for the streetscape guidelines is defined by Orange Street on the north, Avenida Menendez on the east, Cathedral Place on the south, and Cordova Street on the west.

Specifically, the streets considered in the streetscape guidelines include:

Pedestrian-Only Street

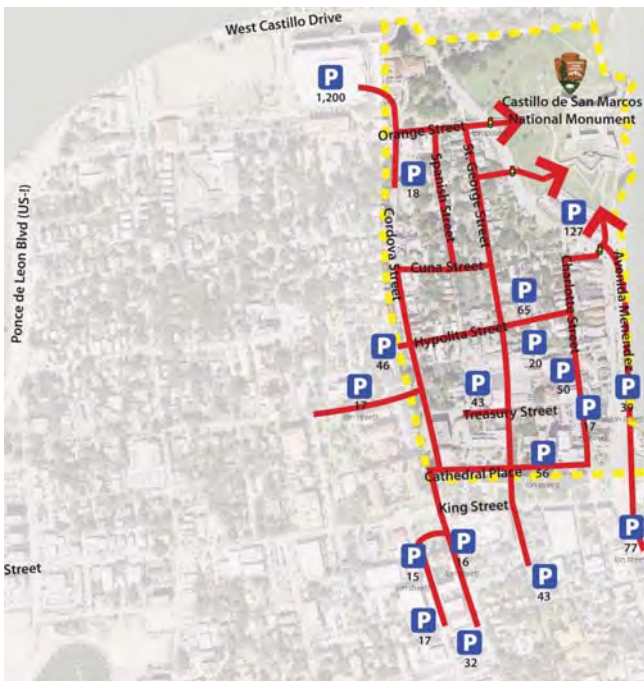
St. George Street

North-South Connectors**

Spanish Street
Cordova Street

East-West Connectors

Cuna Street
Hypolita Street
Treasury Street



**Due to the recent improvements on Charlotte Street, this was not included in the study.

1.2 Streetscape Overview

This study provides recommendations for the “visible” streetscape, including the cartway, sidewalks, street lighting, street furniture, and landscaping.

Due to the varied nature of streets in the historic district, many streets display a “typical” condition and a “narrow” condition. The narrow condition is important to consider, as it deals with the needs to **balance vehicular traffic with pedestrian flow, ADA accessibility, and obstructions such as street lights, trash receptacles, and bike racks.**

For applicable streets, both options are shown.



FIGURE A | St. George Street, ca. 1908.
Photograph from Samuel A. Cooley (on web at Shorty)

Underground utilities, while important, are not fully addressed in these guidelines. The streets within the study area largely benefit from buried electrical service (Cordova is an exception), but utilities such as water, sanitary sewer, and stormwater need to be addressed in the final design. Natural gas lines should also be incorporated. However, stormwater inlets are addressed due to their integral nature to the street and its drainage.

2.0 Streetscape Materials

2.1 Materials Overview

The streetscape guidelines presented in this document address the following items:

Curbless Street

A central component of the guidelines is the elimination of the vertical curb, instead replaced with a 12” flush curb. This achieves three main goals: (1) providing ample maneuvering room for emergency vehicles, (2) reflecting the historic “curbless” character of St. Augustine (see figure A), and (3) providing a larger pedestrian area, even in the narrowest roadways, without overly restricting the vehicular traffic.

Cartway Width

Travel lanes in the historic district range from approximately 8’ to 10’. **A fairly narrow 9’ lane is suggested,** as it balances a reasonable lane width with the pedestrian traffic that dominates downtown St. Augustine.

The 12” flush curb on either side of the roadway also helps give drivers a small clear zone on either side, and is more indicative of a typical 11’ lane found in most cities (9’ cartway + 12” curb + 12” curb).

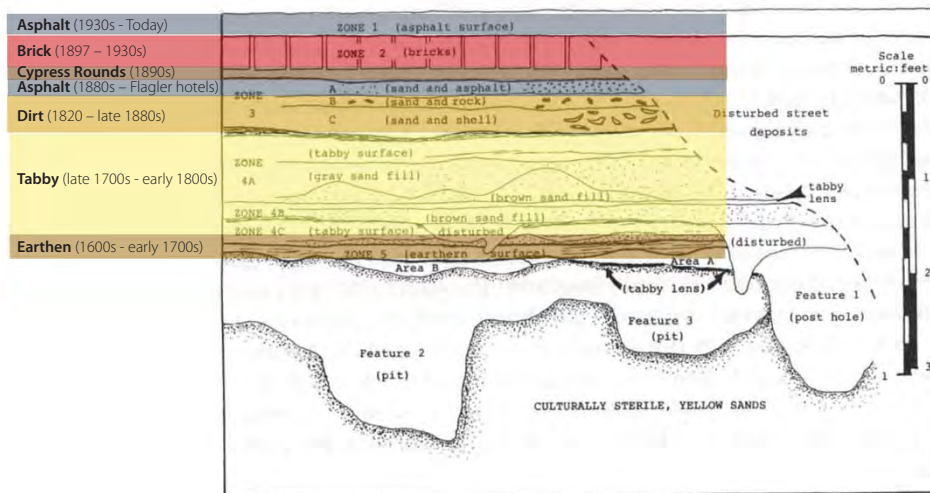


FIGURE B | Layers of St. George Street. Black and white graphic from Carl Halbirt, as published in *El Escribano: The St. Augustine Journal of History*. 1997. Carl D. Halbirt (pp. 70-97).

The 9' lane also allows for an ADA sidewalk (36" minimum) even in the narrowest roadway section (Treasury Street).

Cartway Material

Utilizing archaeological research (see figure B) and photographic evidence (see photos this page), the evolution of the street material was documented. Generally, the street remained shell (coquina / tabby) or dirt until the late 1880s, when the City of St. Augustine first began paving the downtown streets with cypress wood rounds. This was short-lived as the City then began installing brick, the first permanent street material installed throughout the historic district. Carl Halbirt, the City archaeologist, noted that there is evidence that all of the streets in the study area have had brick paving.

Interestingly, asphalt also has historic roots in St. Augustine. With his background in oil, Henry Flagler utilized asphalt (an oil-based product) around his hotels.

Based on extensive research and conversations with City staff and the Historic Architectural Review Board, it is proposed that **St. George Street remain coquina concrete** to connect the restored area at the North end of St. George Street with the colonial era Plaza de la Constitution. This also complements the Second Spanish Period architecture along St. George Street.

On the **other historic core streets, it is proposed that the cartway be brick** to reflect the first permanent paving material and to knit together the various architectural styles throughout the rest of the historic downtown core.

Street Light Fixture Type

A **four-sided Colonial style fixture is recommended** for the historic downtown core to complement the Second Spanish Period and other historic Colonial architecture (see Figure C). See the materials schedule for specific fixture call outs.

HARB noted that lighting should be as inconspicuous as possible, especially during the evenings. Other fixture types should be considered outside of the study area to compliment the surrounding architecture.

Dirt | St. George Street, ca. 1865.

Photograph from Samuel A. Cooley (on web at Shorty)



Asphalt | King Street, ca. 1891

Photograph from Detroit Publishing Company (on web at Shorty)

Cypress | St. George Street, ca. 1894

Photograph from Detroit Publishing Company (on web at Shorty)



Brick | St. George Street, ca. 1908

Photograph from Detroit Publishing Company (on web at LOC)



FIGURE C | Colonial Fixture along St. George Street (photo from St. Augustine Historic Society)

The color of the light is also important. Energy efficient LED fixtures are proposed, within a light output similar in color to an incandescent fixture. Specifically, **LED fixtures close to 2800-3000K should be utilized.**

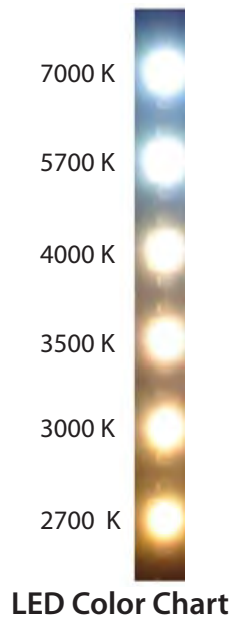
Street Lighting Placement

General placement of street lights are shown. The general height of the fixtures is suggested as 12' pole height. This results in spacing of lights approximately 36' on center.

The lights are typically shown immediately behind the flush curb, helping to define the edge of the cartway and presenting an obstacle in the vehicle path to help ensure cars stay on the cartway.

Street Furniture Placement + Selection

Typical street furniture items include benches, trash receptacles, recycling receptacles, and bike racks. Placement of the street furniture focused on maintaining ADA accessibility on the adjacent sidewalk. See the materials schedule for street furniture call outs.



HARB noted the **wooden benches** would provide more user comfort than the concrete benches currently on the street. Center armrests should be included to segment the benches into 3' sections.

Regarding trash/recycle receptacles and bike racks, HARB noted the **black or brown-black finishes** would be appropriate. See the material schedule.

Street Trees + Landscape

On St. George Street, Hypolita Street and Spanish Street, street trees are shown as an option. While a fairly recent addition to the historic core (ca. 1960s), trees do provide pedestrian comfort by adding some shade along a sometimes hot area of the city. It is suggested that **cabbage palms be used**, as photographic evidence shows these were used along Avenida Menendez, San Marco Avenue, and other important streets in St. Augustine (see figure D).



FIGURE D | Cabbage Palms along Avenida Menendez (photo from St. Augustine Historic Society) and San Marco Avenue (photo from Florida School for the Deaf and Blind).

Along St. George Street, south of Hypolita, shade trees may be appropriate due to the turn-of-the-century commercial architecture. Native trees, such as Live Oak (*Quercus virginiana*), Elm Trees (*Ulmus parvifolia*),

and Florida Maples (*Acer rubrum*) should be considered. See Figure E. HARB also encouraged private courtyards to add shade trees.



FIGURE E | Shade Trees (photos by others)
LEFT: Live Oak (*Quercus virginiana*) CENTER: Elm (*Ulmus parviflora*)
RIGHT: Florida Maple (*Acer rubrum*).

Other landscape is suggested in **planters and hanging baskets**. Note that long term maintenance from the business owners, a Downtown Improvement District, or the City needs to be considered.

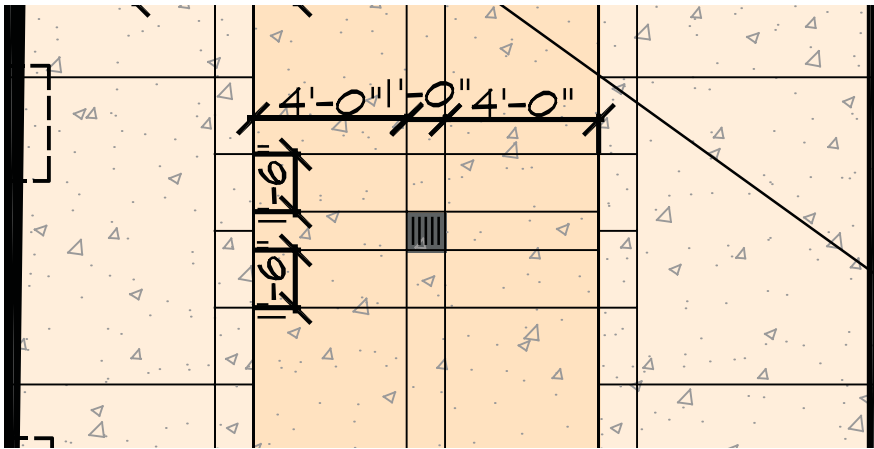


FIGURE F | Coquina Concrete street enlargement, noting placement of expansion and control joints. Note the placement of the inlet. Example shown above is south of Hypolita Street.

2.2 Enlargement: Coquina Concrete Cartway Layout

While coquina concrete has been identified as the most visually appropriate cartway material along St. George Street, the material has inherent technical challenges. Coquina concrete is prone to cracking, moreso than standard vehicular grade or even sidewalk grade concrete mixes due to the incorporation of the distinctive shell aggregate.

To overcome this technical challenge, **appropriately placed expansion joints and sawcuts are critical to direct cracking and minimize the impact to open expanses of concrete.** Recommended spacing is noted in Figure F. Additional technical recommendations are noted in the materials schedule.

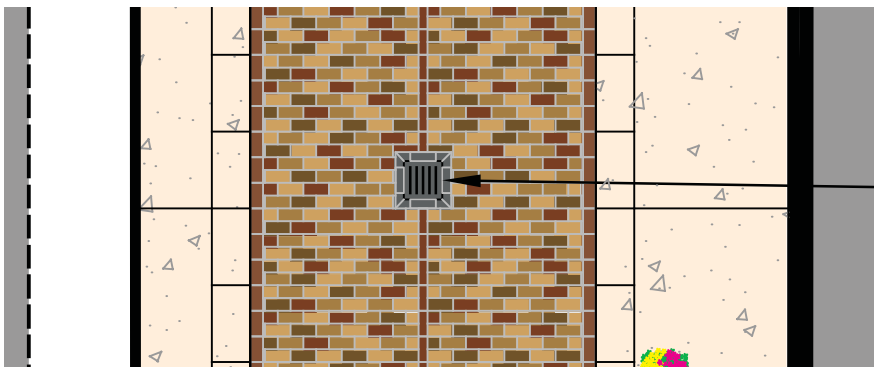


FIGURE G | Brick street enlargement, noting placement of brick along flush curb, around storm inlet, and along center of cartway. Example shown above is Spanish Street, north of Cuna Street.








2.2 Enlargement: Brick Cartway Layout

Careful detailing of the brick street not only heightens the appearance of quality and care, but it functions to better hold the “field” in place over time.

The storm inlet drains are framed with a single row of brick and the edges of the cartway also use a single row along the flush curb to compose the conclusive edge of the running bond field. The center is defined by a brick placed on its narrow side, creating a clean edge for the inverted crown roadway. Layout is noted on Figure G.







Site Furniture Matrix

The street furniture noted in the below matrix defines the design intent. Products of equal materials, dimensions, style and quality may be proposed.

Sample Image	Manufacturer	Model	Material
Benches			
	Victor Stanley	Framers Modern	Wood Slats and ductile iron castings
	Canterbury International	Bowery 500	Wood Slats and Aluminum Frame
	Thomas Steele	Waldorf	Wood Slats and Powder Coated E-Steel
Trash and Recycle Receptacles			
	Canterbury International	PADC 104-A	Cast Iron
	Landscape Forms	Scarborough	Powder-Coated Metal
	Victor Stanley	Dynasty	Powder-Coated Steel
	Thomas Steele	Gramercy	Cast Iron & Steel

Site Furniture Matrix

The street furniture noted in the below matrix defines the design intent. Products of equal materials, dimensions, style and quality may be proposed.

Sample Image	Manufacturer	Model	Material
Bicycle Racks			
	Madrax	Post & Ring Racks	Powder-Coated Steel
	Belson	Classic Bollard Bike Rack (BOL-2-SF-P)	Powder-Coated Steel
	Dero	Bike Hitch	Powder-Coated Steel
Street Lighting			
	Lumec	Square Lantern Series	Cast Aluminum Housing
	Hanover Lantern	Plymouth	Cast Aluminum Housing
	Hanover Lantern	Essex	Cast Aluminum Housing

3.0 Streetscape Materials Matrix

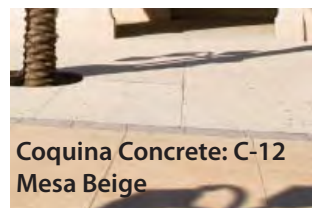
The matrix below is provided for quick reference and includes applicable technical information for planning purposes. Note that all plans will need full engineering and construction documents, which will then go through a "Certificate of Appropriateness" review with the City's Historic Architectural Review Board (HARB).

	Cartway Material	Lane Width	Curb Type & Material	Curb Width, per side	Sidewalk Material	Sidewalk Width ³	Stormwater Inlet flow & placement ⁴	Street Light Placement ⁵	Street Furniture Placement	Street Tree Type
Pedestrian Only Streets										
St. George Street	Coquina Concrete ¹ (darker color than sidewalk)	9'-0"	Flush, Coquina Concrete	12"	Coquina Concrete	6'-1" min (N) 10'-11" min (South of Hypolita)	Inverted crown, ~25' o.c. center of lane	Alternating, ~36' o.c.	Alternating, adjacent to curb	Cabbage Palms (south of Hypolita)
North-South Connectors										
Spanish Street <i>narrow</i>	Brick ²	9'-0"	Flush, Coquina Concrete	12"	Coquina Concrete	3'-0" min.	Inverted crown, ~25' o.c. center of lane	East side, ~36' o.c.	West side along outer edge, space permitting	None
Spanish Street <i>typical</i>	Brick ²	9'-0"	Flush, Coquina Concrete	12"	Coquina Concrete	4'-2" min.	Inverted crown, ~25' o.c. center of lane	Alternating, ~36' o.c.	Alternating along outer sidewalk edge	Cabbage Palm (space permitting)
Cordova Street	Asphalt	10'-0"	Raised, Granite	6" + 12" gutter	Coquina Concrete (E) Concrete + Flagler Brick (W)	4'-0" min.	Crown, inlets located as existing	Alternating, ~36' o.c.	Alternating along outer sidewalk edge	Cabbage Palm (space permitting)
East-West Connectors										
Cuna Street	Brick ²	9'-0"	Flush, Coquina Concrete	12"	Coquina Concrete	5'-0" min. (may be on one side only)	Inverted crown, ~25' o.c. center of lane	Alternating, ~36' o.c.	Alternating along outer sidewalk edge	None
Hypolita Street <i>narrow</i>	Brick ²	9'-0"	Flush, Coquina Concrete	12"	Coquina Concrete	3'-9" min.	Inverted crown, ~25' o.c. center of lane	North side, ~36' o.c.	North side, along building edge	None
Hypolita Street <i>typical</i>	Brick ²	9'-0"	Flush, Coquina Concrete	12"	Coquina Concrete	3'-9" min.	Inverted crown, ~25' o.c. center of lane	Alternating, ~36' o.c.	Alternating, along building edge	Cabbage Palm (west of Charlotte)
Treasury Street <i>narrow</i>	Brick ²	9'-0"	Flush, Coquina Concrete	12"	Coquina Concrete	3'-0" min. (may be on one side only)	Inverted crown, ~25' o.c. center of lane	South side, ~36' o.c.	North side, along outer sidewalk edge	None
Treasury Street <i>typical</i>	Brick ²	9'-0"	Flush, Coquina Concrete	12"	Coquina Concrete	4'-0" min.	Inverted crown, ~25' o.c. center of lane	Alternating, ~36' o.c.	North side, along outer sidewalk edge	None

Technical Information

¹ Coquina Concrete

Recommendation for concrete shall be 6" coquina concrete with fiber reinforcement, set over 8" LBR 30 compacted subgrade. This specification should be used for sidewalks that may experience substantial vehicular traffic. Color shall be Scofield Chromix integral color or approved equal. Color is C-12 mesa beige for cartway (as shown on bottom of photo to right). Sidewalks shall be standard gray.



² Brick

Whitacre Greer or approved equal. Mix shall be defined as: 10% Dark Antique (color 33), 20% Mulberry (color 34), 20% Mahogany (color 44), 20% Cimmerian (color 53), 30% Chocolate (color 54)



³ Sidewalk Width

Minimum 36" clear width must be maintained for ADA accessibility.

⁴ Stormwater Inlets

25' frequency of inlets is recommended to limit pooling and sloping of cartway.

⁵ Street Light Placement

Final placement of 12' poles based on photometric analysis.

Fixture Dimensions: 16"-20" wide x 36"-40" height. Color/ Material: Black Metal. LED: 2800k-3000k

From: [Nancy Sikes-Kline](#)
To: [Julie Courtney](#); [Reuben Franklin](#)
Subject: Fwd: palms on King street
Date: Tuesday, February 13, 2024 7:45:28 AM
Attachments: [AndersonPalms.pdf](#)
[KingStHistory.pdf](#)

Dear Julie and Reuben,

I have forwarded (below) Charles Tingley's response to my inquiry regarding the existing King Street palms. I wanted to be sure you know how old they are in hopes that you will take them into consideration while you are planning the King Street Improvements Project.

Charles also mentions a stone wall and approach still present. It is good information for you to consider too.

I imagine there will be a number of surprises as we go along, but at least we know about these.

Regards,

Mayor Nancy Sikes-Kline
City of St. Augustine
C: (904) 837-6789

Begin forwarded message:

From: Charles Tingley <catingley@gmail.com>
Date: February 8, 2024 at 11:34:26 AM EST
To: Nancy Sikes-Kline <nsikeskline@citystaug.com>
Subject: palms on King street

Caution: This email originated from outside of the organization. Do not click links, open attachments or respond unless you recognize the sender and know the content is safe. When in doubt, contact IT.

Hello Nancy,

Tom Graham came through with the reference. I'm attaching the page from his book as well as the articles in the evening Record that he cites.

I'm also sending you some material on the history of King Street. It didn't exist west of the Governor's garden till the 1830s. People came to town from the north on the Kings Road or from the south via Kings Ferry Way. Another consideration is that there are stone approach walls to the San Sebastian Bridge (Carl found portions of it next to the FEC Blds.) and there is a stone seawall buried in front of the Ponce Hotel de Leon built on the site of the Sunnyside Hotel (see link to the

State Archive).

<https://www.floridamemory.com/items/show/53987>

I think people forget just how old the Sabal Palms are. You can see how tall they were when they were planted by the indentation on the trunk. For a couple of years after a palm is transplanted, its growth is stunted by the root ball having been severely cut back. Most of the palms on King Street and around the Flager hotels are the original plants. The craze for planting Sabal Palmettos started with Flager's gardeners. No self respecting Cracker housewife would have those bug infested trees anywhere near her house.

All my best,
Charles

Thomas Graham

MR. FLAGLER'S ST. AUGUSTINE



94. Four-pointed Fort Marion is the Hotel Alcazar below it across of Maria Sanchez Creek is at the Historical Society Research Library.

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21

Returning to St. Augustine,
1906–1911

I have never changed my feelings
of affection for St. Augustine.

—Henry Flagler to civic leaders, 1907

During 1906 St. Augustine took two important steps in becoming a modern city: it acquired a municipal electric power plant and started laying track for a streetcar system.

Up to this time only Flagler's Ponce de Leon, Alcazar, and railway depot had enjoyed the benefits of electricity. In the spring of 1905 the gas company, originally established by W. G. Warden and Dr. Anderson twenty years earlier, purchased a dynamo capable of furnishing electric power both to the city government for street lighting and to private homes and businesses. However, the gas company's contract with the city expired in April 1905, and the city council negotiated a new agreement with an outside company called the St. Johns Light and Power Company. It promised to build a much larger electric power plant and develop an electric trolley line through the town's streets and all the way across the bay out to South Beach. It began construction of a big facility on South Ribera Street and, in the meantime, purchased the gas company's generator to supply electricity until its own much larger plant was completed. In February 1906 some businesses tapped into the new electric lines, and in March electric arc lights began to appear along city streets. Since the old gaslights still served some areas of town for a while longer, citizens could see how much more brightly the new electric lights illuminated the night.¹

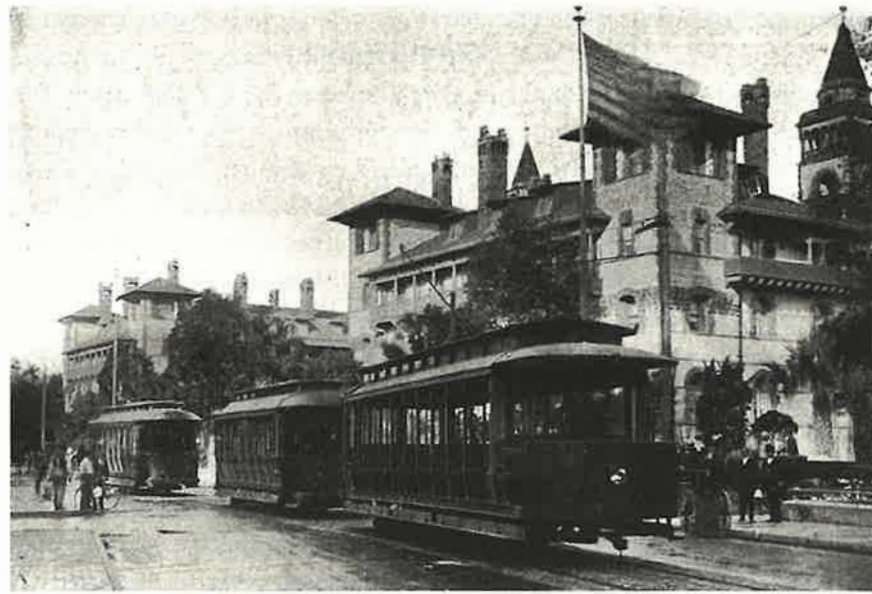
Proposals to build a streetcar line had long been a point of friction between Henry Flagler and many people in St. Augustine. An effort to establish a trolley

system had first been made in 1886, only to founder, at least in part, because of Flagler's opposition. He envisioned King Street as the Fifth Avenue of St. Augustine, an attractive boulevard lined with stately homes and fine establishments like his hotels. Flagler and his neighbors in New York City had managed to prohibit streetcars on Fifth Avenue. He desired to keep the clatter and clanging of trolley cars away from his resort hotels in St. Augustine. However, King Street had long served as the main east-west transportation axis of the town, and local interests saw a modern streetcar line both as a practical and beneficial improvement to the old town and as more convenient transport to South Beach.²

In the summer of 1886 a number of business and professional men, including some close to Flagler, wrote him a letter declaring that the street railway was a "public necessity" and that they felt "the sentiments of a majority have been thwarted" by Flagler's opposition. In replying to this letter Flagler skirted the issue, saying he desired only the "highest good of the City" and had no personal interest in the matter, especially of a financial nature. "I think it must be evident to every person that a desire for gain was not the motive that has prompted my investments in St. Augustine. I can make more money in this city [New York] in a month than I can in St. Augustine in a life time. The improvement of the place has been, and will be, a source of great gratification." The latter comment was a gentle reminder that the community stood to gain a great deal by not antagonizing Flagler.³

This first streetcar proposal quickly went away, but similar propositions by other investors continued to arise over the following years. When another prospective builder came forward in 1890, Flagler asked a lawyer to investigate whether he had the legal right to block a trolley track on King Street. After all, Flagler maintained, he and Anderson had donated land to the city so that the street could be widened. The lawyer replied that Flagler could reclaim the land he had given to the city, but he could not block construction of track on the original line of the street. In 1894 Flagler discouraged yet another proposal to build a trolley line on King Street by refusing to allow the line to extend up Malaga Street to the depot. However, the issue never came to a confrontation because the company advocating the line eventually walked away from the venture. Building a streetcar system that could pay its way in a small town was a difficult proposition even under the best of circumstances.⁴

The St. Johns Light and Power Company's effort in 1906 finally prevailed, perhaps because Flagler realized that his vision of King Street as a splendidly landscaped Fifth Avenue had failed to materialize. In October the company purchased the South Beach Railway since the line to the ocean beach offered the promise of good revenues. By that time work was progressing on King Street. To make way for the tracks, Clarissa Anderson's magnificent oaks trees in the center



Trolleys roll in front of the Hotel Ponce de Leon, overcoming years of resistance by Henry Flagler. From the collection of the St. Augustine Historical Society Research Library.

of the street were cut down, turning what had been a shaded canopy avenue into a starkly open vista. Soon workers were busy laying trolley tracks down the center of the street with poorly placed brick pavement on either side. By December the tracks ran on King Street from the San Sebastian to Matanzas Bay, and six months later St. Augustine's citizens could ride this first segment of the line from one side of the town to the other.⁵

In 1907 Anderson attempted to compensate somewhat for the loss of his mother's oak trees by planting a row of sabal palms on either side of King Street from Sevilla Street to Ribera Street. These palms survive today, although few people pay them any heed.⁶

When the Flaglers went north for the summer in the spring of 1906, they swung westward to the mountains of North Carolina to pay a visit to Mr. and Mrs. George Vanderbilt at their wooded estate and home Biltmore. George's father had spent some time at the Ponce de Leon a few years earlier, and George himself might have been part of his father's party on that occasion. A carriage ride around the landscaped grounds and gardens added interest to the visit. Then the Flaglers sampled other resorts of the Blue Ridge Mountains.⁷

The rest of the summer followed a familiar routine: Mamaroneck in the early summer, followed by the Mount Washington Hotel at Bretton Woods in late August. Here Flagler and H. H. Rogers continued their love affair with automobiles. The *New York Times* reported that Flagler "has had a new White Steamer

ER
a: Fair tonight;

IDE.

High.	Low.
8:04	1:50
8:47	2:35
9:30	3:20
10:10	4:03
10:50	4:48
11:31	5:34
12:05	6:20
12:53	7:11
1:45	8:06
2:38	9:01
3:32	9:56
4:25	10:46
5:15	11:34
6:00	12:17
6:45	12:34

*St. Augustine Evening Record
March 14, 1907, p. 7*

Among the arrivals from the south Monday morning the Ponce de Leon registers Mrs. R. T. Goodrich, Miss Goodrich and maid.

Painters are at work on the home of Mr. W. H. Beemer, on the bay front. Other improvements were made to the property recently.

Preparations for the proper observance of St. Patrick's Day are in progress and many appropriate entertainments will be given in honor of the day devoted to Ireland's patron saint.

The Atlantic Coast Line's trains have been running over the East Coast Railway Company's tracks for two days past on account of the wreck which occurred near Pomona.

The frame of Mr. Henry Pomar's new home, at the corner of San Marco Avenue and Ballard Street, is up, and the cottage will be pushed to completion without delay.

Contractor Leonard has secured the contract for a residence to be built for Mr. J. L. Colee on Weeden Street. This will be a two-story dwelling, containing six rooms and a bath. It is the second dwelling Mr. Colee will erect this season.

Along the street line of Dr. Anderson's premises, on King Street, a row of beautiful palms have been planted between the sidewalk and the street bed. This adornment of the street is most striking and pleasing. An effect is obtained that is peculiarly attractive, and if other residents on King Street follow the example of Dr. Anderson, that section of the city will surpass in beauty all other portions.

Tomorrow's Recital.

Very great interest is being taken in the Library benefit, which is taking the form of a recital with music ac-

U. S. Steel
U. S. Steel pfd
People's Gas
Total, 2,500,000.

Mining Stocks.

Copper Range
Davis-Daily
Nip.
United Copper
Greens Co.
Trinity
N. Butte
Can. Central offered at.....
Sup. & Pittsburg..... 20 1/2
Greens Can.....
Black Mountain 6 1/2

New York Curb.

Western Ice
Chicago Subway
Standard Oil
Great Northern Rights

New York Cotton.

May, 9.64a9.65; July, 9.69a9.70
tober, 9.95a9.96.
Wires interrupted before closing.

The Four D's.

Charles Spurgeon once said there were three great enemies—“dirt, debt and the devil.” might have added one more and included dyspepsia. The evil result of this disease could hardly be exaggerated: - Its effects are felt in mind and body, and are as far reaching as the effects of the curse that was laid on the Jackdaw of Rheims, who was cursed in “eating and drinking and sleeping, in standing and sitting and lying.” The good effects of Pierce's Golden Medical Discoveries most marked in aggravated chronic cases of dyspepsia. It enables the stomach glands to secrete the necessary quantity of digestive fluids and this at once removes

**The Latest
TIME
& BROS
NTAS?**
Wh Pleases Every-
T. GEORGE
Y.

als
House left this
S. C., to attend
house's grand-
Crutchfield and
city last night
and will make
e. Mr. Crutch-
with the elec-
St. Johns Light

of the Florida
from Key West

Four hundred dollars per acre of Irish potatoes! How does that sound? And that does not tell the whole story, by considerable; a second crop of hay or sweet potatoes will add largely to the potato pile. Florida is in it, and please do not forget to remember that fact.

The improvements being made in front of Dr. Anderson's residence are of the most excellent description. The six-foot concrete sidewalk is as durable as can be, and the row of palm trees, massive and straight, which is now being continued on towards the depot, will make of King Street one of the finest avenues in the city. A gentleman from the North who visited that locality yesterday, one who lives in a large and beautiful city himself, remarked that those palms would be worth untold thousands, and he was right. Such improvements are attractive, and when one has beautified his surroundings, his neighbor feels inclined to do the same. The good, substantial and beautiful perhaps cost a little more at the outset, but are far, far the best and cheapest in the end.

Never before in the history of New York City has such a concerted move been made to reorganize the police force as that now being undertaken by Police Commissioner Bingham. This move is backed by the leading newspapers and by a practically unanimous public approval. According to last week's Collier's, the New York

telegram which was read in the House by Congressman Clark. We cannot understand why the State does not defend its good name or purge itself of crime; but its negligence should not bind the people. The press of Florida is speaking strongly. Shall the press do all the work, though business might speak more effectively?

But special charges are levied against the East Coast Railway. Now, that organization asked for an inspection by the Department of Labor, and the result was a complete vindication. It gave every opportunity for examination to the press of Philadelphia, which had published complaints from some of its citizens, and the "hardships" were shown to result from the sentence of the courts, and the labor under guard was that of the convicts on the highway. The State was asked to inspect, and did not. The charges now made will be tried in court, and then the evidence will be shown; but the people of the East Coast know there is neither slavery nor peonage on the extension.

Why, then, should the business organizations along the East Coast be silent? Why should not the people of Jacksonville and St. Augustine, through their business organizations, resent charges leveled at themselves as well as at their business associates? For, if there be crime, who has allowed it to continue? Is it not impossible that it could be hidden from

St. Augustine Evening Record, April 1, 1907, p. 2

TELEFAIR STOCKTON, Real Estate and Investors' Agents

Office 73 W. Forsyth Street, JACKSONVILLE, FLORIDA. PARTIES HAVING PHOSPHATE PROPERTY AND MINERAL LANDS TO SELL ARE INVITED TO PLACE THE SAME IN MY HANDS TO DISPOSE OF.

I HAVE A GREAT DEMAND FOR LARGE TRACTS OF PHOSPHATE LANDS FROM CAPITALISTS AND INVESTORS' AGENTS, AND CAN READILY DISPOSE OF RELIABLE PROPERTIES.

SAMPLES OF ROCK, SHOWING ANALYSIS, SHOULD BE SENT IN AT ONCE, ACCOMPANIED BY CERTIFIED REPORT OF AN ANALYST IN GOOD STANDING; GIVE FULL PARTICULARS AS TO PRICE, LOCATION, ETC.

THE BUSINESS OF ALL BRANCHES OF REAL ESTATE CAREFULLY AND PROMPTLY ATTENDED TO. CITY PROPERTY AND HOUSE RENTING A SPECIALTY. LOANS NEGOTIATED ON CITY PROPERTY. ALL COMMUNICATIONS RECEIVE PROMPT ATTENTION.

Telfair Stockton, 73 W. Forsyth St. "73."

MACHINERY FOR SALE. On Hand for Prompt Delivery. 140-h.p. stationary engine, 150-h.p. stationary engine, 180-h.p. stationary engine, 200-h.p. stationary engine, 125-h.p. stationary engine, 3-h.p. horizontal engine on shaft, 1 1/2-h.p. horizontal engine on shaft, 1 1/2-h.p. engine on shaft, 180-h.p. return tubular boiler, 100-h.p. return tubular boiler, 140-h.p. return tubular boiler, 135-h.p. return tubular boiler, 80-h.p. return tubular boiler, 125-h.p. return tubular boiler, 150-h.p. return tubular boiler, 5 ea. 6, 8 and 12-h.p. locomotive boilers on shafts.

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A. CAMPBELL. Proprietor of the Jacksonville Steam Sausage Factory. Also makes a specialty of rendering Pure Lard, Lard and Tallow. Dealer in Northern and Florida Meats, Poultry, etc. 2 and 37 Old City Market.

HOTEL PLACIDE. HOTEL PLACIDE. Staff Report. All reports that Page 7 of 1891 are untrue in every particular; in fact,

EXTENSIVE PAVING OPERATIONS ORDERED BY MR. HENRY M. FLAGLER AT ST. AUGUSTINE

election. tion asking our senator and representa- tive to vote for Senator Call for re-elec- tion, and finally the day he presented it to fifty democratic voters, all of whom signed it except four, and of these four several said they thought Call ought to be elected. I saw our county superintendent, John H. Lane, last night, from Courtney, who said that although he had not been a Call man he was now, and that as far as he had heard an expression, the few anti-Call men were changing to him upon democratic principles.

The people want the dead-lock broken and a quorum present and at work. If the solidity and persistency of the minority entitles it to success, then the same logic would apply to the election of Bleby. Break the dead-lock and let the people know that they rule at Tallahassee and that their interests, and not that of political schemers, are being looked after. They expect to have the laws so framed as that all the property of the state, whether real and in sight, or personal and out of sight, whether on land or water, bear proportion of the expense of the roads.

DRLEON SPRINGS, (Special.)—Wishing to express the feelings of all in regard to the re-election of Senator Call, the TIMES UNION correspondent interviewed recently some of the prominent democrats of this precinct and also of the Clifton precinct. The first man met was the Hon. L. W. Odum who, by the way, is an ex-representative and a warm personal friend of Mr. Call. The correspondent approached Mr. Odum with the question, "What are your views on the senatorial question?" "The only way," he replied, "I want it fully understood that I am for Call first, last and all the time—in victory or defeat—and I have no idea but that he will be victorious this time, as he always has been the friend of the people, and the people are in every portion of the state demanding of their representatives to keep their promises made before the election, in that they would, if elected, vote for Wilkinson Call."

"What do you think of the course pursued by the senator and representatives from this county?" "I think that they are acting in bad faith and not voting as they gave the people to understand that they would. A few days before the election Charlie Dougherty told me that, if Call received a majority in the caucus, he would most assuredly vote for him. Call has received a majority on every ballot, and Charlie has not voted for him yet. The same day, and only a few miles off, in his address to the people at Harberville, he said the same thing. Both Bristol and Oulster reiterated the sentiment and gave the same promise."

"Do you think that the minority should give way to the majority and break the dead-lock?" "I think that it is a burning shame that men who call themselves representative men should act as these men are—wasting the people's money and consuming time that should be devoted to other business. They should give way and let the majority rule."

Mr. Odum is a prominent allianceman, and says that the alliance is solid for Call. Mr. F. W. Taylor was present and endorsed all that Mr. Odum said. Mr. E. W. Barney was asked: "What do you think of the action of the representatives of this county?" He replied: "Well, I do not think that they are doing as they promised. They told the people that they would vote for Call, but I fail to find any account of their doing so."

And so it goes. Like expressions are heard on every hand. The sentiment here is exactly but determinedly in favor of the re-election of Wilkinson Call for United States senator.

ORANGE COUNTY MEN SICK. OVIDEO, FLA., May 16.—(Special.)—The TIMES UNION correspondent has spent a few hours this morning in conversation with the most prominent men of this place—a large majority of them alliancemen, too—about the senatorial situation in Tallahassee. With only one exception they thought the minority, who are now preventing Call's reelection to the United States senate. The minority has so far been unable to bring out a candidate whom they think a majority would accept. Their work is only contentment with the voice of the people. The best men are sick.

As a citizen of the state of Florida and a member of the democratic party, I have been watching the published proceedings of the democratic caucus of our legislature, whose purpose and aim should be to elect a candidate for the office of United States senator, to be elected by the present legislature of Florida.

The great fabric of democratic principles, so tenaciously and lastingly fostered and cherished by the noble and solid old democratic party, which has existed with unswerving and unchanging stability since the days of our great and patriotic Jefferson, was founded on the idea of majority rule.

Will it be said to-day that the present legislature of Florida is so far forgetful of the great and underlying principle as to lose sight of the will of the majority of the people of our state as expressed by ballot, by petitions, by importuning requests and earnest solicitations, and even rightful and absolute demands, so decidedly and emphatically demanding and urging the re-election of Hon. Wilkinson Call to the United States senate?

Can it be that the wheels of harmony in our legislature are to be clogged by a minority in the legislative caucus, which must know that Senator Call is the choice of the people of this state by a very large majority of the voters thereof?

It seems to me that the efforts of the minority to "down Call," and the very marked and signal failure to do so, after having a fair opportunity and full time to try its strength, is a demonstration of the utter lack of its ability, using whatever political tactics (tricks) it could devise, should cause those members who so doggedly persist in voting against Senator Call to pause and consider what they owe to their constituents, both local and at large over the whole state.

I have an "old-tangled" democratic belief, which, right or wrong, has, "some how or other," crept into my political education and plain way of thinking, that representatives of the people should unhesitatingly obey the wishes of the people, whatever they do, and such representative, forgetful of and ignoring any personal or individual feeling.

This contest seems to be a fight for supremacy between corporations and the people. The attention of the people of Florida has at least been aroused to the fact that the localities grasp of railroad corporations is being fastened upon them, and they now demand to be released therefrom. Senator Call, from a native and intuitive regard for the rights of the people, has been watching this encroachment of the railroad corporations upon those rights, and has dared to raise his voice against them in condemnation unopposed, in behalf of the people, and for so long he has been upon and anatomized by the railroad rings and their "toadies." Senator Call has shown himself worthy of the championship of the people, and he is to-day their true and acknowledged champion, faithful to the people and faithful to the democratic party.

Senator Call is the "people's man," and for this reason the wicked and selfish "Chipley war" railway corporation is so determined to oppose and publicly declared and waged last year against the senator, who was then boldly battling for the people. The people are satisfied with him, they believe he has done them good and honest service; they know him to be watchful of their every interest; they have had him for twelve years as their senator, and desire his continuance as such in our national council.

A large number of persons, armed with Winchester, is in pursuit. As he is not still to be on the island, and has a word to the police that he would not leave, that he has plenty of ammunition and is a good shot. He has been in this vicinity for some weeks, committing depredations in Chester, and is supposed to have fired at a policeman a short time ago. He sent notice to the chief of police this week that he would not be captured alive and would kill some of the police. There is no claim to know him as he killed a man on the Satilla river, in Georgia, some years ago.

Several guns and pistols were found in the house he had occupied while here. It is stated that he is in hiding in the net, and the house is now un-der the protection of several men. The shooting and his, no doubt, is a terrible evidence that Lang is a murderer, and the Jewup murderer, and some colored people here claim to know that he is Brewer.

Much excitement prevails and the search continues. The latest rumor gives Lang a confederate, who is with him, and this is supposed to be Brewer. A "SECRET PARTY" ORGANIZED. 7.30 p. m.—Lang Murray is thought to be located in a house on Second street, and a party has now gone to search it. If found, he will most likely be killed, as the feeling here is very bitter against him. Deputy Robinson's funeral will be attended by the fire department at 3 p. m. to-morrow.

AT ST. AUGUSTINE.

Extensive Paving Operations Ordered by Mr. Henry M. Flagler. Special Correspondence of Times-Union. ST. AUGUSTINE, FLA., May 16.—Mr. Henry M. Flagler has instructed Messrs. McGuire & McDonald to continue the block pavement from Malaga street, on King street, to Ribera street. This, with the exception of the square between Ribera and Beville streets, will complete the paving of that beautiful thoroughfare from the Matanzas to the San Sebastian rivers. The people of New Augustines, who frequent this city are greatly interfered with by the disgraceful condition of what is likely to remain the unpaved part of King street—unless the city authorities take some action to require the unpaved part to be put in, at least, a passable condition—is the expression of all who are compelled to use the city's main artery for the country trade.

Captain Eddie Allen kindly donated the use of his sloops, their crews and his own services to the teachers and pupils of the public schools on Thursday for the excursion to Moultrie, for all of which all of the excursionists are thankful.

The Manse committee is to give a picnic to Ormond-on-the-Halfway during next week.

The South Beach company offers extra inducements to excursionists to-morrow. The bathing is fine. Representative W. W. Goods of St. Johns came home last night to spend Sunday with his family, who are severely troubled about the health of one of their little ones. Mr. Goods brings good news from Tallahassee, and, in fact, the result of his negotiations from his constituents, who recognize the fact that both he and Mr. Usina, also appreciate the fact that they are at Tallahassee to serve the people, and not to take the bit in their own teeth.

The trim and powerful little steamer Mabel F. has been bought by Mr. George W. Corbett of this city, who will use her as a coast fishing boat. The Mabel F. could have been used to advantage this morning in towing into port the large lumberhead caught by Mr. J. R. Smith while fishing for sheepshead. His turtle shell will be served up in fine shape to-morrow by Engineer Hevins.

Paymaster William Kekels and his clerk, Mr. Charles B. Kekels, paid the troops at St. Francis barracks their regular two months' arrears this morning, amounting to some \$3,000, the bulk of which is fast being raked into the till of the various stores of this city. A number of the men, being recruits, are for the first time handling their "quels" money, and (and) for the corresponding extra benefit. Some of the more sensible are depositing same with the paymaster, as the government allows them 4 per cent on all such deposits. Major Kekels pays the troops at most of the posts every month, and there appears no good reason why he should not pay at them all monthly.

There seems to be a possibility, under certain conditions to be granted by this city, of a beach railroad from Palto to this city via the St. Augustine and North Beach railway. Such an enterprise would doubtless become popular with the lovers of a ride along the ocean beach, and would most likely be a paying investment. However, as such a thing is at present only whispered, it will not do to become over-anxious.

After another charming season with friends, Mr. Philip Ammidown returns to-day to New York city, taking with him the good wishes of the people, who appreciate Mr. Ammidown's liberality in having his St. George street property front paved. It is to be hoped that after the

ROADS KING ST.

No Notice Given. JACKSONVILLE, FLA., May 16, 1891. To the Editor of the Times-Union: As a regular meeting of sub-alliance No. 559, of Duval county, held on the 14th inst., the following resolutions were unanimously adopted: Resolved, That whereas, the attention of the members of this alliance having been called to the notice through the city papers of a meeting of the Duval county alliance held in the city of Jacksonville on May 12, 1891, at which meeting certain resolutions were passed and sent to Tallahassee for the purpose of influencing the vote for United States senator, and pertaining to the ratification of the alliance of this county, we, as a body, condemn the actions of that meeting for the following reasons: That there was no notice given at what

"I have drawn a Bill for opening the street from the Public Square or Plaza, to St. Sebastian's Bridge, which with my explanation will induce Congress to pass it."

Jos. M. White

Florida Herald

Jan 17, 1835

STREETS: Misc.

(King St. - Extension past Government House.)

ned, your collectors will be with-
use of complaint as to the man-
suggested summary jurisdiction
By referring to the report of the
charged with the fiscal depart-
seen, that nearly two thirds of
venue which was due, and pay-
of Nov. 1833, yet remains un-
some proportion of the revenue
past year, is also outstanding
These facts go clearly to show
of collecting more effectual than
ould be essayed, or constant
must attend your finances.

al code appears to me to need
rection. Desirable as it may
he vicious propensities of man-
shows that it cannot be effect-
asionally passion will outstrip
and lead persons to the commis-
uch even by the offending party
d and repeated of, when brought
moments and to a sound reflect-
the law imposes penalties
the offence committed, or when
ishments are inflicted, instead of
imation which should be the
ments, a converse effect is most
ed. The offender being stam-
ny, is thereafter rendered a
erous member of society. Con-
on a free citizen, is hardly
th in any criminal code. It
from our army regulations;
ticken from your statute book,
orm or feeling, other than cher-
of country, can reasonably
any one who shall be so harsh-
mously dealt with by law.

too that the right confided to
at their discretion, penalties
be taken away. As the prac-
ence is first required to determine
ence of the accused. Next
the penalty shall be fine or
corporal punishment, and last-
s to these, the quantum of
extended becomes a matter
on for on all these points, the
omious in their determination
ring them, three perplexing
me care, their difficulties are
he chances of conviction for
The law ought to affix ad-
penalties to each enumerated
guilt or innocence of the accu-
with the jury, and when ascer-
alone should declare such
the statute may be nullified,
where persons charge a with
the States into this Territory.
was made by the Governor
certified copy of the indict-
and a citizen was required to
an agent specially charged
To meet emergencies, the act
23 is not sufficiently explicit;
directory statute here, which
omation than is given by this
in case of application, it may
Executive "in cause said
ted and secured." But how
shall the Executive direct the
riff to do it? The law does
duty; nor does it impose a pen-
on. Shall a public proclama-
officers, civil and military,

utterly void which rest upon, or are in any wise
connected with considerations of hazard.

Permit me to say that to afford the means of
education has always been a desirable consider-
ation with thoughtful legislators. It is the es-
sential means by which free governments are to
be maintained. To effect this, let it be declared
by law, that all sums accruing from fines and
penalties shall constitute a fund, for establish-
ing at some healthy position, a respectable Aca-
demy for the education of youth. The Execu-
tive will be more reluctant to remit penalties to
offenders when they are thus
advantageously to be applied; and even if an
excessive fine be at any time exacted from some
violate of the laws, he will derive satisfaction
from knowing that if injustice is done to him the
sum paid will go to form the youthful mind, and
give future character and benefit to the country.

In a few years the fund thus created, may
become to be an important one, and be fully ad-
equate to the end and object suggested.

A report from the Central Bank of Florida,
and one from the Bank of Pensacola accompa-
nies this message in conformity to the provisions
of an act passed the 9th of February 1833—
The Union Bank has not yet gone into opera-
tion; but will do so it is expected in a few days.

Commissioners have been appointed, though
nothing definitive has taken place, relative to
the act of the last session entitled "an act to pro-
vide for the completion of the capitol." To me
no report has been made. It will be in the
power of the commissioners, at the present ses-
sion, to give you information of the exact condi-
tion of the Tallahassee fund, and thereby enable
you to determine, what other and further legis-
lation will be necessary to accomplish the ob-
jects of that law.

By an act of Congress passed the 16th June last
some expenditures considered by the Legisla-
tive council to be necessary, were repealed and
annulled; and thenceforth it was enacted, that
the entire annual expense should not exceed
\$7,000. This amount is short of what is neces-
sary; Congress, however, has declared other-
wise, and it is not for us to call their decision in-
question; but to restrict all all future expendi-
tures to the rule thus laid down and prescribed.
Economy should be practised by all govern-
ments, that the people may have nothing of un-
necessary exaction imposed; and could any
thing of prodigal expenditure be imputed or per-
ceived; so far from encouraging, I should be
ready to reprove it. The exports from this ter-
ritory are considerable, and the consumption in
return, on which duties are paid, and whence
revenue is derived to the General Government is
consequently so. That revenues much ex-
ceeds what is expended within your limits.

But the present question is not one of Dollars
and cents; in that point of view it is of little im-
portance. Higher considerations are involved.
This territory being clothed with authority to
select representatives to manage and control
their internal domestic affairs, the question is
whether when such rights exist, Congress should
not permit the Representatives of the people to
present to them what is or is not, a reasonable
expenditure of public money. Were extrava-
gance practiced, which cannot justly be imputed
then might a pretext arise for inhibitions to be
imposed, and then they should be imposed.—
Estimates for the present year, have been for-
warded to the Treasury Department, based up-
on the declarations and requirements contained

committee of the whole, to whom the subject
subject of Fortifications had been referred.

Washington, December 30th, 1834.
DEAR SIR,—I have a proposition before
Committee of Ways and Means to appropriate
\$25,000 for the Inland Channel between St. Au-
gustine and St. Johns, which in addition to \$100,000
now appropriated, will make a sum large enough
it is hoped for a channel for the large Steam
Boats at all tides. I am making every effort
for the Fort and Sea Wall, and have hopes of
success.

I have drawn a Bill for opening the street
from the Public Square or Plaza, to St. Seba-
stian's Bridge, which with my explanation I think
will induce Congress to pass it.

I have a proposition before a Committee
clearing out the Ocklawaha, and a Bill before
the Senate for a Road from Black Creek to Sa-
wamco.

These are my projects for East Florida, and
I hope most of them will succeed.

I am yours,
JOS. M. WHITE.

JAMES M. GOULD, Esq.

The New York Mercantile Advertiser
of the 8th inst. says—
The new steam boat *Dolphin*, Captain
intended to ply between Charleston and
St. Augustine, started yesterday from
one of the upper wharves, but putting
Whitehall slip, the ice being too for-
midable for her to attempt to pass.

The Chevalier Don Pablo de
Gincon, formerly Spanish Consul in
Charleston, at Baltimore and Norfolk
and attache to Mr. Onis' embassy, has
been appointed by the Queen Regent
of Spain, Consul General in the United
States, vacated by the death of Chev-
lier de Bernabeu.

The weather.—The very severe and
long continued cold weather, which
which the year opened, has been suc-
ceeded by several days of moderate,
but unsettled weather, and were visited
yesterday morning by a storm of rain,
thunder and lightning—an occurrence
very unusual at this period of the year,
and especially so after a season of such
intense cold, as that we have exper-
ienced.—Ch. Courier.

Judge of the Supreme Court.—It
will be seen by our Washington Letter,
that the Senate have confirmed the ap-
pointment of Judge WAYNE, of Georgia,
to this dignified and important station.
Ibid.

From the Darien Telegraph.
We publish with pleasure the following

life of the Captain
good style as any pu-
ly, in Georgia. - T
comfortable stages to
and from St. Aug-
ould be encourage
ould be amply rep-
ursion to St. Augu-
accomplished in a re-

The Richmond,
Potomac Railroad
the Virginia legisla-
port of the commis-
from a letter add-
nt. to the Editor of
Mr. Moncure Rob-
as an Engineer and
ears to have been a
part of the work will
100, or at furthest 3
the necessary depo-
sines, cars and car-
any of this sum is
vised by private su-
confidently anticipa-
will, as has been in-
heretofore, subscrib-
of the stock.
with the exception
which are pledged to
can be immediately
eady subscribed by
150,000 of which was
delphia. They had
contract twenty-seve
extending from Rich-
anna, at an average
per mile. The rails
he road are expecte
in the course of the
and fall, so as to ad-
the 1st December
oad will be comple-
the year 1836. The
bond to Frederick-
y the railroad from
ity eight; the time fr-
o three hours; the
Richmond to Wash-
our hours to betwe-
and the cost from
even dollars to 8
or.

In urging the pro-
contemplated road in
of the citizens; a very
tated, viz. that prov-
of the road, the
vorago number of
ne of stages betwe-
be Rappahannock

BRICK TO COMPLETE THE PAVEMENT
BETWEEN THE RAILS OF THE STREET
CAR TRACK ON KING STREET.

ST. AUGUSTINE EVENING RECORD FRI., JAN. 25, 1907 PG. 1

Brick to complete the pavement between the rails of the street car track on King Street has arrived, and teams are engaged hauling it to stretch alongside the track.

COST OF PAVING KING-MALAGA ST.

WAS LESS PER YARD THAN ANY
OTHER IN CITY.

Alderman Simms, Who Supervised the
Work is Ready to Render a Grati-
fying Report.

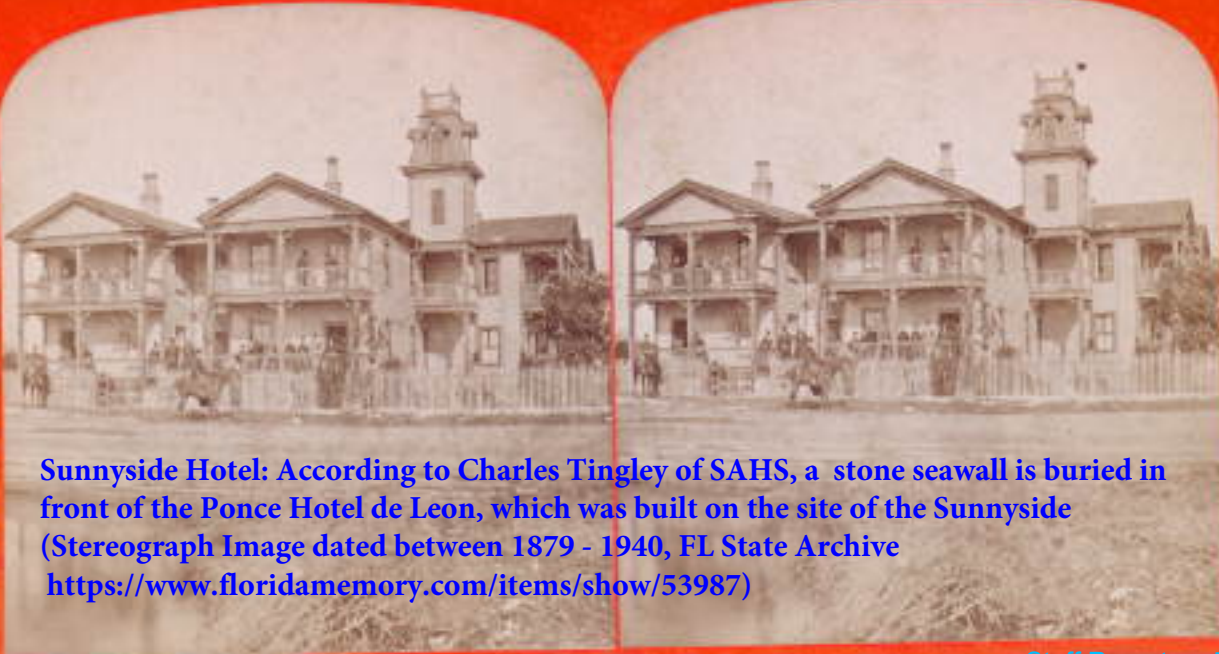
Now that the King and Malaga street pavement is completed the public will be interested in the financial end of this big improvement, and will be pleased to learn that the cost was less than for any other vitrified brick pavement in the city. The pavement was laid, including all work and material, curbing, catch basins and storm sewers at an average cost of \$1.63 8-19 per square yard. The economy experienced was due to the personal efforts of Mr. L. L. Simms, chairman of the street and lane committee. Even the re-laying of a block of the pavement is included in the figures given. Other streets in the city cost from \$1.70 to \$2.25 per square yard.

In all 7,600 square yards of brick were laid, the length being 2,015 feet, and the average width 34 feet. A storm sewer was laid from Central avenue to the San Sebastian river and 12 catch basins were installed along the life. The entire cost was \$12,420, of this amount the St. Johns Light and Power Company paid \$3,282.93 and the city paid \$1,657.15.

Many people were under the impression that this pavement had cost far more than others given out to contracts, but the figures above show that the reverse is the case.

Mr. Simms was criticised in connection with the work, but up to the present time maintained silence. Now that everything is finished he is ready to render a most gratifying report. He practically supervised the work from beginning to finish and watched every detail, ordering the material after getting the lowest prices and best terms for the city. Mr. Simms is due the credit for the economy exercised, which has saved the city a substantial sum.

21. Augustine Views



By the Florida Club

Sunnyside Hotel: According to Charles Tingley of SAHS, a stone seawall is buried in front of the Ponce Hotel de Leon, which was built on the site of the Sunnyside (Stereograph Image dated between 1879 - 1940, FL State Archive <https://www.floridamemory.com/items/show/53987>)

From: [Nancy Sikes-Kline](#)
To: [Reuben Franklin](#); [Julie Courtney](#)
Subject: Fwd: King Street
Date: Wednesday, February 21, 2024 2:41:08 PM


More info from Charles Tingley on King Street trees. See below.


Mayor Nancy Sikes-Kline
City of St. Augustine
C: (904) 837-6789

Begin forwarded message:

From: Charles Tingley <catingley@gmail.com>
Date: February 21, 2024 at 1:17:21 PM EST
To: Nancy Sikes-Kline <nsikeskline@citystaug.com>
Subject: King Street

Caution: This email originated from outside of the organization. Do not click links, open attachments or respond unless you recognize the sender and know the content is safe. When in doubt, contact IT.

 PC56-100.tif

 PC56-101.tif

Hello Nancy,

I ran into this photo (PC56-101) of the San Sebastian Bridge while looking for something else. This is from an anonymous photo album created circa 1885. The photo is looking east. You can just barely make out the St. Augustine Gas Company's tanks on the right. Note that none of Flagler's hotels appear on the horizon. Also note the extensive marsh on the west shore of the river. Other photos in the album help us date it to 1885. For example the Villa Zorayda has just been built.

There is a nice view of the oaks along King Street planted by the first Clarissa Anderson. (PO56-106) These were removed for the trolley. This action generated Dr. Anderson planting the palm trees.

The trees in front of the Villa Zorayda in 1885 didn't last too long despite the wooden tree protectors. (PO56-107)

I sure hope you have killed the ridiculous redesign of the intersections of Avenida Menendez, Cathedral Place, and King Street. (PO56-107)

Oaks along King Street planted by the first
Clarissa Anderson. (SAHS PO56-106) These
were removed for the trolley. This action
generated Dr. Anderson planting the palm trees
in 1907

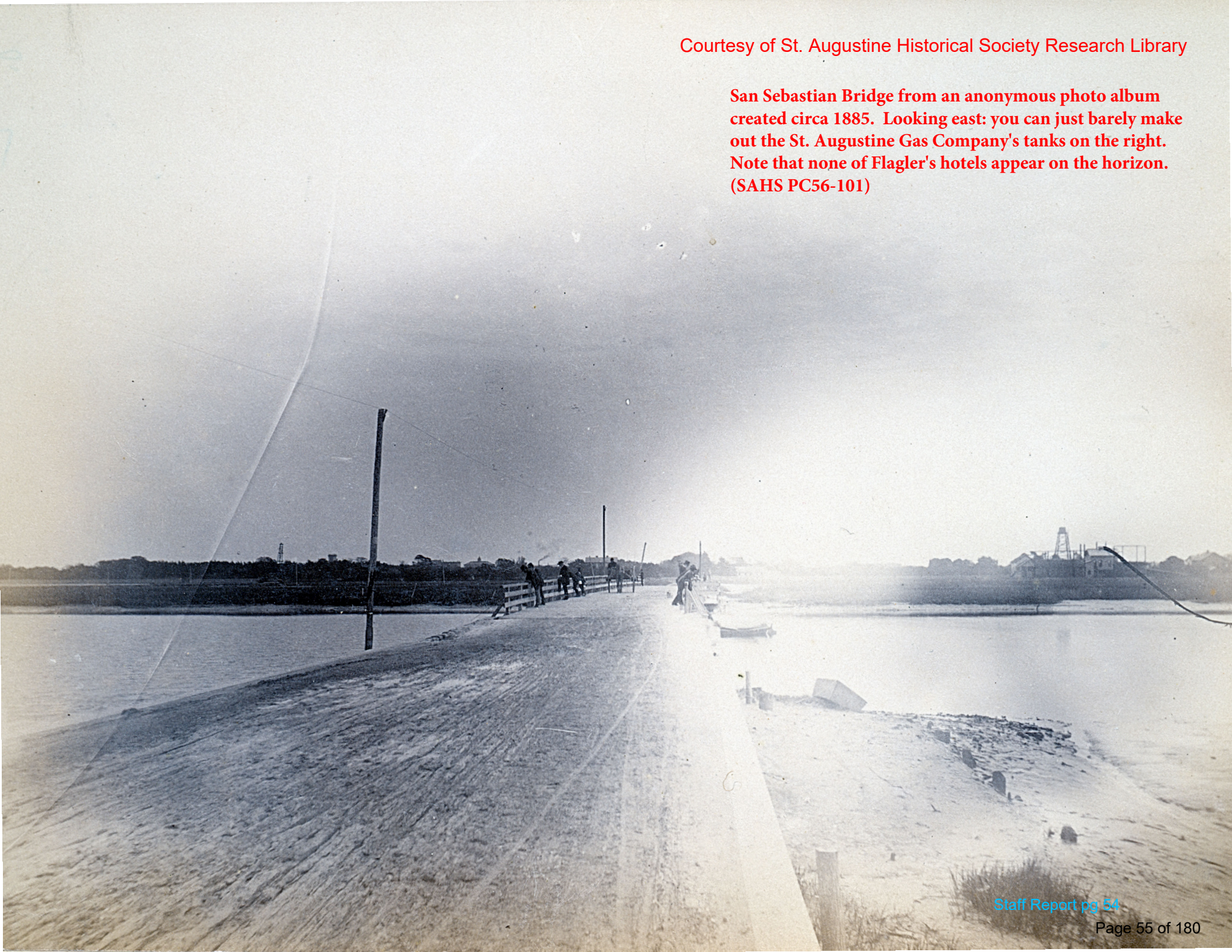
Courtesy of St. Augustine Historical Society Research Library

Trees in front of the Villa Zorayda in 1885 didn't last too long despite the wooden tree protectors. (SAHS PO56-107)



Courtesy of St. Augustine Historical Society Research Library

San Sebastian Bridge from an anonymous photo album created circa 1885. Looking east: you can just barely make out the St. Augustine Gas Company's tanks on the right. Note that none of Flagler's hotels appear on the horizon. (SAHS PC56-101)



**CULTURAL RESOURCE ASSESSMENT
DESKTOP ANALYSIS**

**KING STREET, CORDOVA STREET,
AND CATHEDRAL PLACE
COMPLETE STREET IMPROVEMENTS PROJECT
ST. AUGUSTINE, ST. JOHNS COUNTY, FLORIDA**

Prepared for:

City of St. Augustine

On Behalf of:

**Hanson Professional Services, Inc.
8075 Gate Parkway West, Suite 204
Jacksonville, Florida 32116**

Prepared by:



Florida's First Choice in Cultural Resource Management

**Archaeological Consultants, Inc.
8110 Blaikie Court, Suite A
Sarasota, Florida 34240
(941) 379-6206**

January 2024

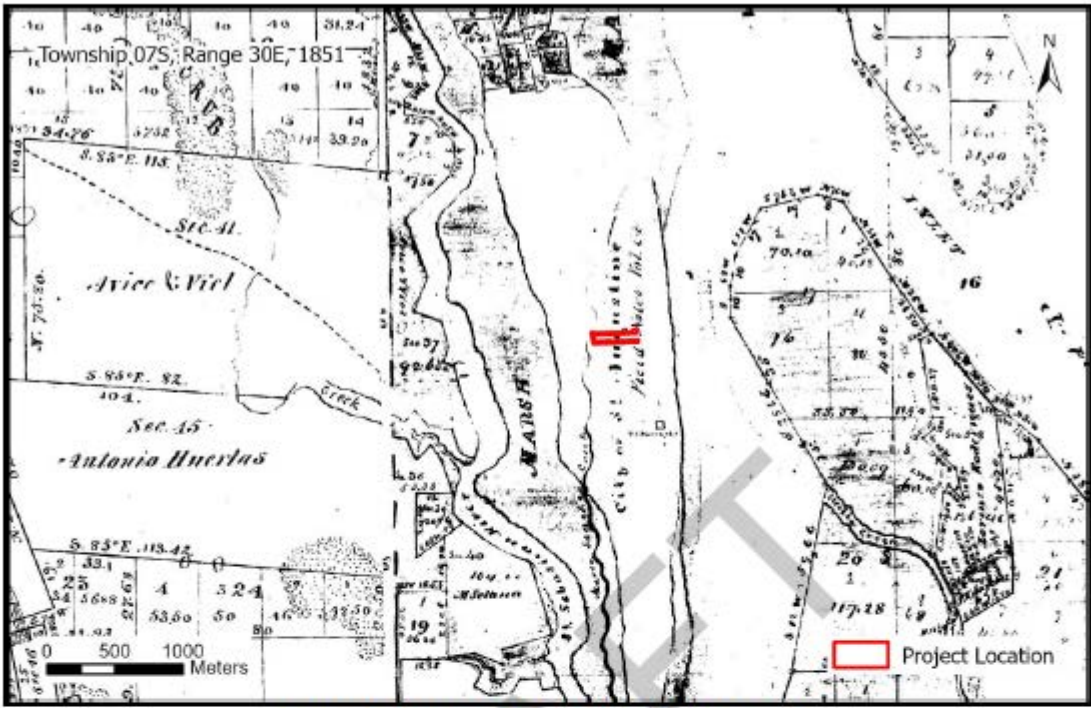


Figure 6. 1851 Plat Map showing the project area.

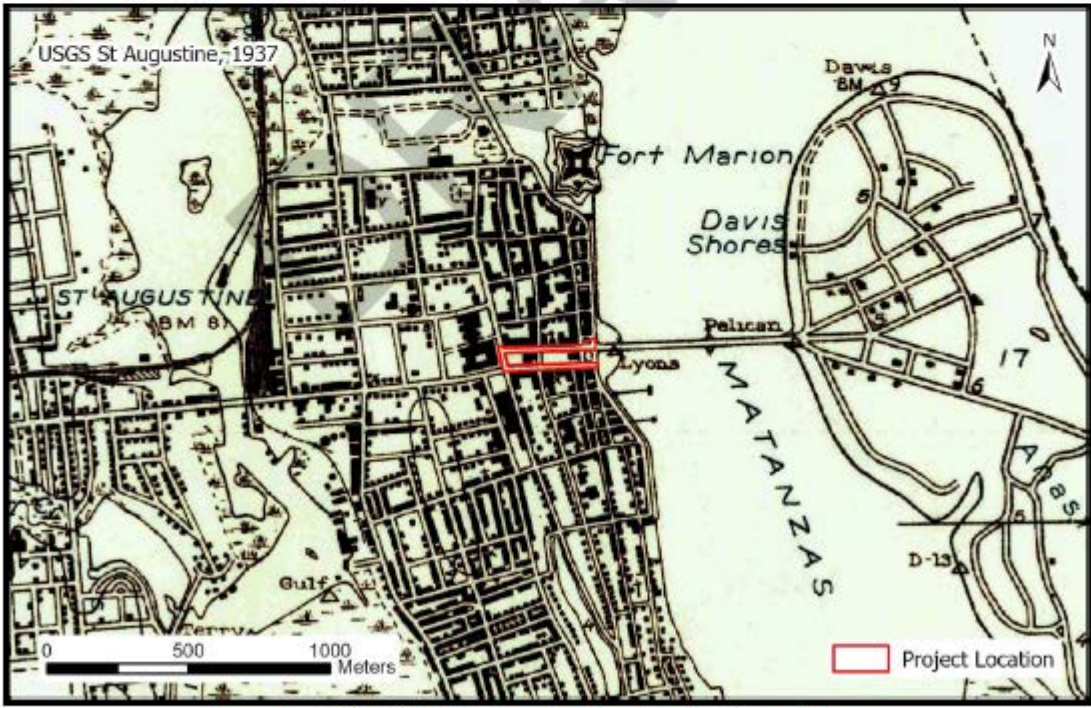


Figure 7. 1937 USGS Quadrangle Map showing the project area.



Figure 8. 1943 and 1980 aerial photographs showing APE.

An examination of 19th and 20th century Sanborn Fire Insurance Maps was conducted. The maps provide details of buildings and structures in the area of the APE. In the area west of St. George Street, the 1884 and 1888 maps show Cathedral Lane stopping at St. George Street (Figures 9 and 10). Three buildings, a two-story plastered cement and wood frame building with two business (Gents Furn'g and D.G.) (Figure 11), a brick building (Nerrs.), and a wood frame Presbyterian Sunday School, are shown within today's western section of Cathedral Place. At one point, the Bishop's Residence, a three-story stone building, is located north of this section of Cathedral Place (Figure 10). By 1888, the Bishop's Residence had become a Catholic School (Figure 10), and it is likely that the "Priest's Dwg" on Cathedral Place became, or at least was referenced as, the Bishop's residence by 1887, as a photo from the time period describes it as such (Figure 12). Another 1888 Sanborn Map shows the Hotel Ponce DeLeon at its present location (now Flagler College) (Figure 13). The 1892 Sanborn map shows Cathedral Place has been extended westward to Cordova Street and the three buildings have been removed due to the westward expansion of Cathedral Place in 1890 (Parker 2002) (Figure 14). Also shown on the maps is the boat basin at the east end of the East Plaza; the northwestern corner of the basin likely extended into the APE. The basin was constructed as part of the 1840 seawall. It was abandoned in 1895, and a wooden bridge was constructed across Matanzas Bay. It was replaced in 1927 by the Bridge of Lions (St Augustine Archaeological Association n.d.). The basin is not shown on the 1899 Sanborn Map (Figure 15). By 1910, buildings have been built all along the northern side of Cathedral Place (Figure 16). It should be noted that the majority of the buildings along Cathedral Place abut the street, and several have balconies that overhang the street. The quality of the building foundations of those still standing today should be kept in mind during project construction.

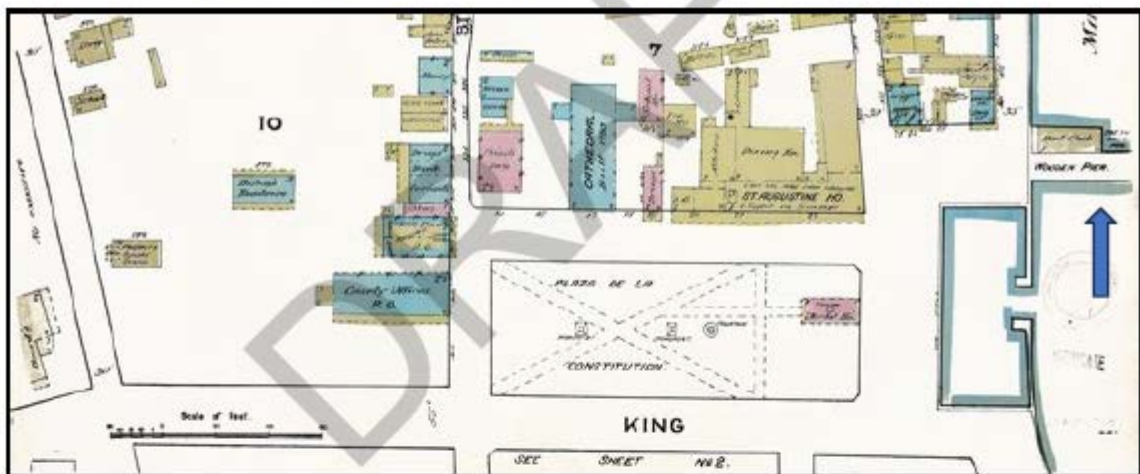
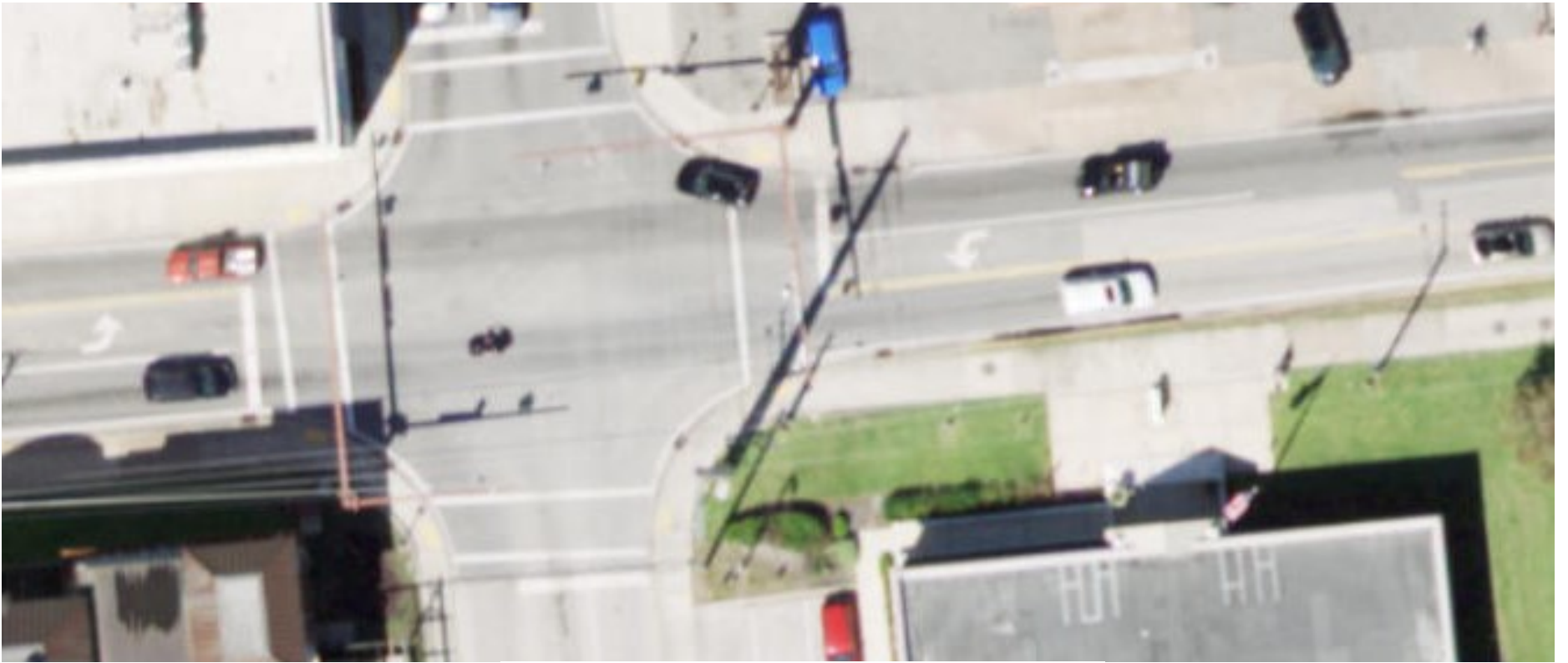


Figure 9. 1884 Sanborn Map. Note that Cathedral Place does not continue west of St. George Street and several buildings, including a two-story plastered cement building with two business, a small brick building to its north, and a frame Presbyterian Sunday School, are located in the area.



Figure 16. 1910 Sanborn map. Additional buildings along Cathedral Place, specifically along corner of Cordova.

Existing

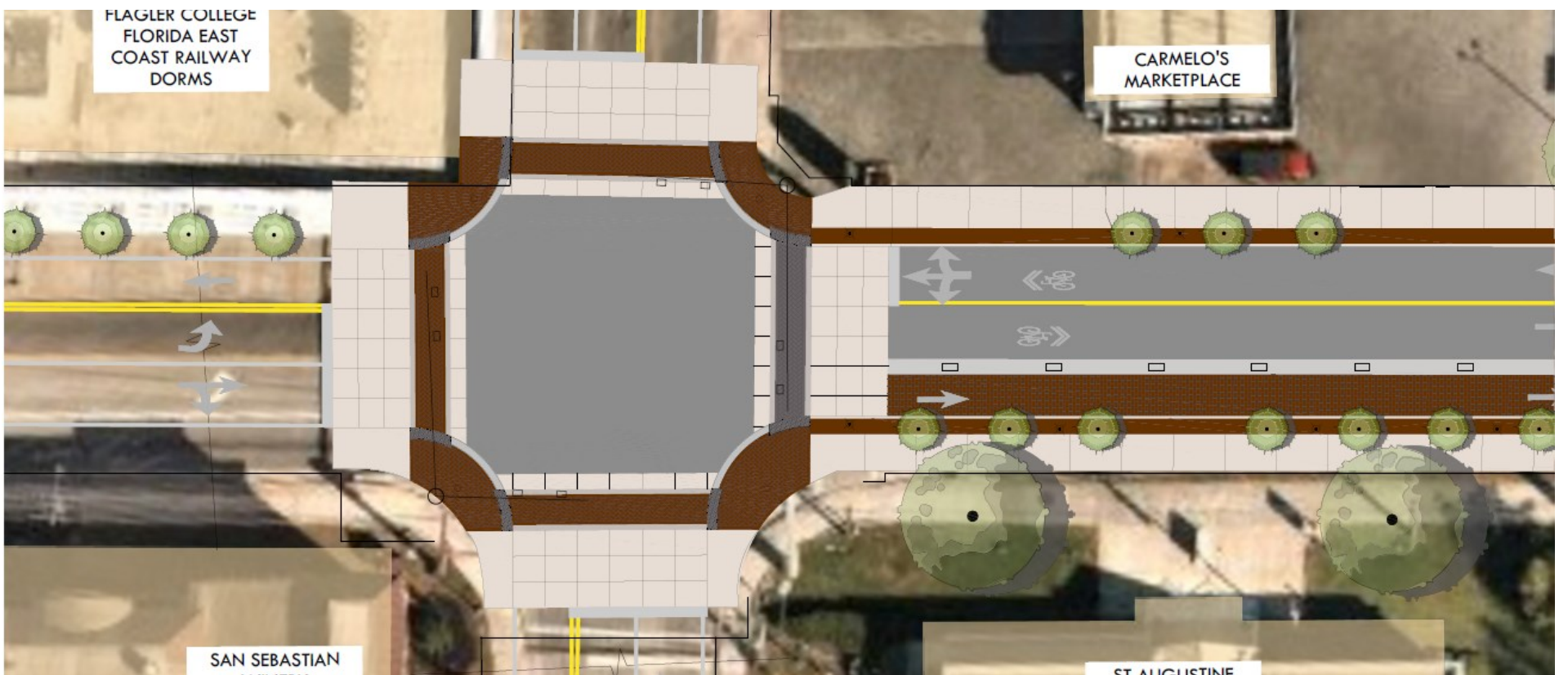


Intersection of Malaga Street and King Street

Option A



Option B

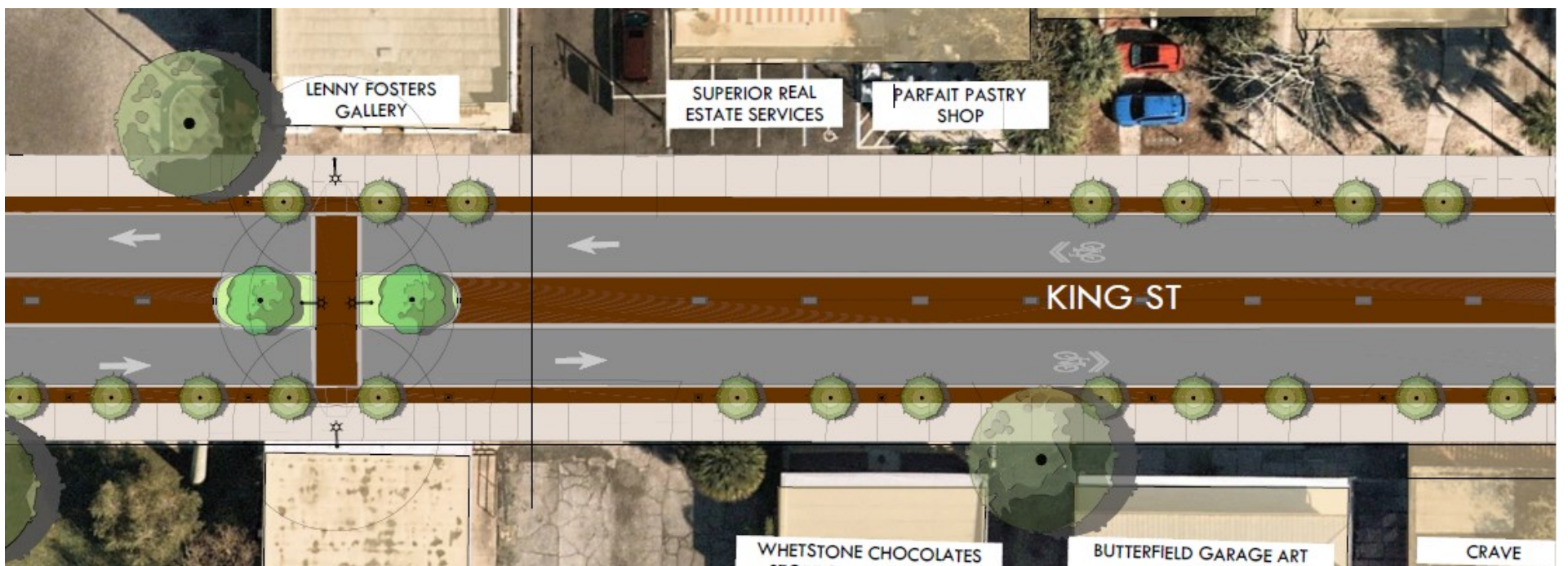


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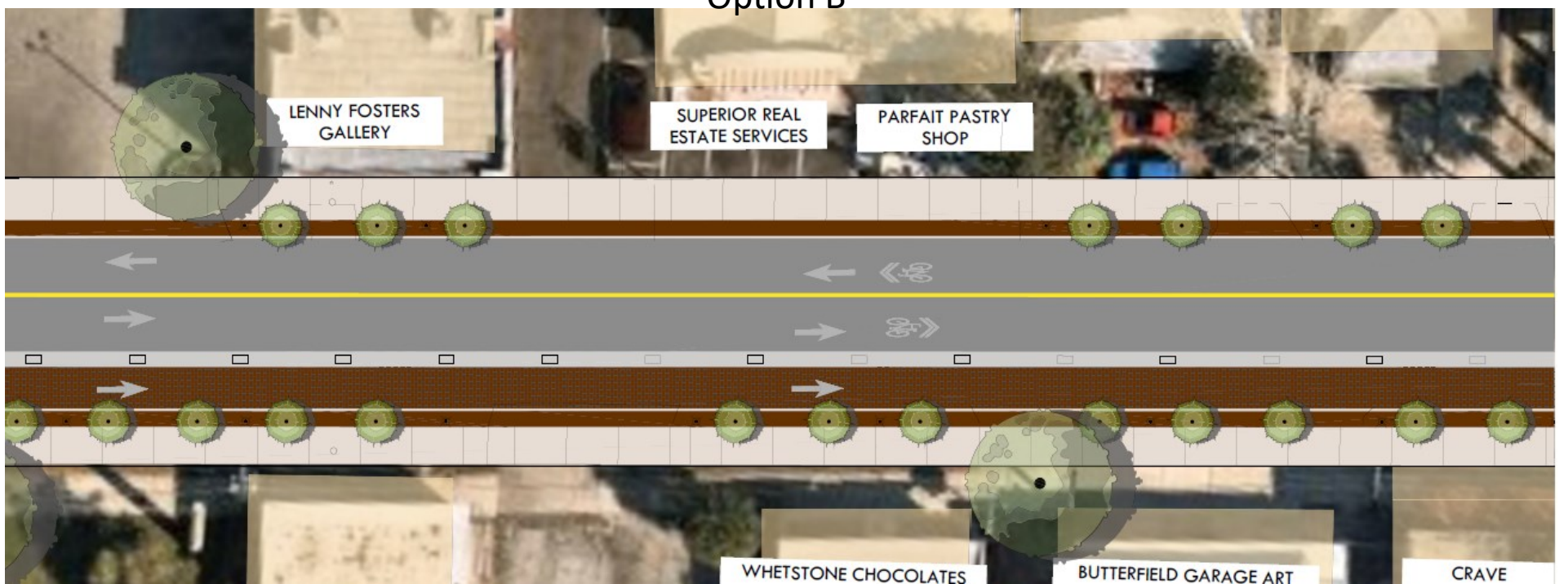


King Street east of Malaga Street

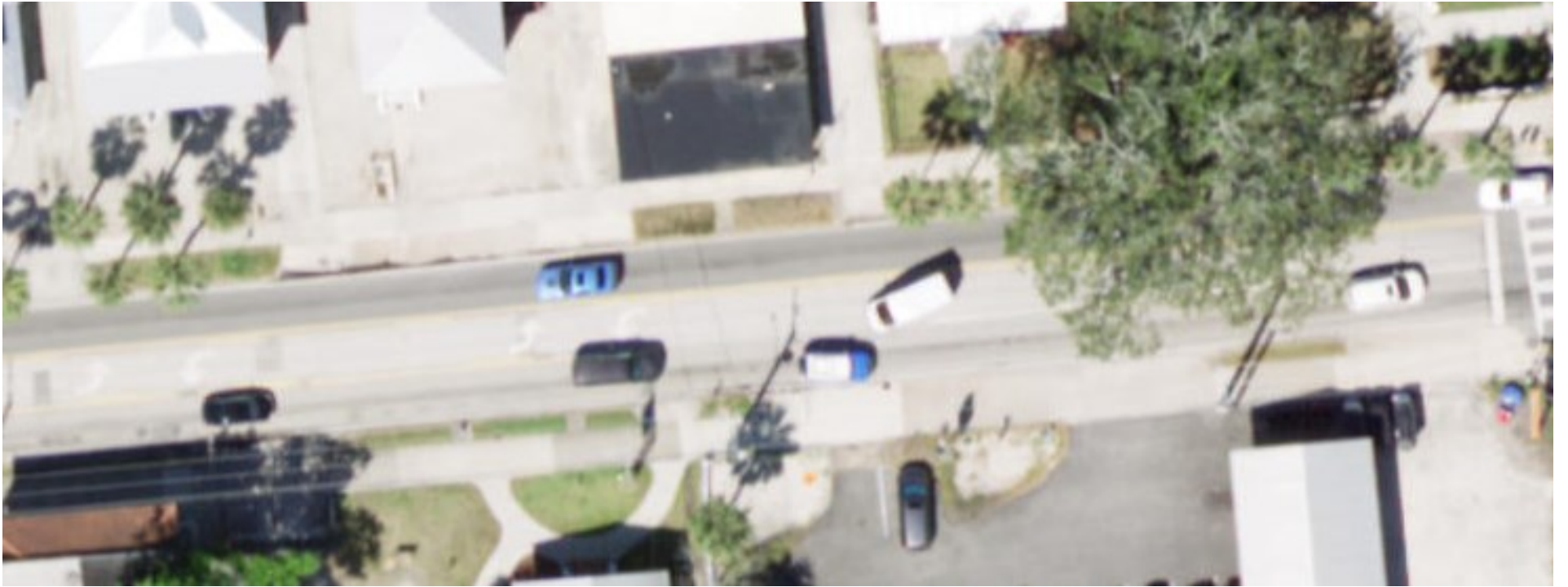
Option A



Option B

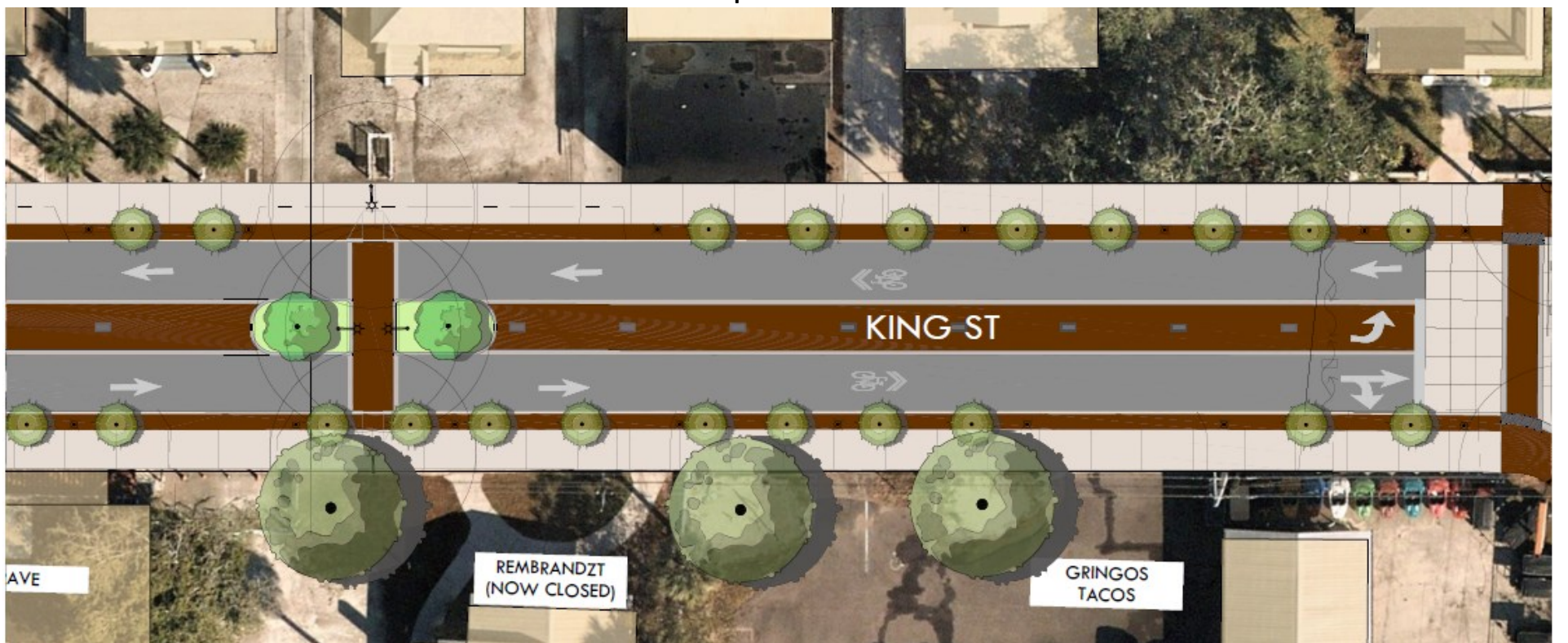


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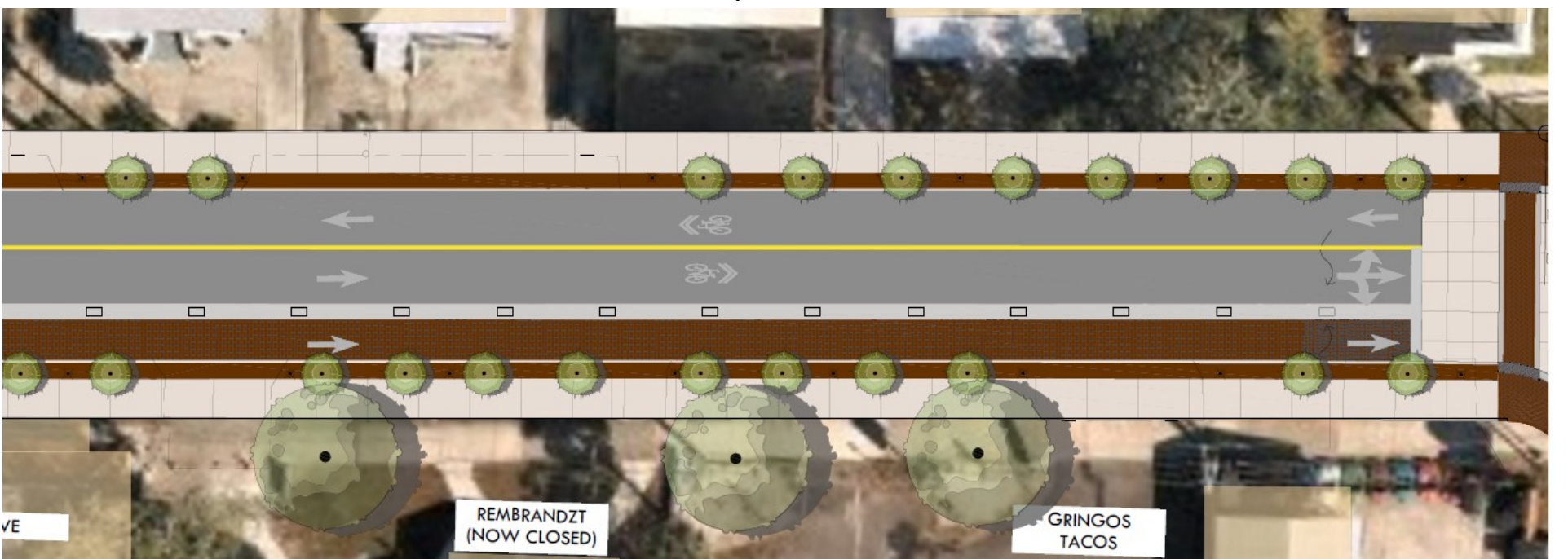


King Street West of Riberia Street

Option A



Option B

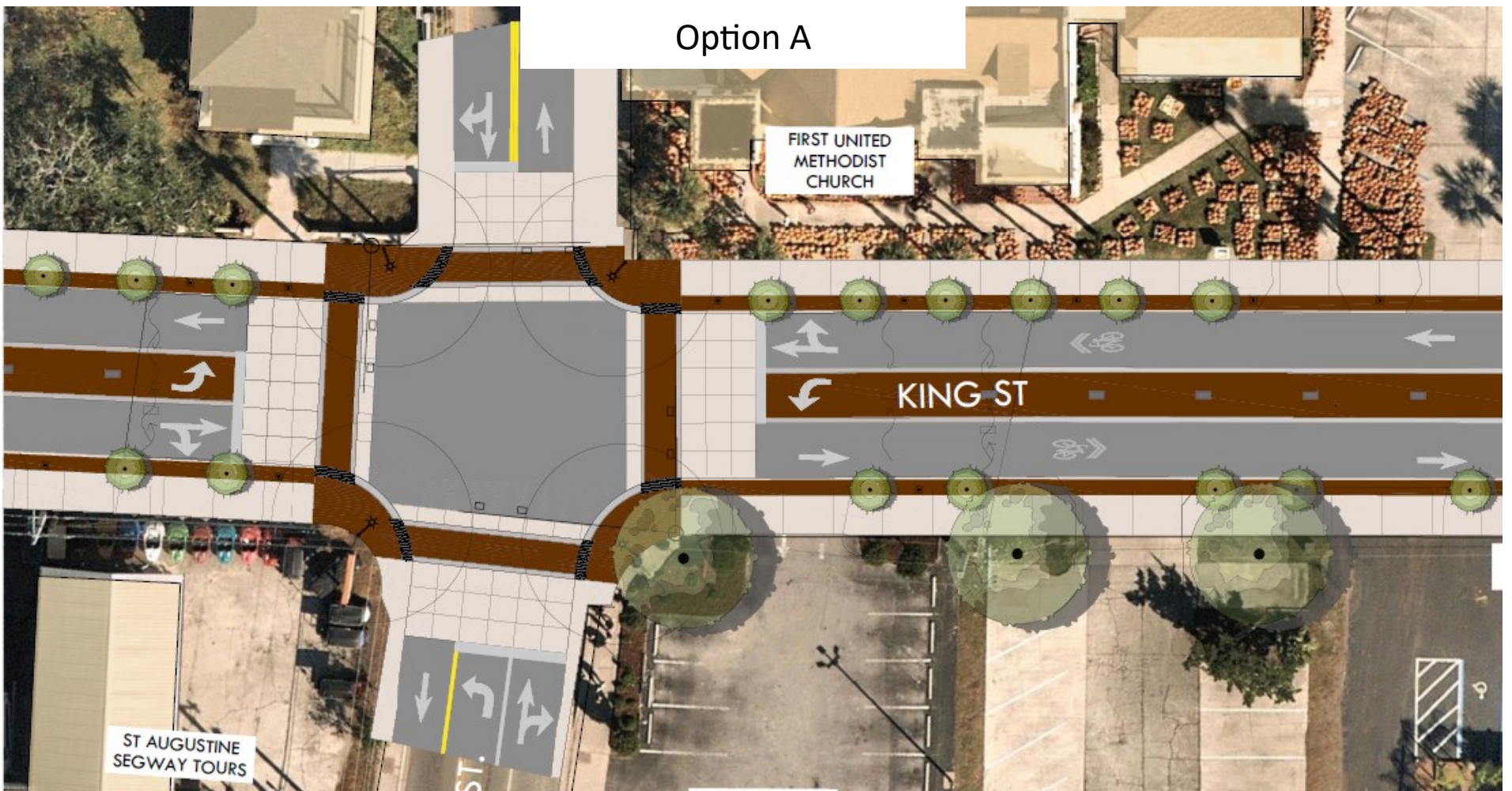


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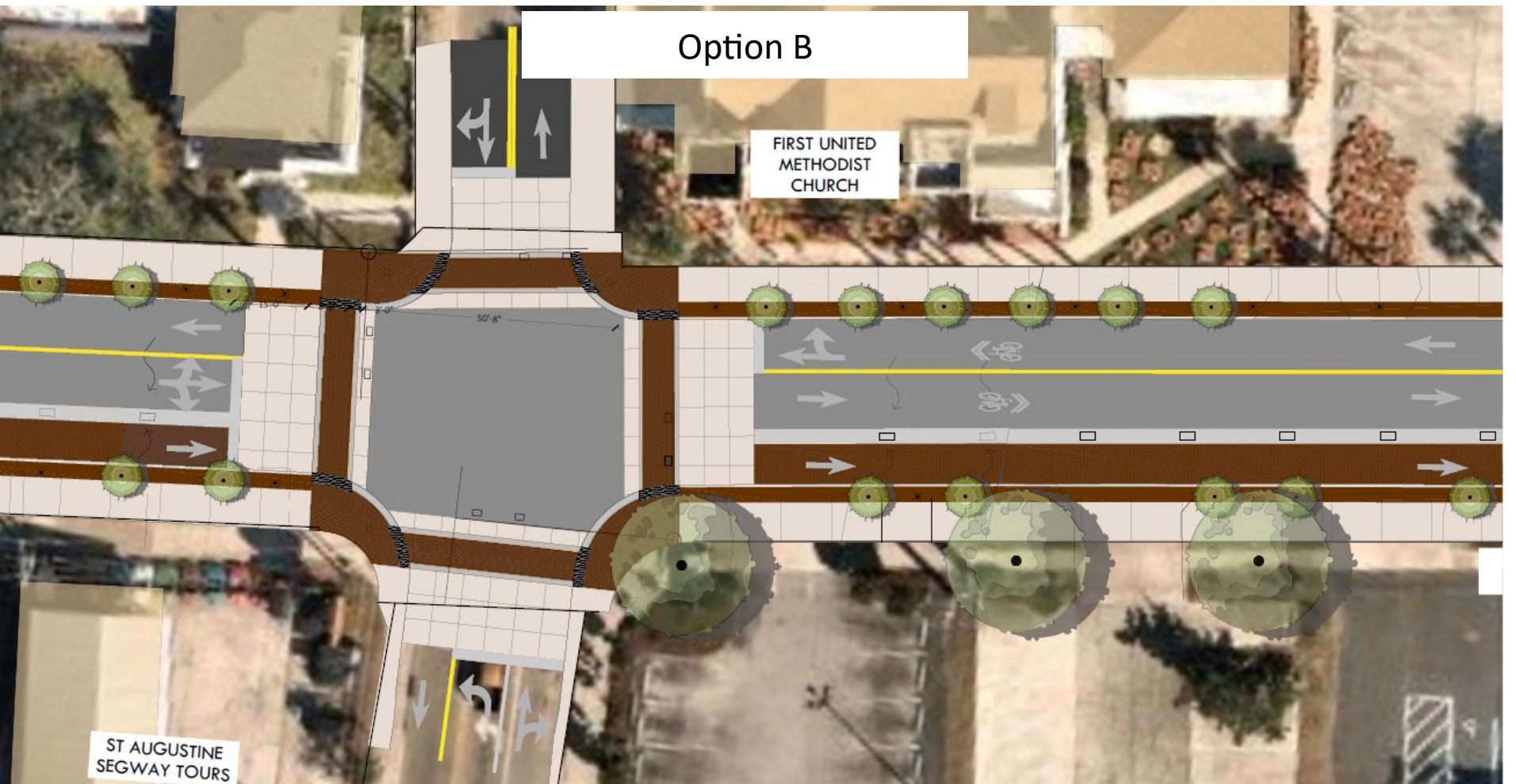
Intersection of Riberia Street and King Street

Option A



ST AUGUSTINE
SEGWAY TOURS

Option B



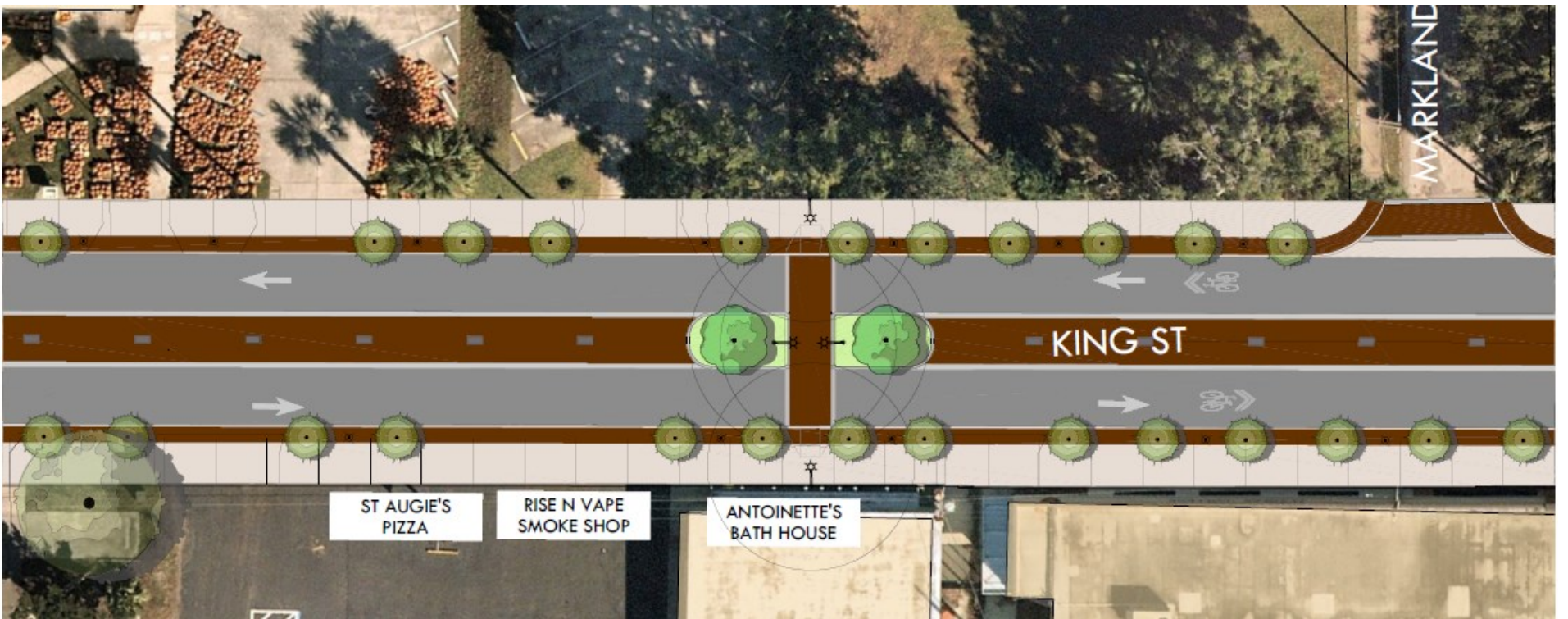
ST AUGUSTINE
SEGWAY TOURS

Existing

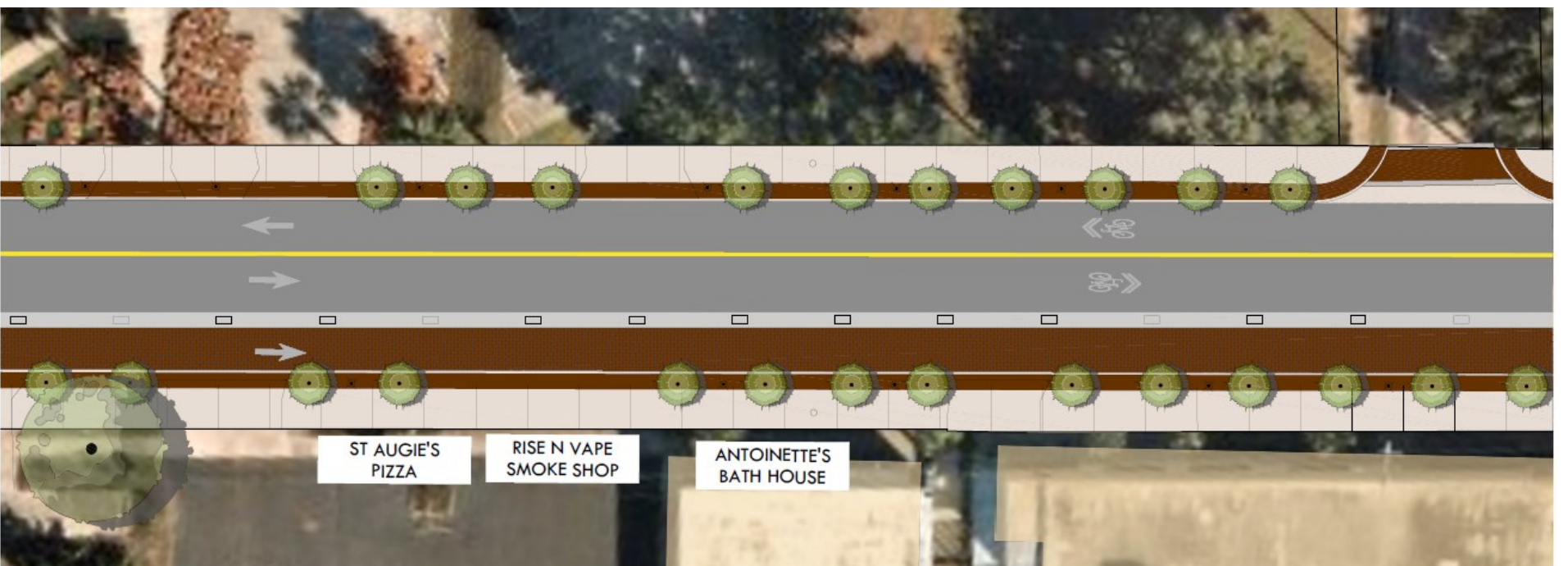


King Street East of Riberia Street

Option A



Option B



Existing

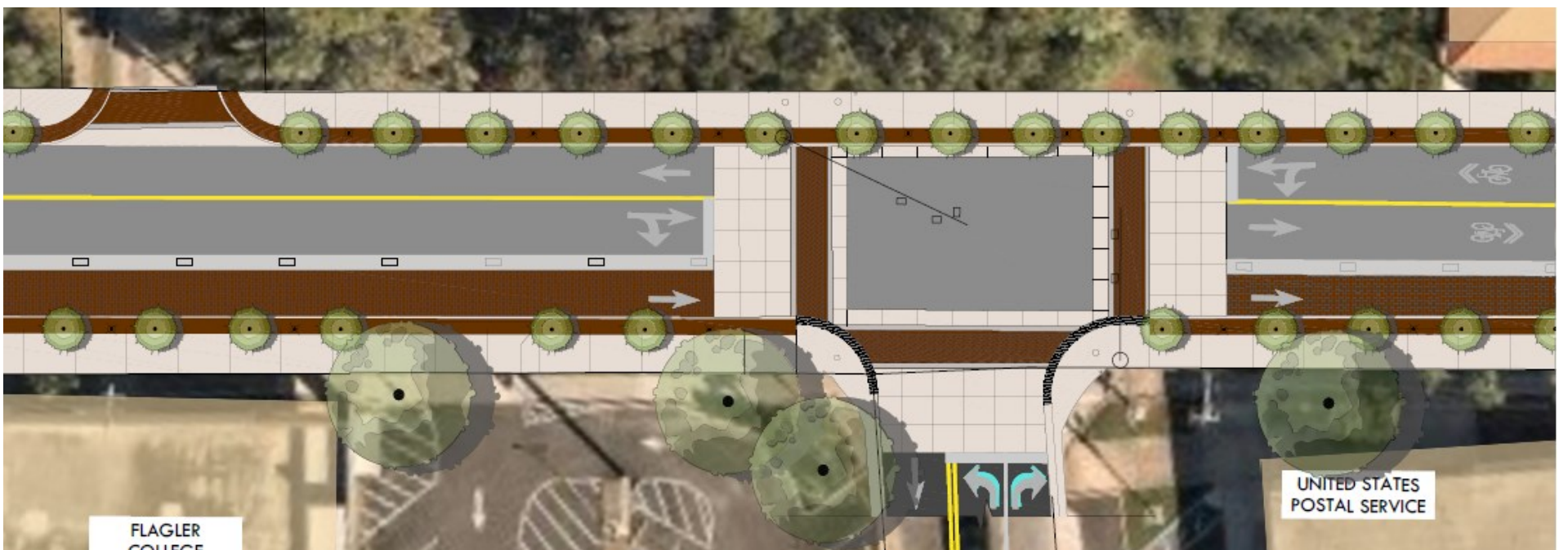


Intersection of Martin Lither King Jr. Avenue and King Street

Option A



Option B



Existing

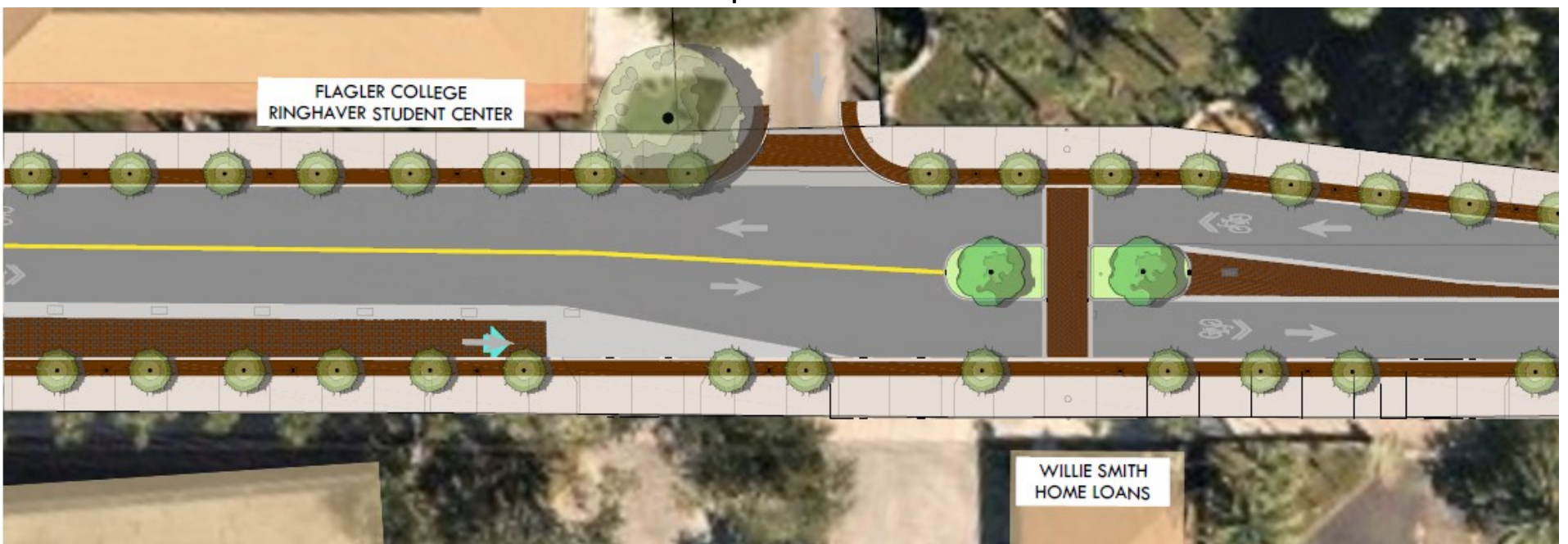


Intersection of Sevilla Street and King Street

Option A



Option B

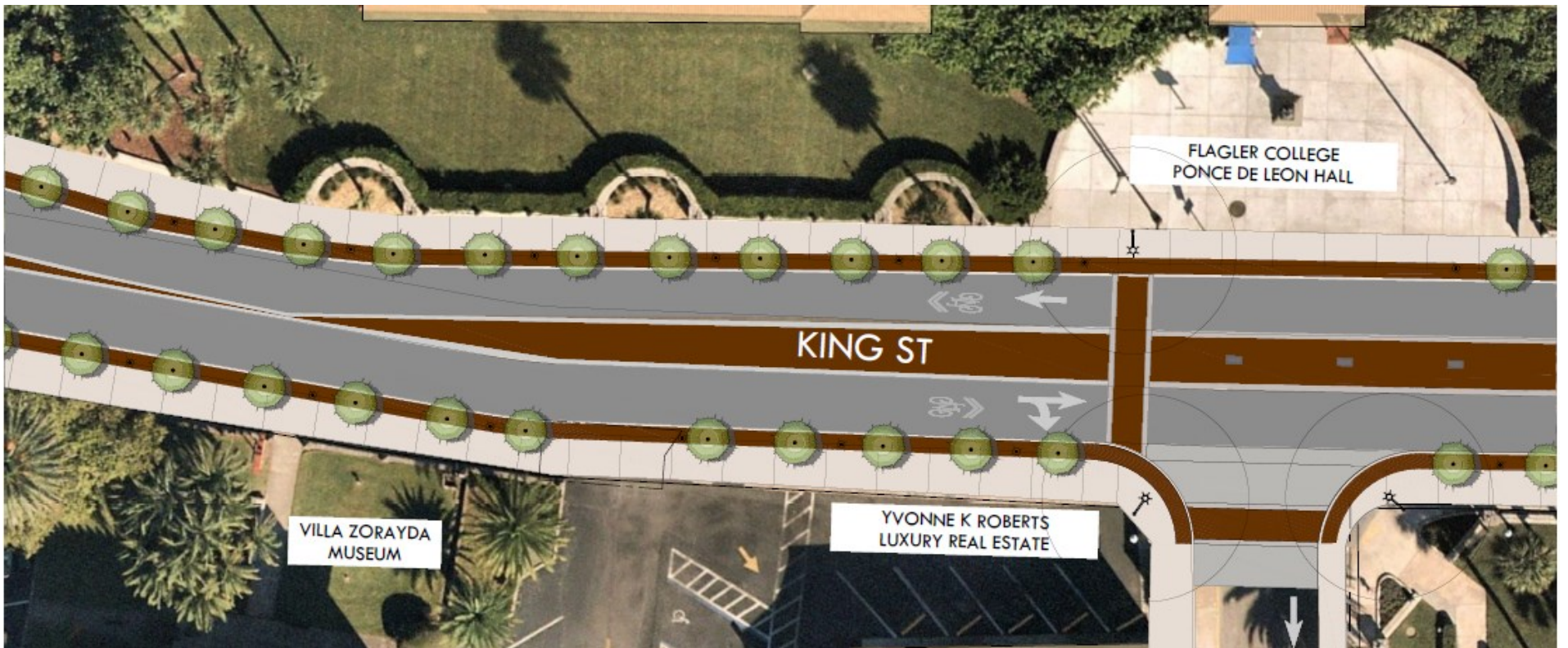


Existing



Flagler College Crosswalk and Intersection of Granada Street and King Street

Option A



Option B



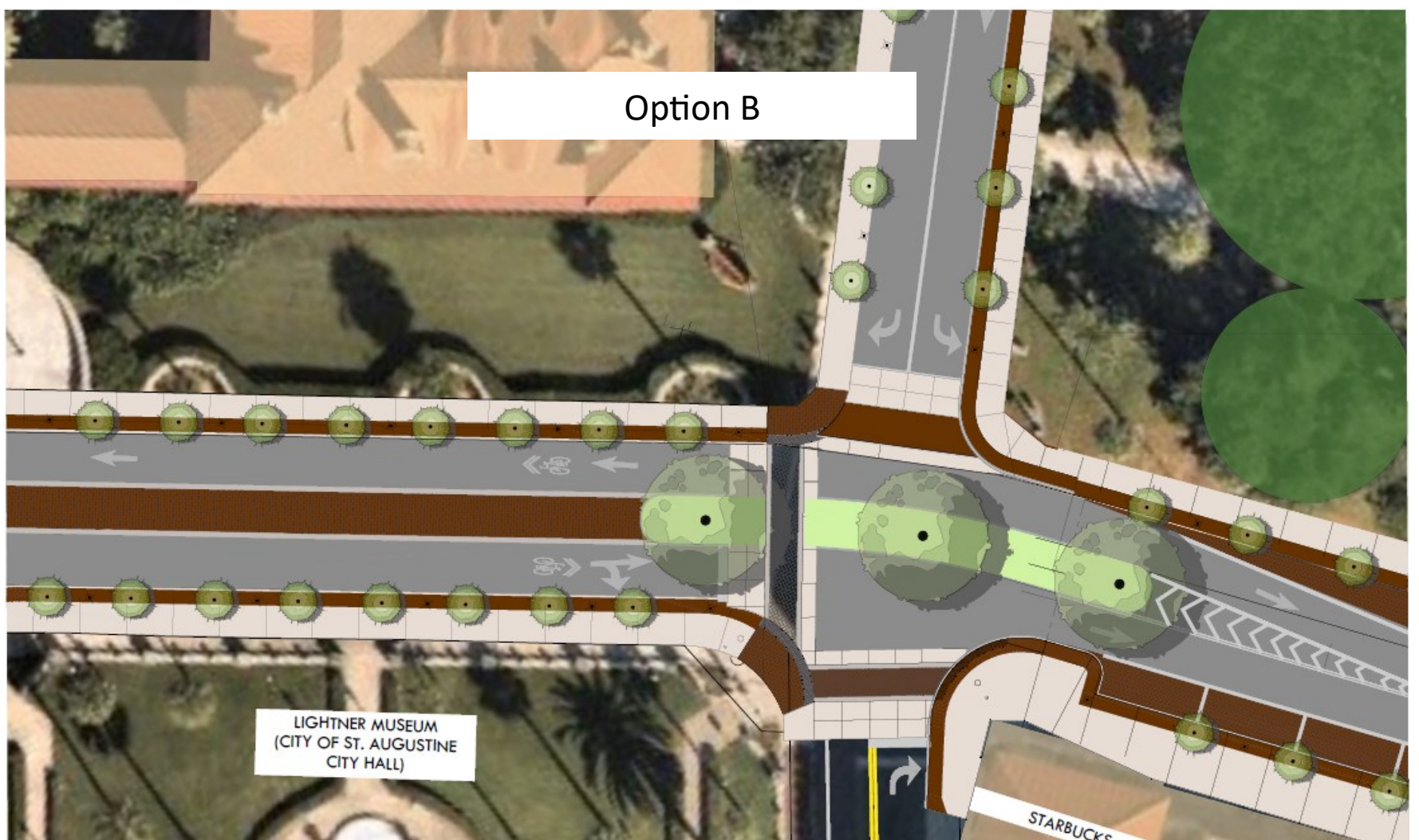


Existing

Intersection of Cordova Street and King Street



Option A



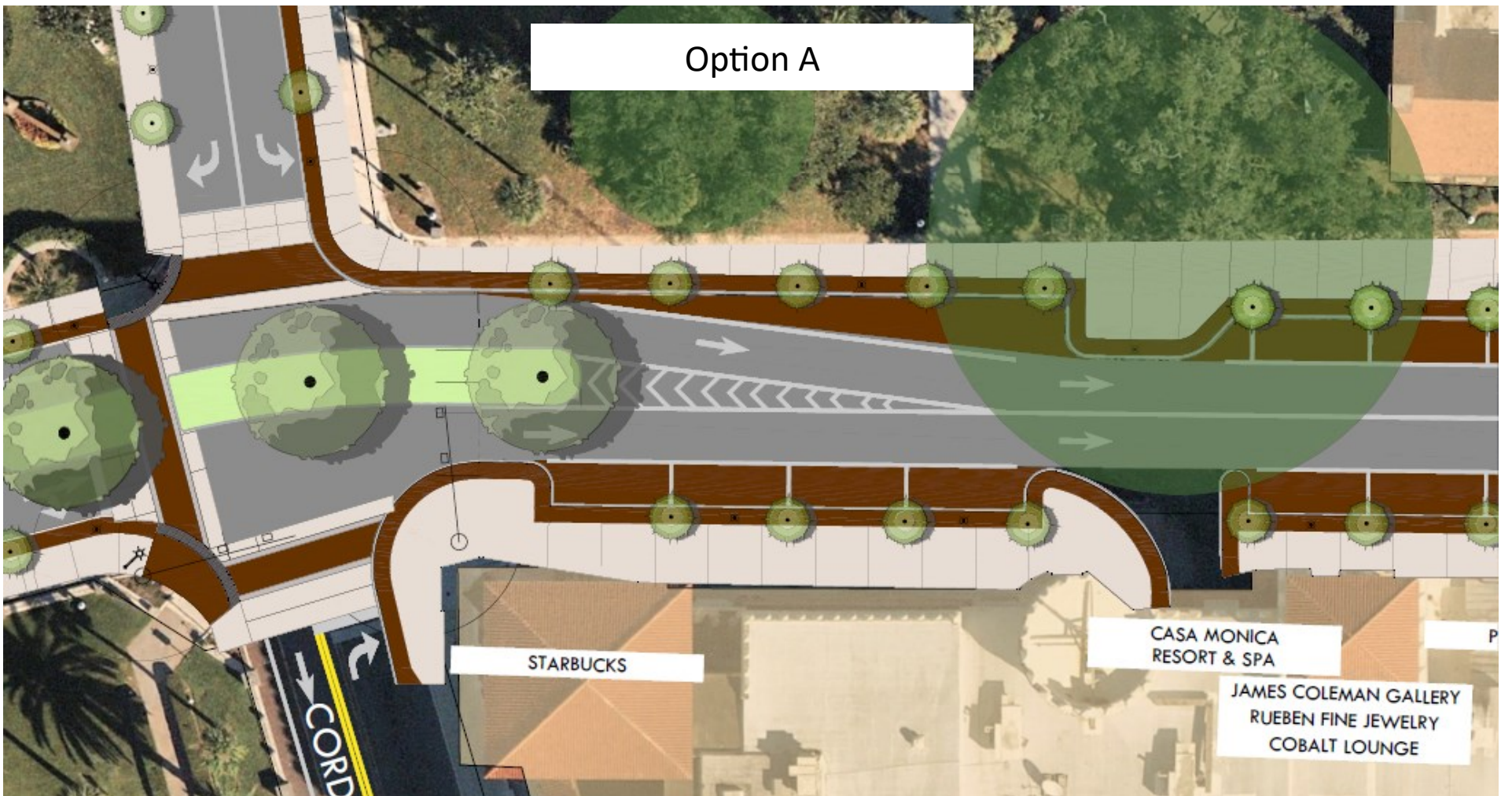
Option B

Existing

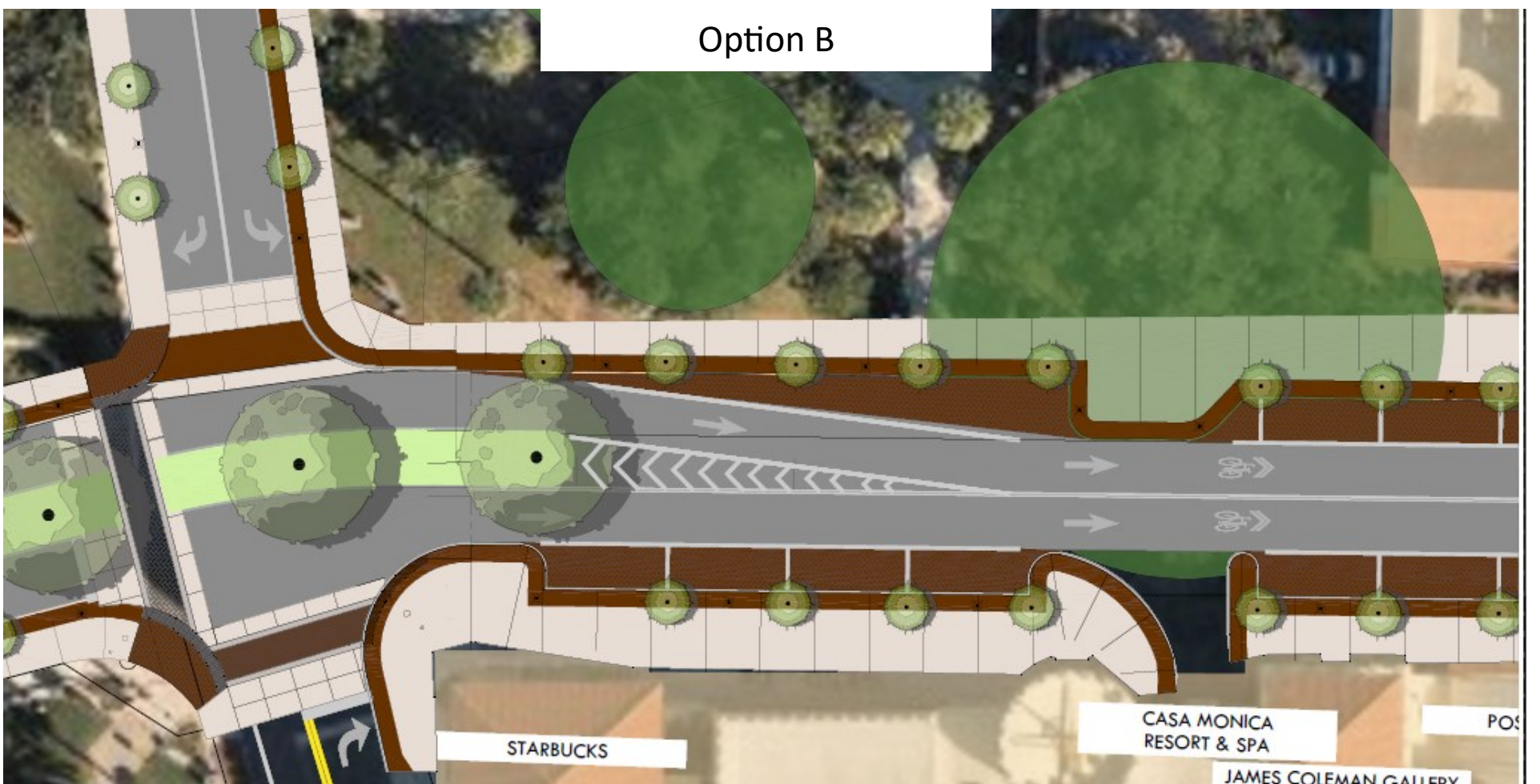


Intersection of Cordova Street and King Street

Option A



Option B



Existing



Intersection of St. George Street and King Street

Option A



Option B

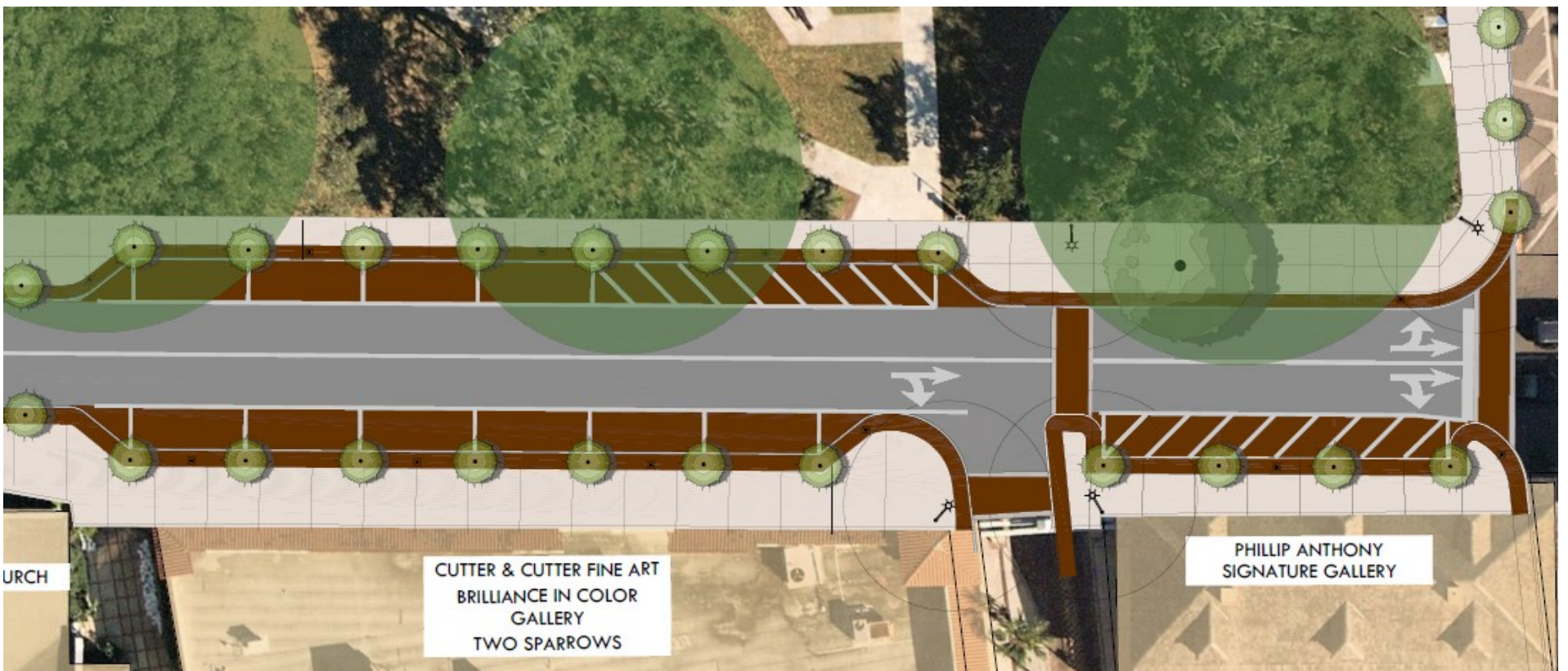


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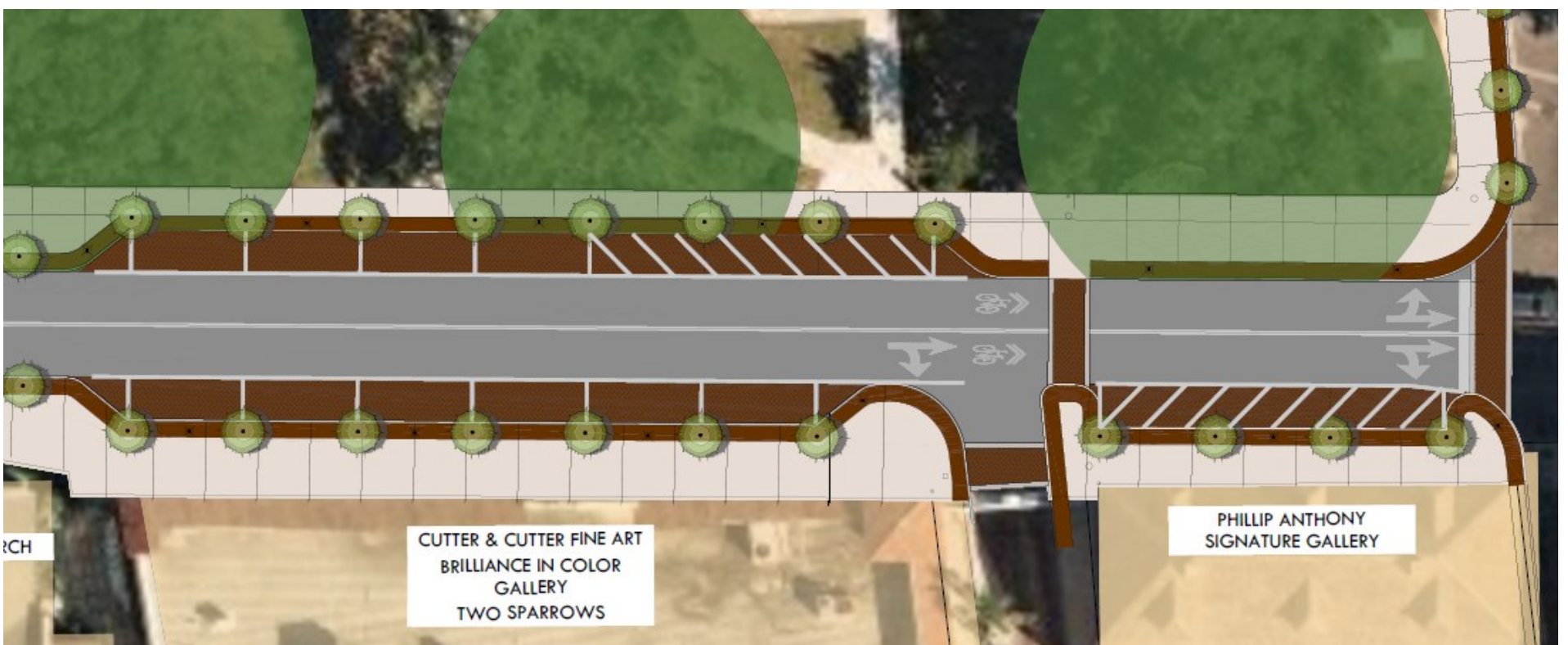


Intersection of Aviles Street and King Street

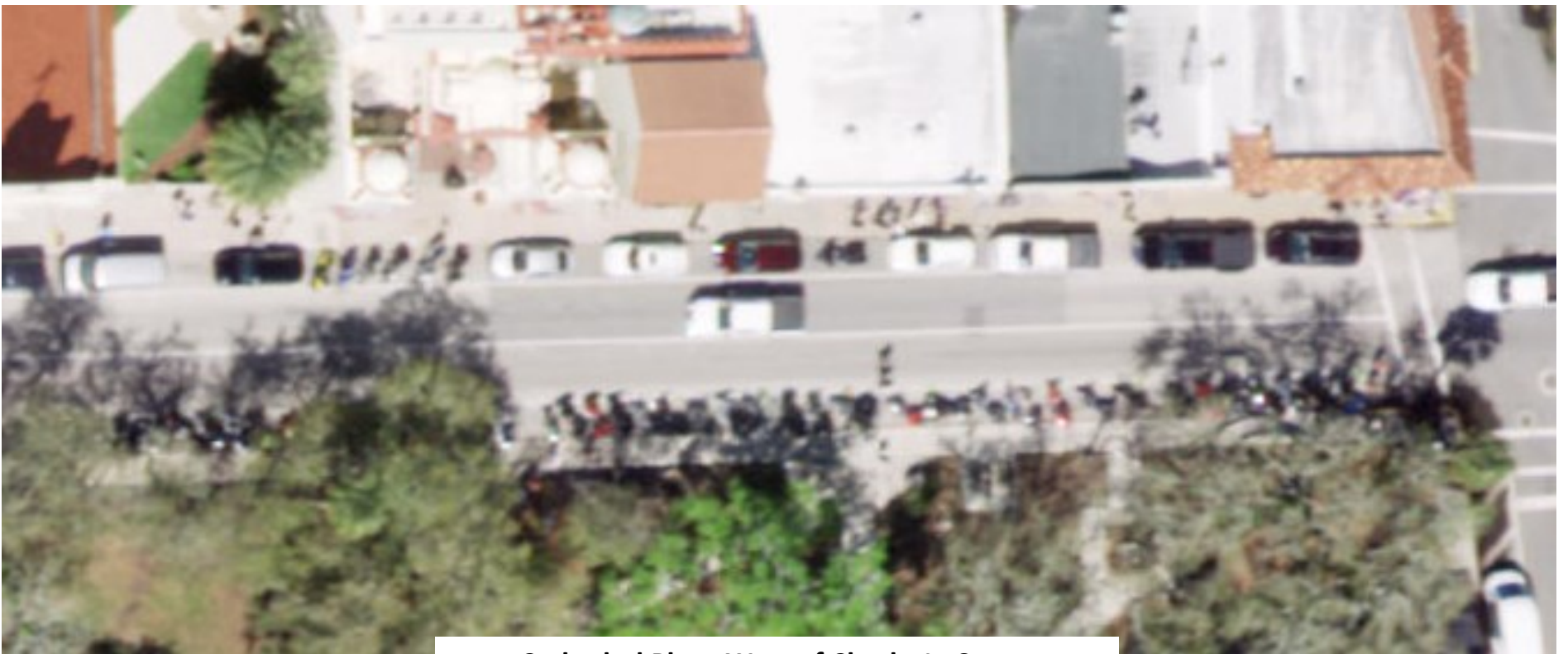
Option A



Option B

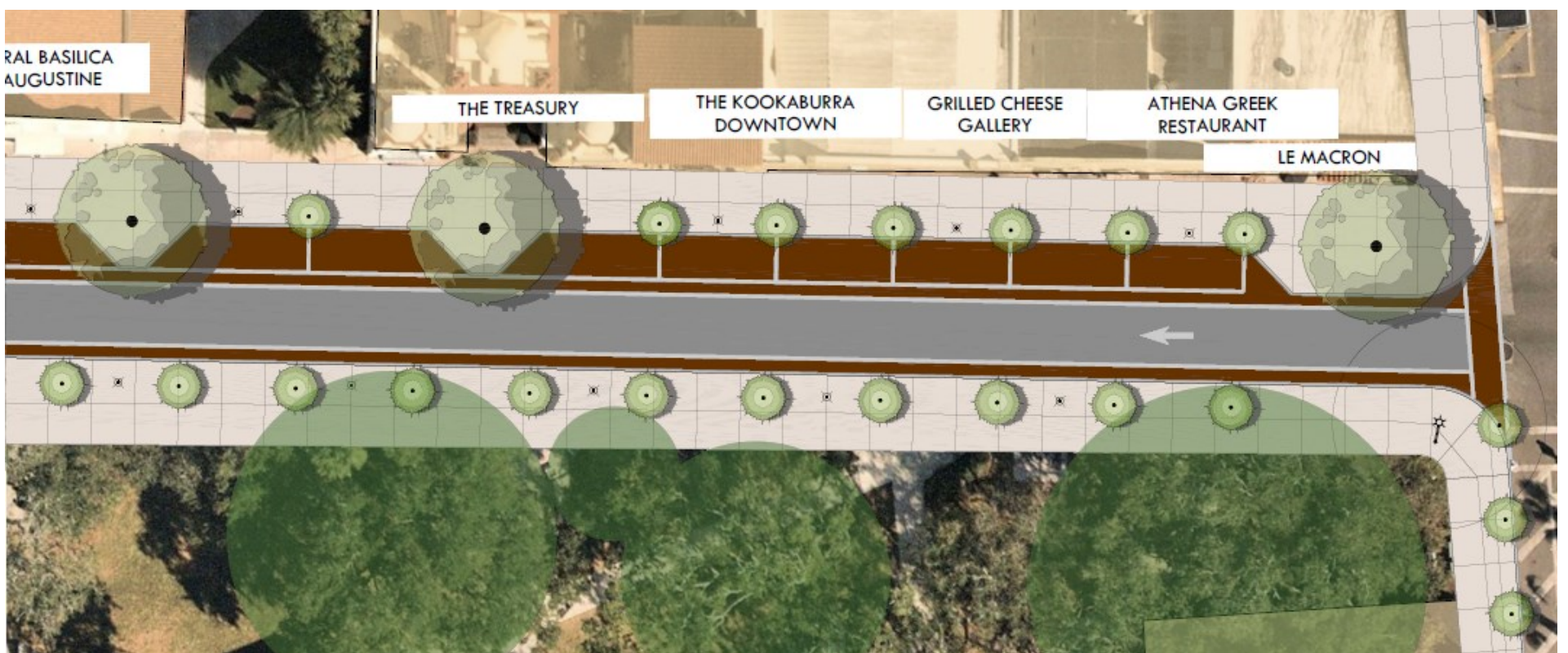


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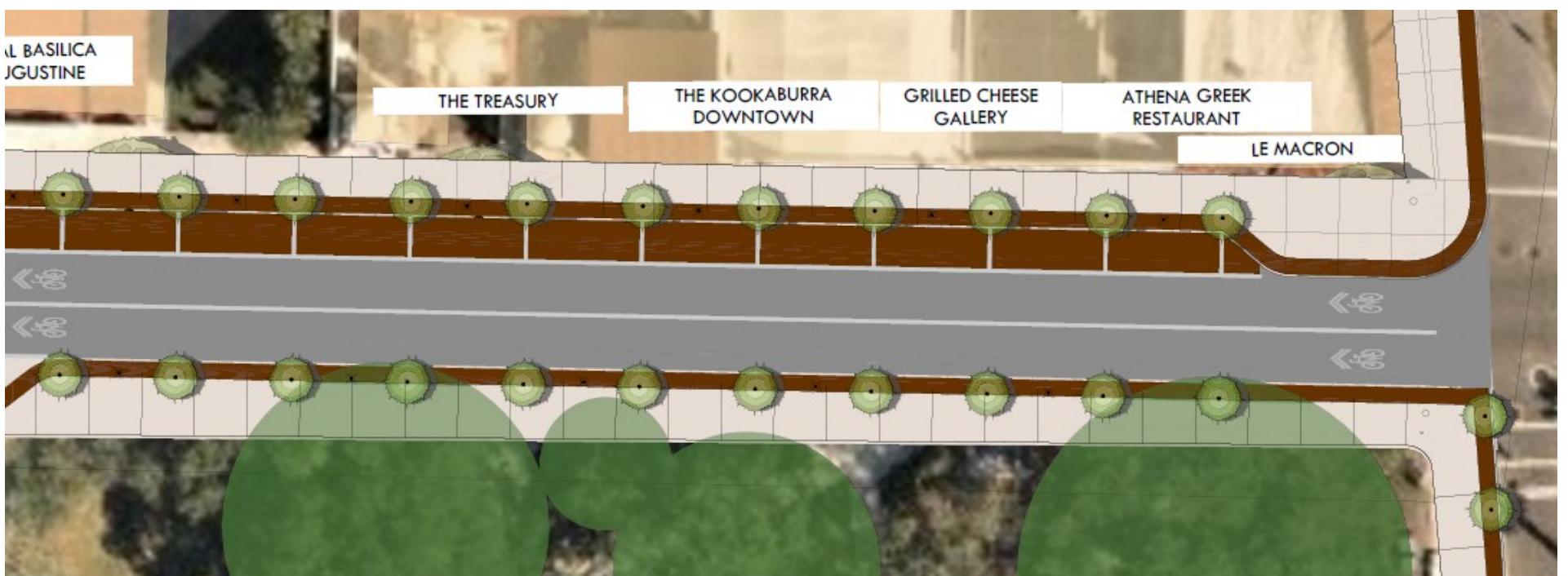


Cathedral Place West of Charlotte Street

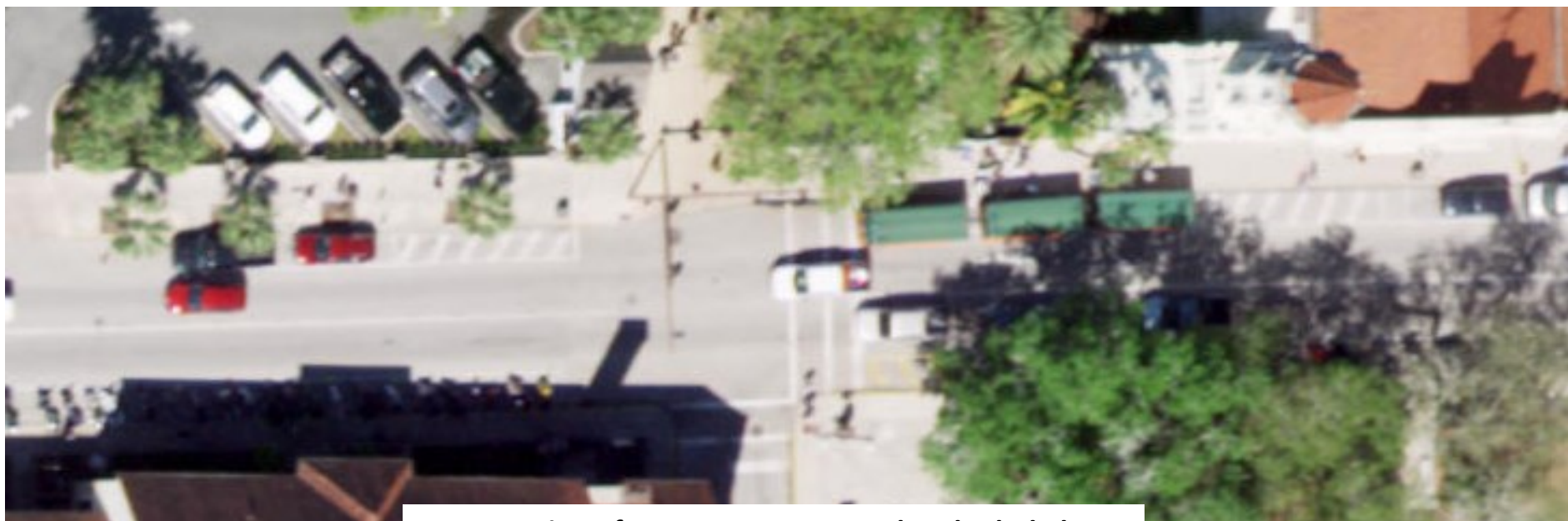
Option A



Option B

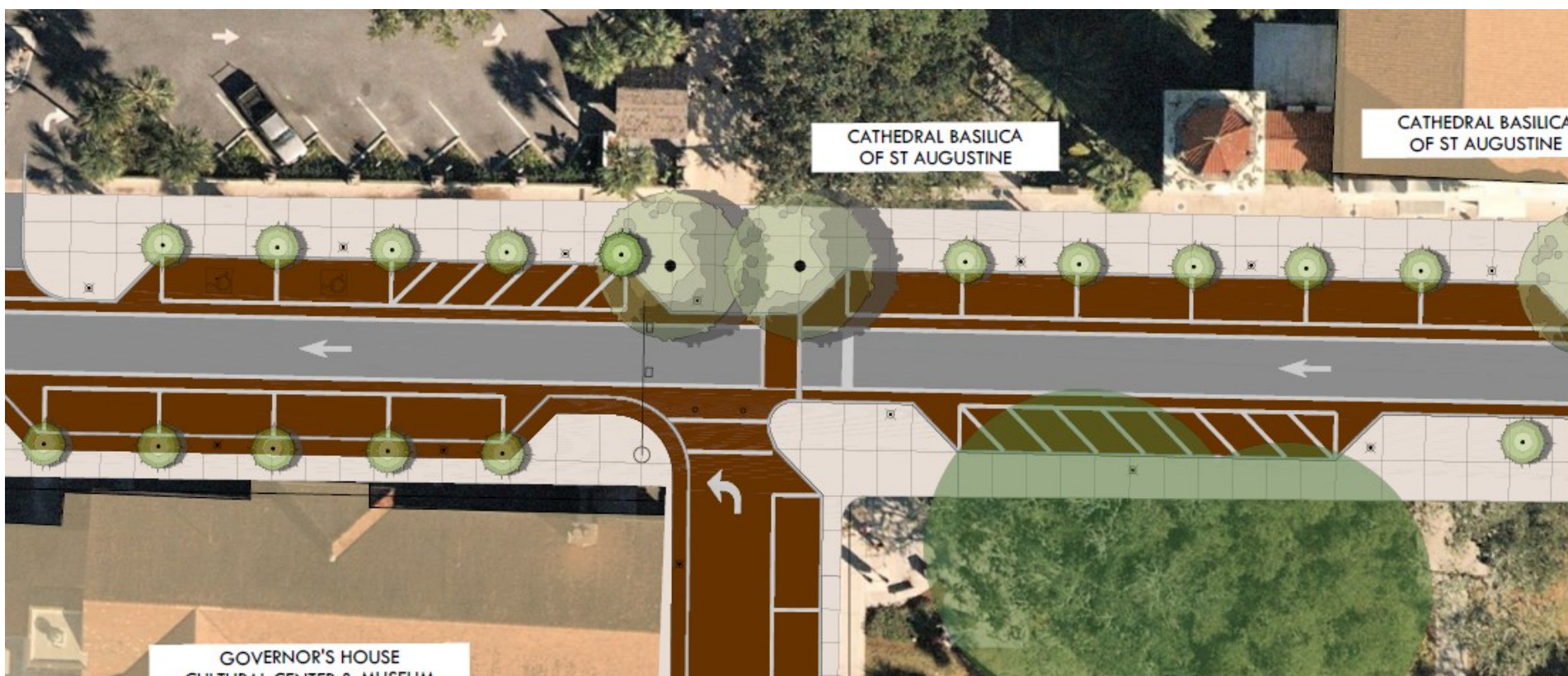


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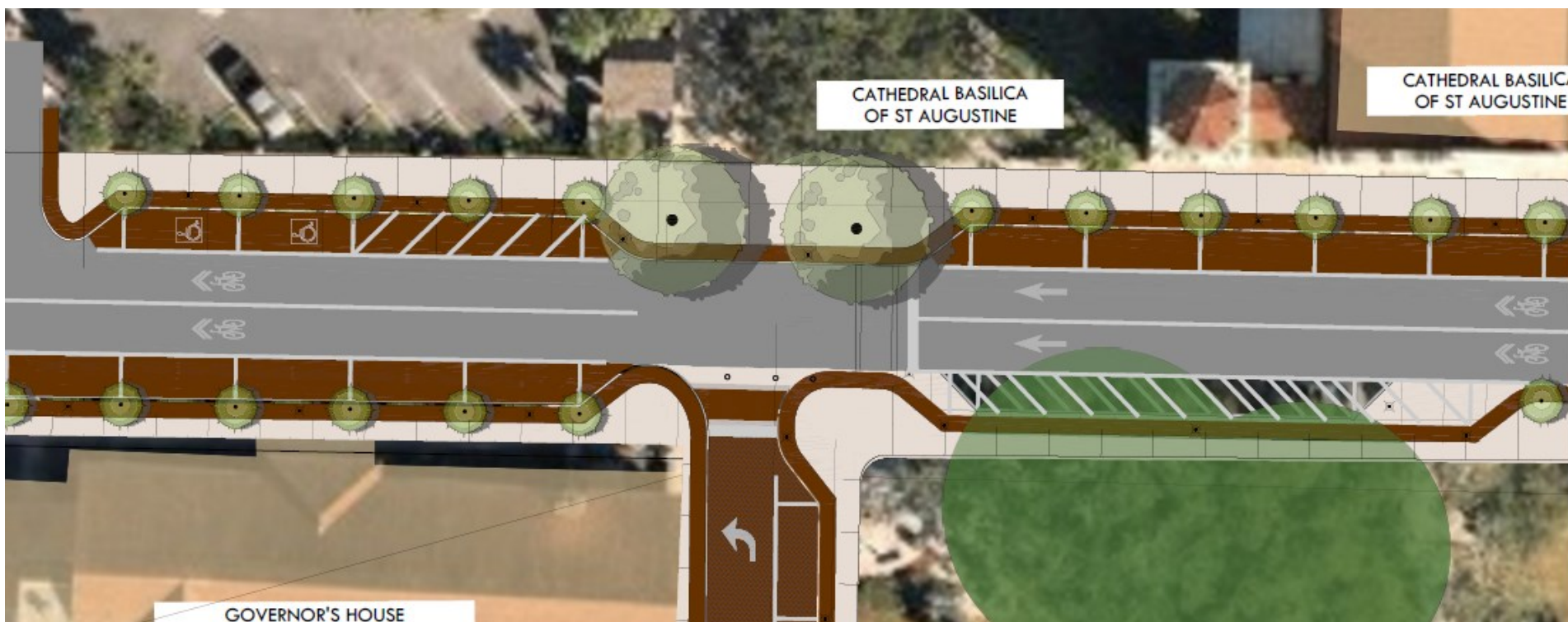


Intersection of St. George Street and Cathedral Place

Option A



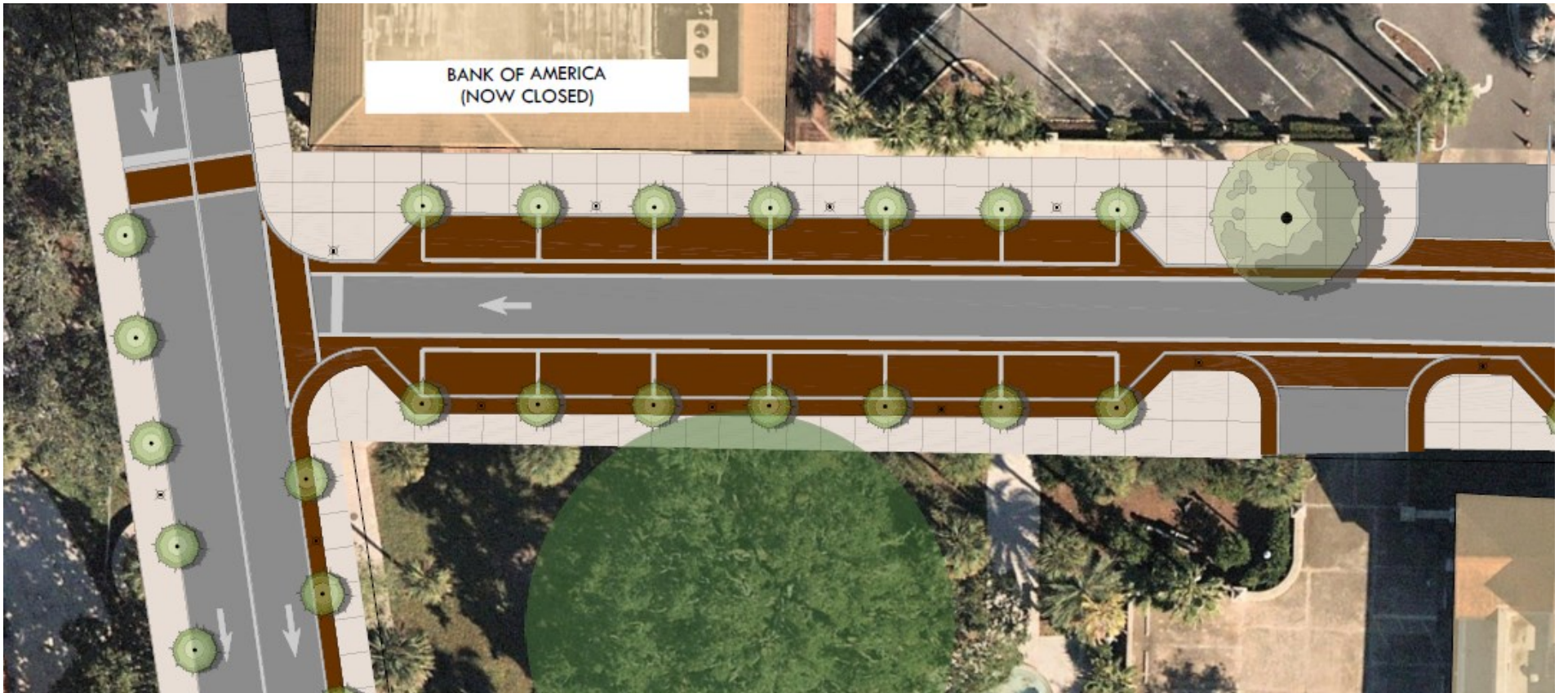
Option B



Existing



Option A



Option B



Existing



Full Plaza View

Option A

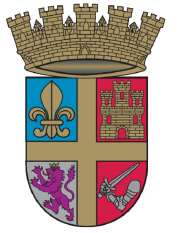


Option B





CITY OF ST. AUGUSTINE
HISTORIC ARCHITECTURAL REVIEW BOARD APPLICATION



Opinion of Appropriateness

Case Number: HP2024-0016

Meeting Date: Thursday, April 18, 2024

1. NAME OF APPLICANT: Marquis, Latimer + Halback, Inc.
 Business (if applicable):
 Address: 34 Cordova Street, Suite A
 City: St. Augustine State: FL Zip Code: 32084
 Daytime Telephone: 9045406940 E-Mail Address: jeremy@halback.com
2. NAME OF PROPERTY OWNER: City of St. Augustine
 Business (if applicable):
 Address: 75 King Street
 City: St. Augustine State: FL Zip Code: 32084
 Daytime Telephone: N/A E-Mail Address: rfranklin@citystaug.com
3. PROJECT LOCATION: King St, Saint Augustine, Florida, 32084
4. LEGAL DESCRIPTION:
5. SCOPE OF WORK:

To review proposed designs for King Street improvements from the intersection of Malaga and King Streets east to the intersection of Charlotte and King Streets, including the Cathedral Place and St. George Street rights-of-ways around the plaza

Information attached by applicant includes:

- Application Agreement
- Additional Information
- Site Plan Option A
- Site Plan Option B
- Existing Photograph



<u>Checklist Item</u>	<u>Checklist Item Description</u>	<u>Status</u>	<u>Comments</u>
EXTERIOR ELECTRICAL/MECHANICAL - Photographs of existing	Photographs of existing details and context of affected site area within view of the proposed project	Need	
EXTERIOR ELECTRICAL/MECHANICAL - Brochure, sample, or scaled drawing	Brochure, sample, or scaled drawing showing the materials, light intensity and source, hardware, colors/finish	Need	
EXTERIOR ELECTRICAL/MECHANICAL - For new equipment, scaled drawing	For new equipment, scaled drawing showing proposed project with context site and/or building	Need	
PARKING, LANDSCAPE OR OTHER SITE FEATURE - Photographs of existing	Photographs of existing site area within view of proposed feature and detail photo of any existing affected features	Need	
PARKING, LANDSCAPE OR OTHER SITE FEATURE - Details of proposed features	Details of proposed features including material, finish, height, spacing, shapes, patterns, hardware, construction details such as a section drawing	Need	Details for paving materials should be provided.
PARKING, LANDSCAPE OR OTHER SITE FEATURE - Plant material list	Plant material list with identification, quantity, size at planting and maturity, spacing	Need	Proposed plant materials should be provided.

Other Details Necessary for Review

While an Opinion of Appropriateness generally allows for a less detailed and more conceptual submittal, the above "need" items are strongly recommended by staff for the most thorough feedback. Any details regarding existing vs. proposed paving materials, lighting fixtures, and landscaping should be provided if available.



KING STREET

The Best Mile in Florida
CITY OF ST AUGUSTINE

KING STREET

OPTION A: CENTRAL BRICK LANE + MID BLOCK CROSSINGS

PUBLIC REVIEW
FEBRUARY 21, 2024



Marquis Latimer + Halback, Inc.
Project Management + Landscape Architecture
Landscape Architect: Jeremy Marquis | jeremy@halback.com
34 Cordova Street, Suite A, St. Augustine, FL 32084
Ph: 904.825.6747
Florida LA6667110



HANSON Professional Services, Inc.
Civil Engineering + Stormwater
Project Manager: Chantal Bowen, PE | cbowen@hanson-inc.com
8075 Gate Parkway West, Suite 204, Jacksonville, FL 32216
Ph: 904.423.5354



Lassiter Transportation Group, Inc.
Transportation Engineers
Engineer: Sans Lassiter, PE | rlassiter@ltg-inc.us
Engineer: Nelson D. Caparas, PE | ncaparas@ltg-inc.us
12574 Flagler Center Blvd, Suite 101, Jacksonville, FL 32258
Ph: 904.512.5873

Prepared For
CITY OF ST AUGUSTINE
Project Manager

--
Site Location
ST. AUGUSTINE, FL

Jurisdictional Review
Historical Architecture Review Board



Know what's below.
Call 811 before you dig.



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St. Augustine, FL 32084
Ph 904.825.6747
www.halback.com
LA6667110 Qualifier

LANDSCAPE ARCHITECT OF RECORD
Jeremy Marquis, RLA (LA6667110)
DRAWN BY: INITIALS



KING STREET
ST. AUGUSTINE, FL
COVER

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #:
ML+H PROJECT #: 23.12.00

DRAWING NO.
COVER

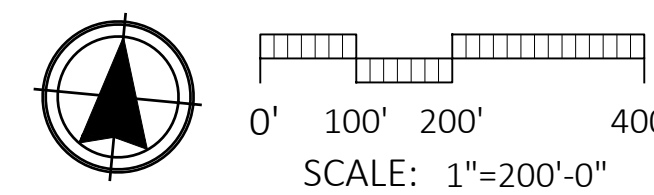
GENERAL NOTES
GENERAL NOTES

GENERAL NOTES

GENERAL NOTES



OVERVIEW PLAN WITH SHEET LAYOUT



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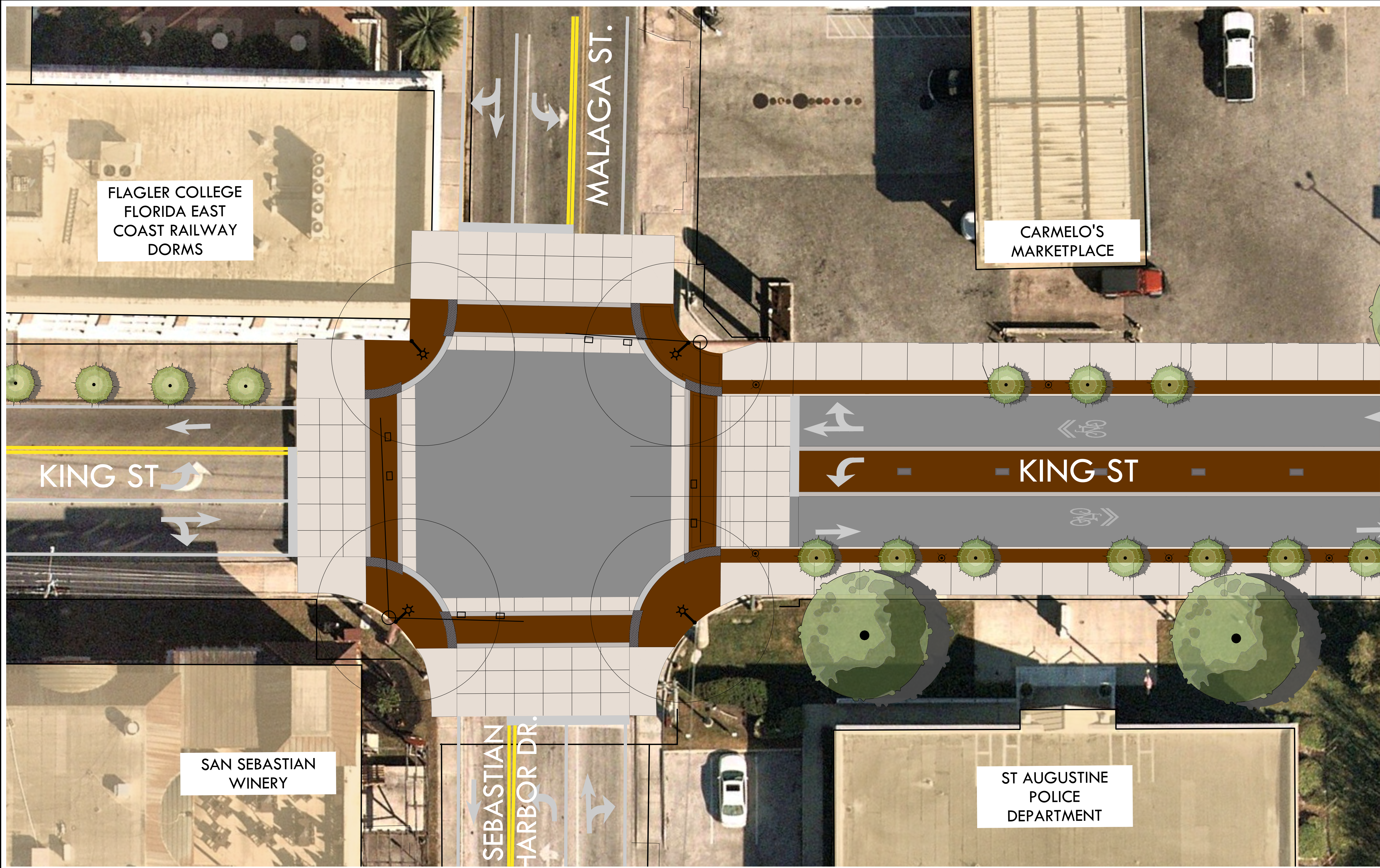
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GENERAL NOTES & OVERVIEW PLAN

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00

DRAWING NO. **L-2.00**



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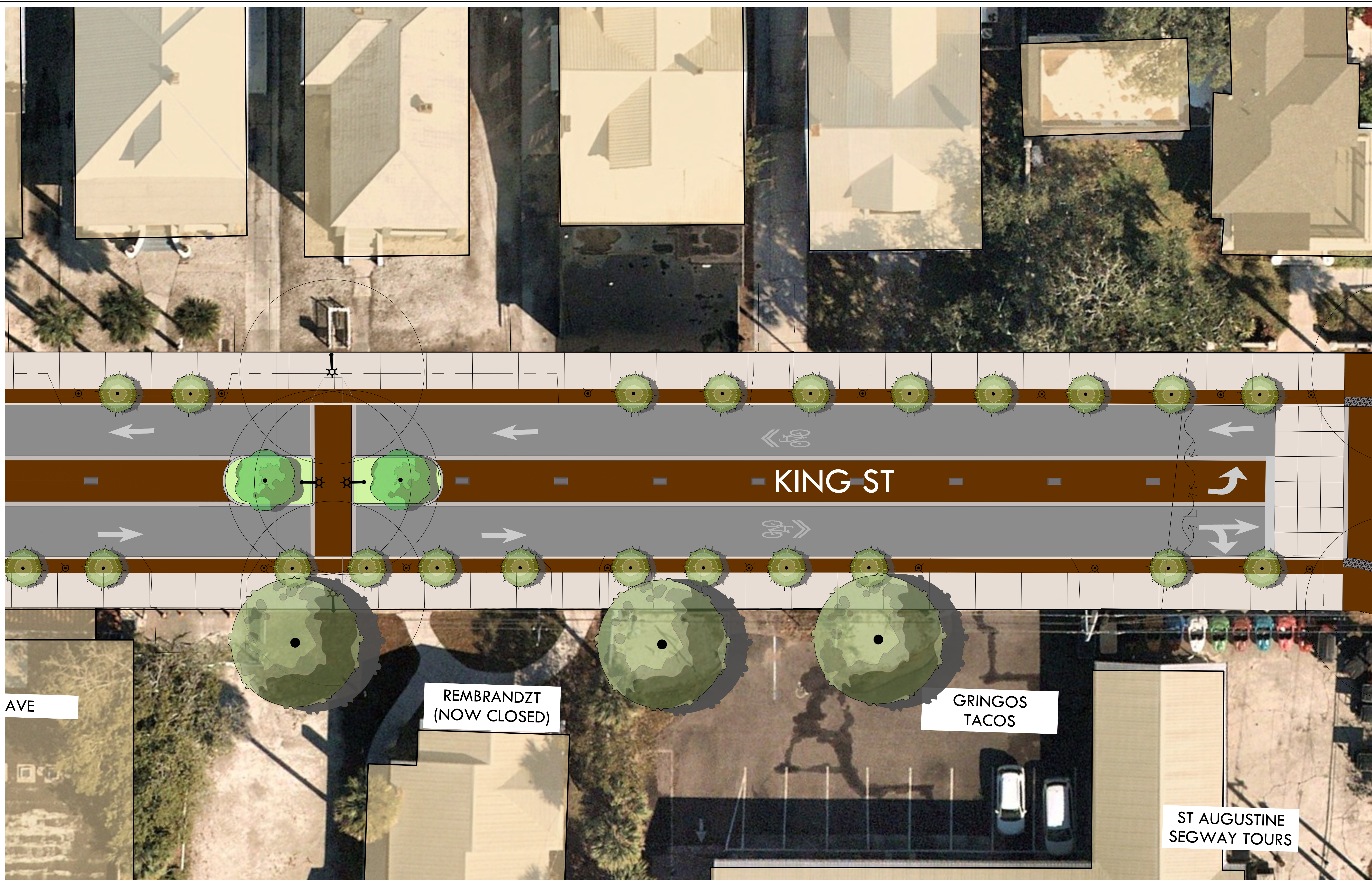
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 ST. AUGUSTINE, FL
 HARDSCAPE PLAN - MALAGA INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
 PRIME PROJECT #: 23.12.00
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Wednesday, March 13, 2024
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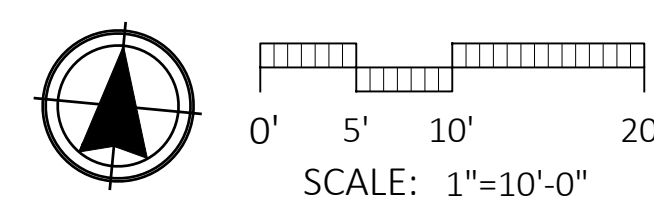
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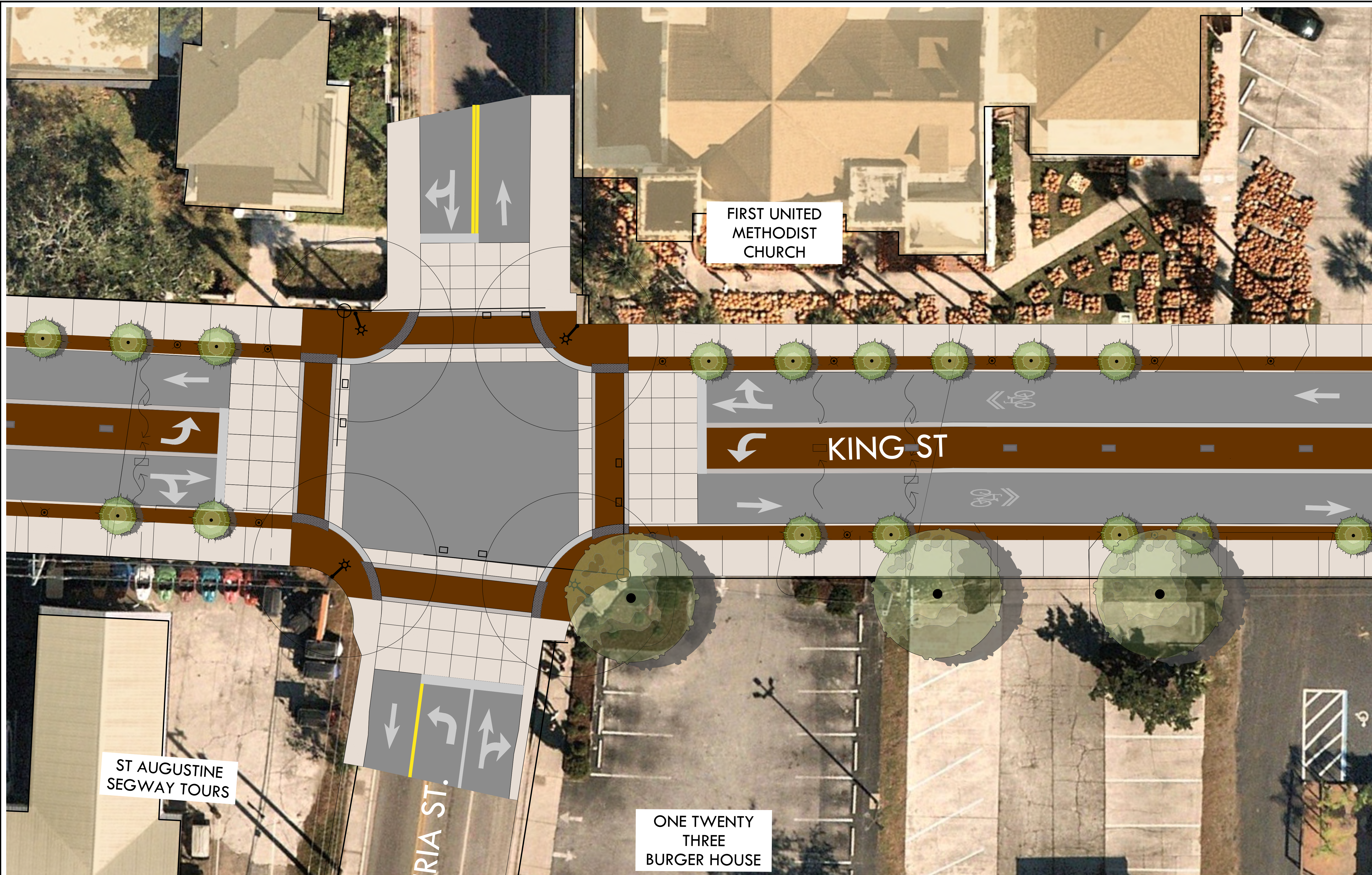
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 ST. AUGUSTINE, FL
 HARDSCAPE PLAN B

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

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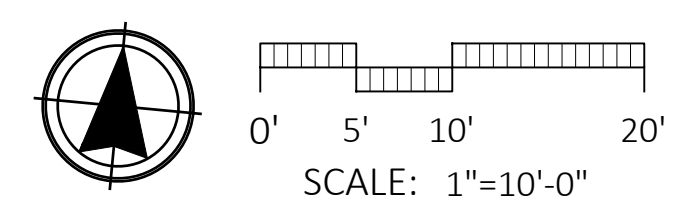
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 ST. AUGUSTINE, FL
 HARDSCAPE PLAN - RIBERIA ST INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
 PRIME PROJECT #: 23.12.00
 ML+H PROJECT #: 23.12.00
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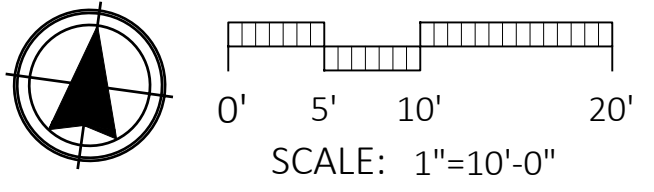


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 ST. AUGUSTINE, FL
 HARDSCAPE PLAN C

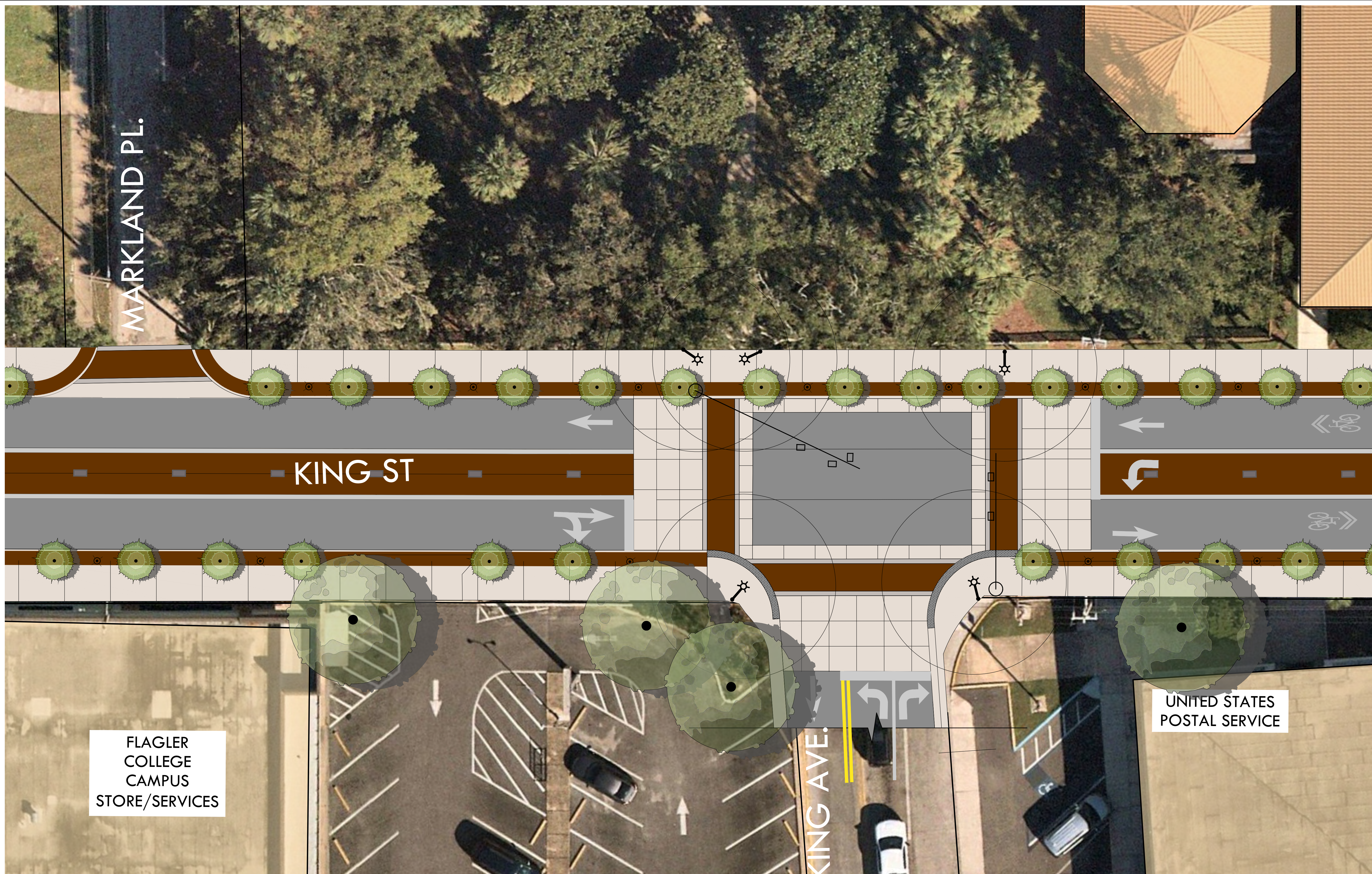
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	CONCEPTS	07/17/23

SIZE: ANSI D
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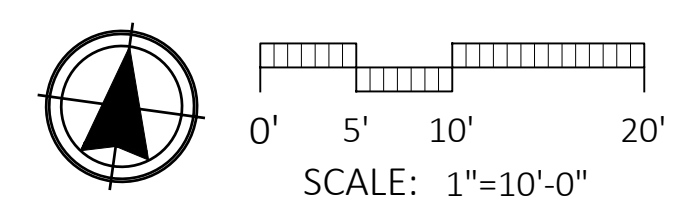
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Jeremy Marquis, RLA (LA6667110)
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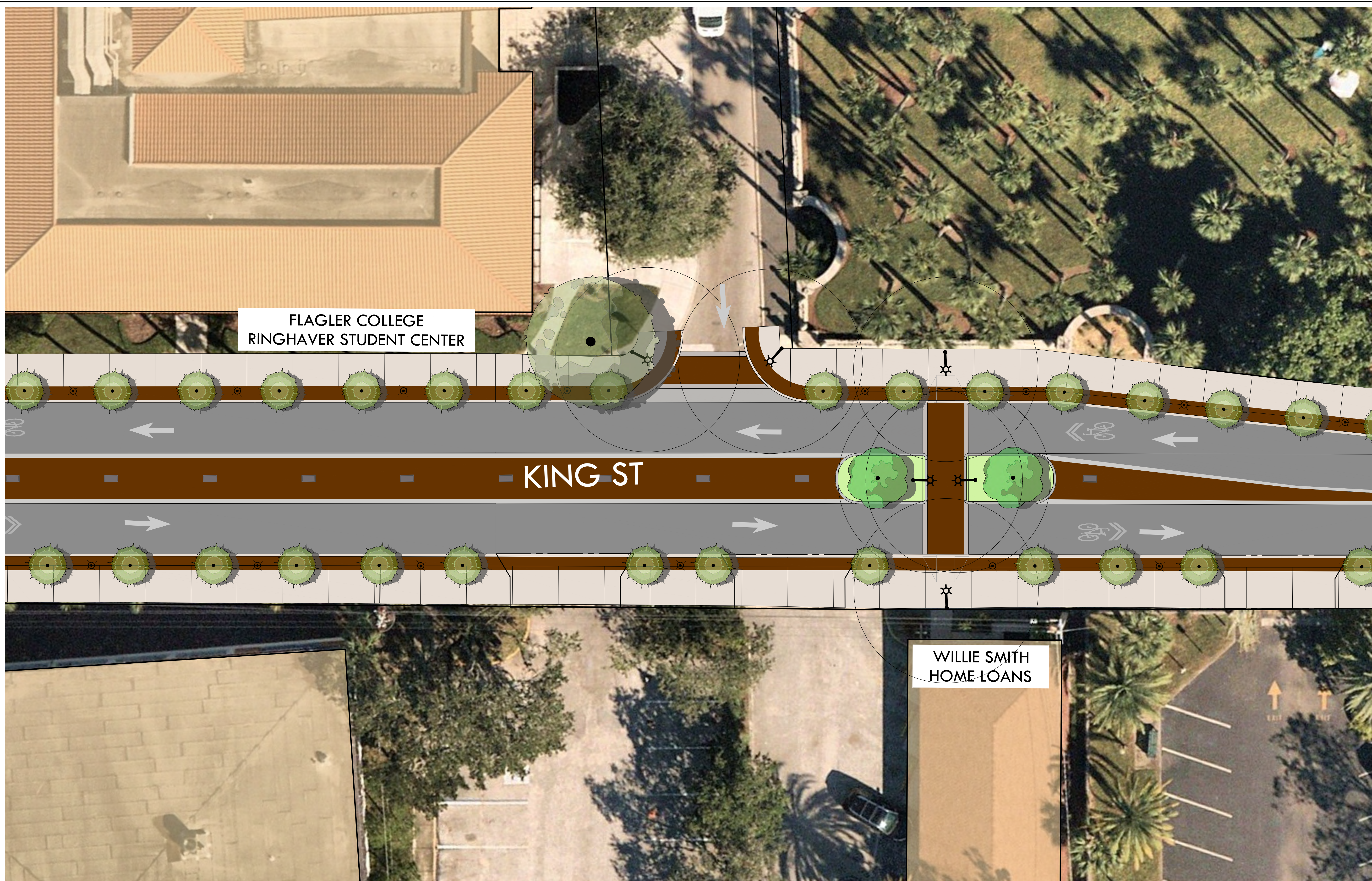


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HARDSCAPE PLAN - MILKING AVE INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
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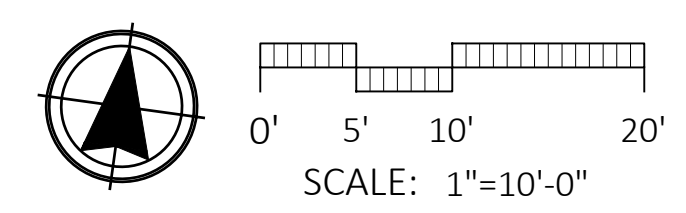
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Jeremy Marquis, RLA (LA6667110)
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HARDSCAPE PLAN D

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
DRAWING NO. **L-2.07**





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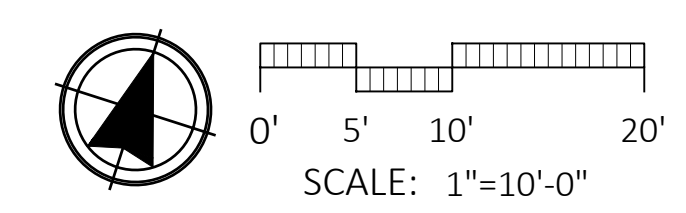
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 HARDSCAPE PLAN E

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

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HARDSCAPE PLAN F

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
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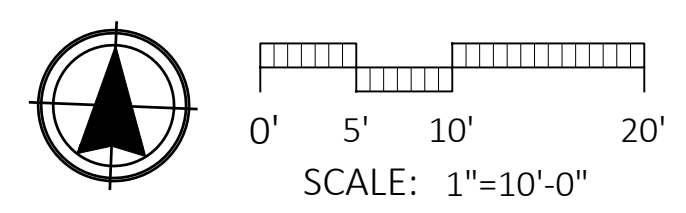
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 HARDSCAPE PLAN - CORDOVA ST INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

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 ML+H PROJECT #: 23.12.00
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CULTURAL CENTER & MUSEUM

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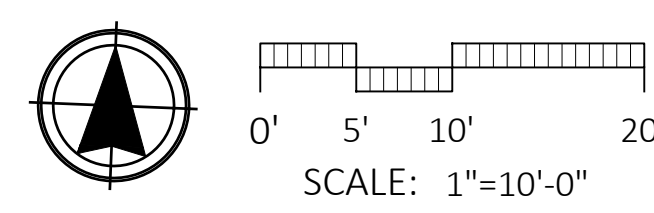
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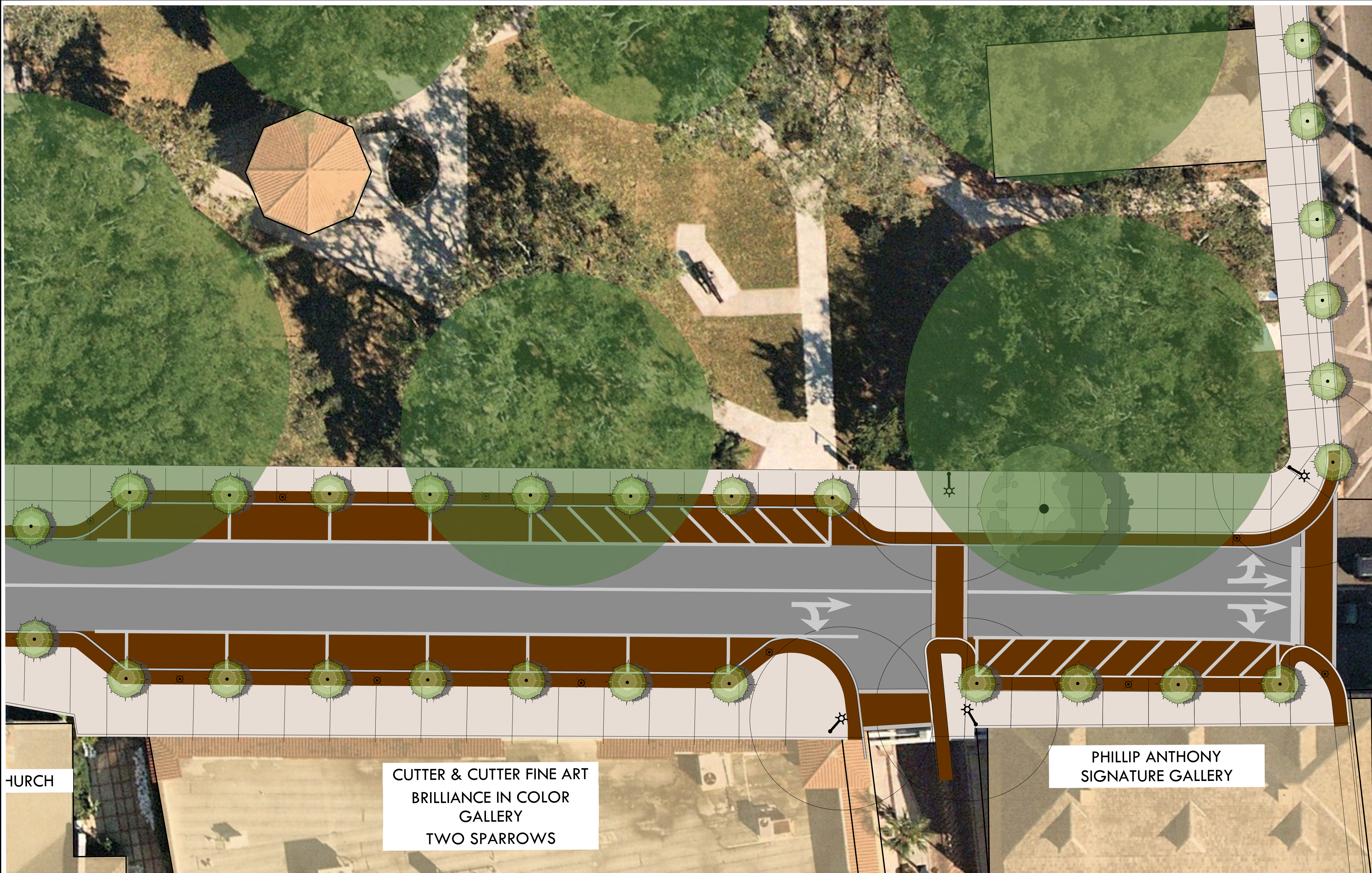
HARDSCAPE PLAN G

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #:
ML+H PROJECT #: 23.12.00

DRAWING NO. L-2.11





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ST. AUGUSTINE, FL	
HARDSCAPE PLAN H	

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE:	ANSI D
PRIME PROJECT #:	23.12.00
ML+H PROJECT #:	23.12.00
DRAWING NO.	L-2.12



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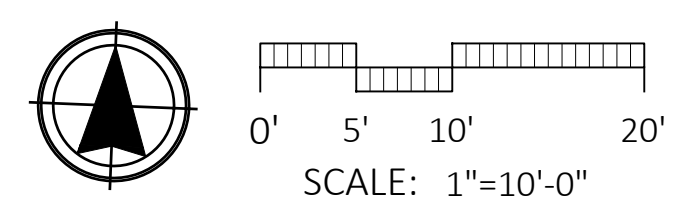


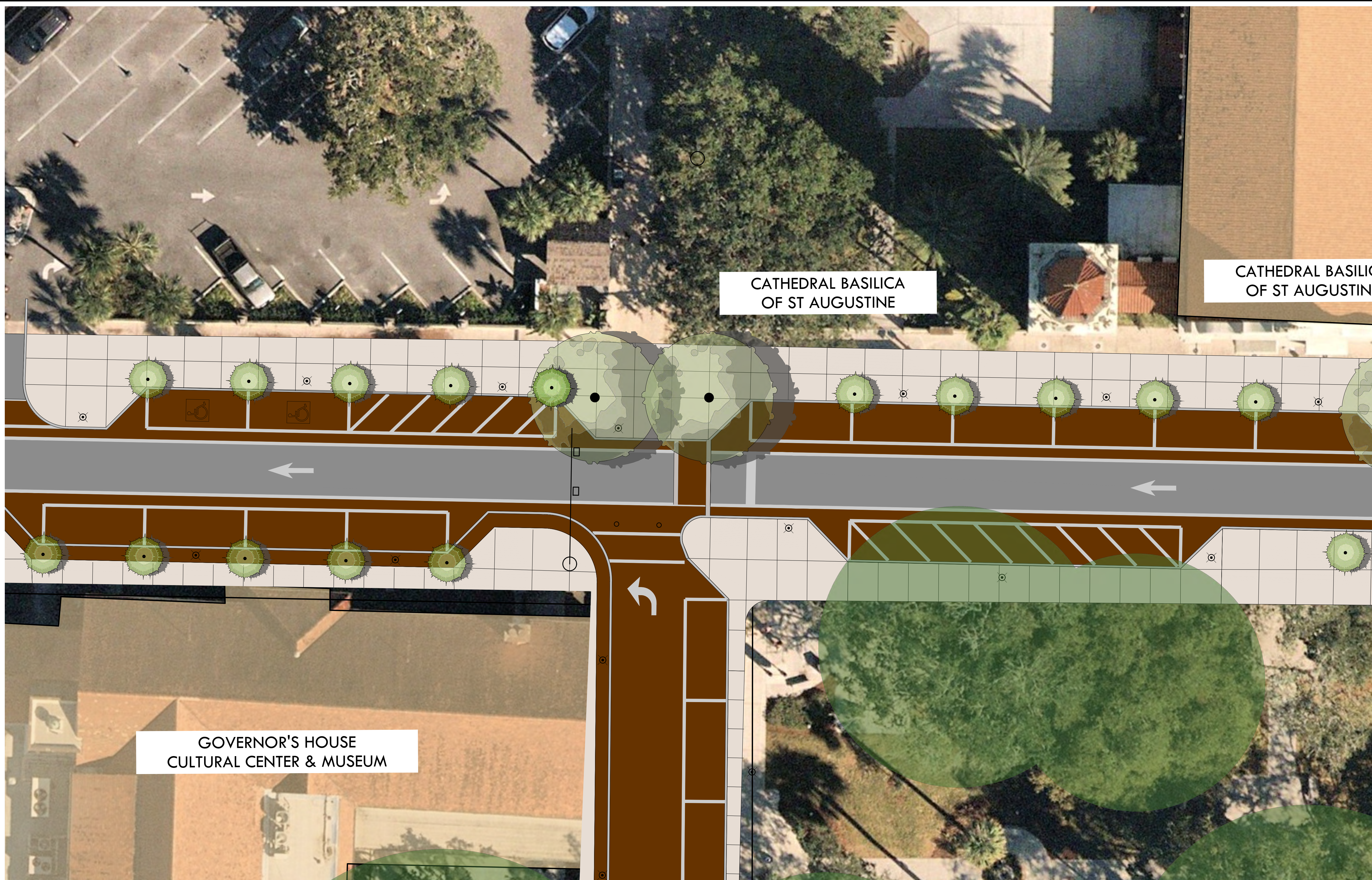
KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN I

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #:

DRAWING NO. **L-2.13**





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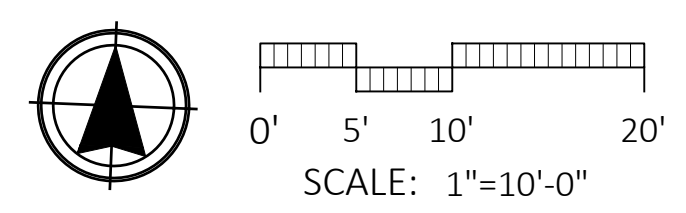
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Jeremy Marquis, RLA (LA6667110)
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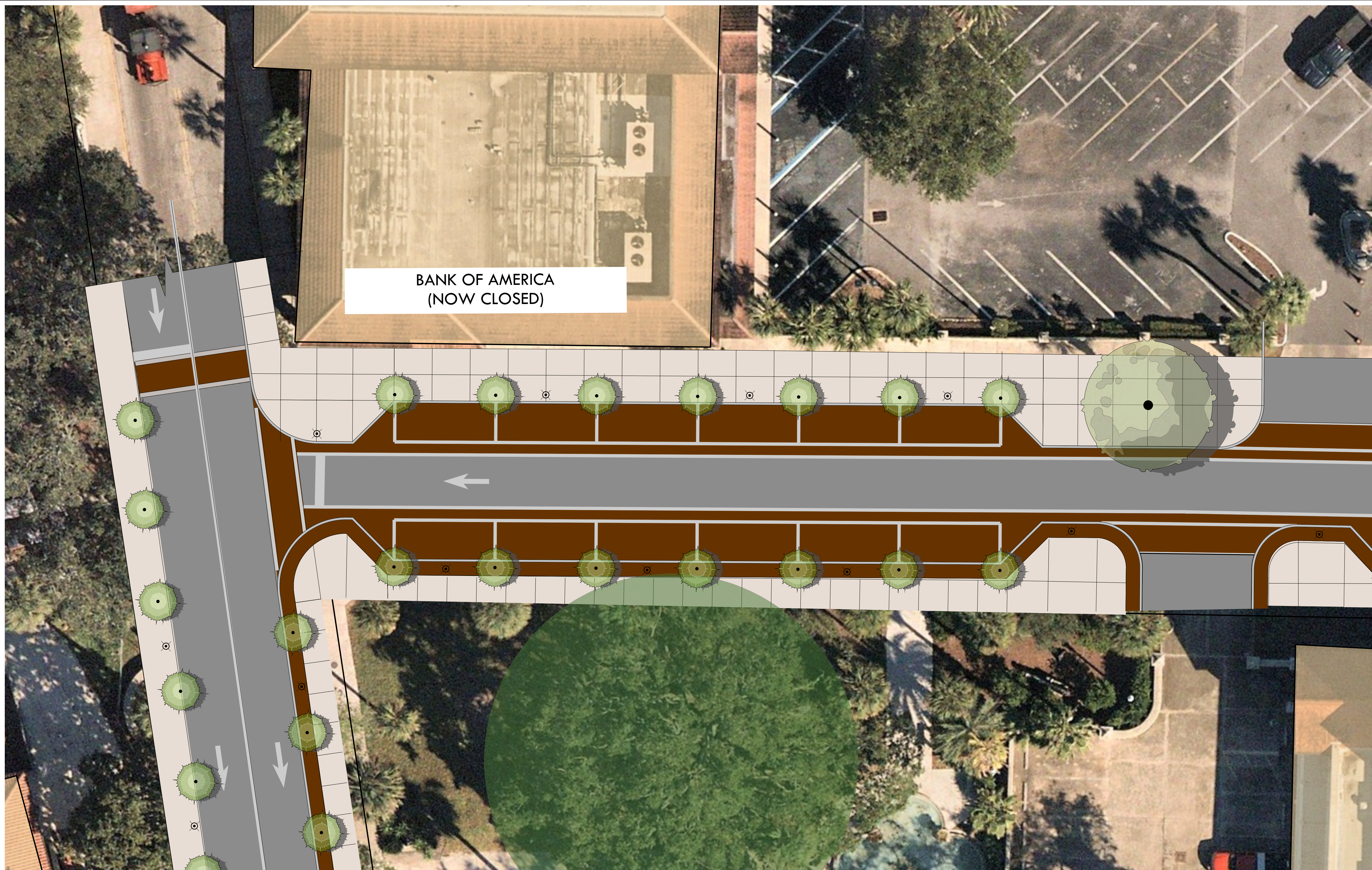


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ST. AUGUSTINE, FL
HARDSCAPE PLAN J

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
DRAWING NO. **L-2.14**





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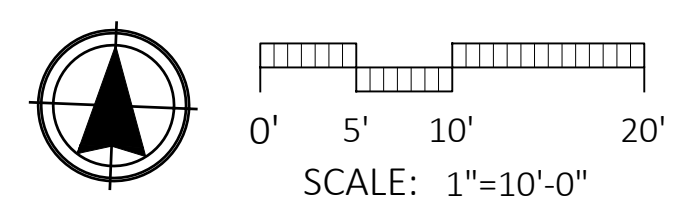
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 Jeremy Marquis, RLA (LA6667110)
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 ST. AUGUSTINE, FL
 HARDSCAPE PLAN CATHEDRAL ST INTERSECTION

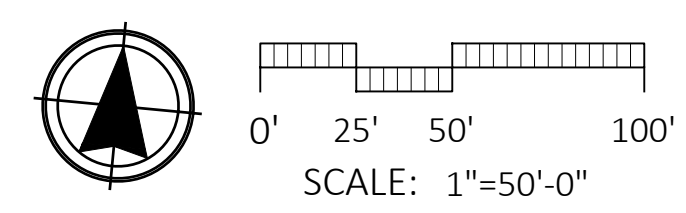
REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
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 ML+H PROJECT #: 23.12.00
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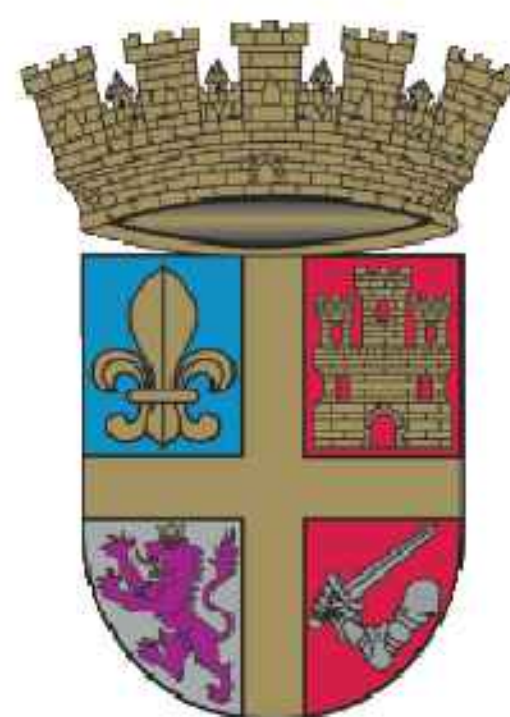




OVERVIEW PLAN WITH SHEET LAYOUT



<p>ML+H Marquis Latimer + Halback, Inc. 34 Cordova Street, Suite A St. Augustine, FL 32084 Ph 904.825.6747 www.halback.com LA6667110 Qualifier</p>	
<p>LANDSCAPE ARCHITECT OF RECORD Jeremy Marquis, RLA (LA6667110)</p>	
<p>DRAWN BY: INITIALS</p>	
<p>KING STREET ST. AUGUSTINE, FL</p>	
<p>PLAZA OVERVIEW - ONE LANE</p>	
<p>PUBLIC REVIEW 02/21/24</p>	<p>CONCEPTS 07/17/23</p>
<p>REV DESCRIPTION DATE</p>	<p>DATE</p>
<p>SIZE: ANSI D PRIME PROJECT #: 23.12.00 ML+H PROJECT #: 23.12.00</p>	
<p>DRAWING NO. L-2.16</p>	



KING STREET

The Best Mile in Florida
CITY OF ST AUGUSTINE

KING STREET OPTION B: TRANSIT LANE

PUBLIC REVIEW
FEBRUARY 21, 2024



Marquis Latimer + Halback, Inc.
Project Management + Landscape Architecture
Landscape Architect: Jeremy Marquis | jeremy@halback.com
34 Cordova Street, Suite A, St. Augustine, FL 32084
Ph: 904.825.6747
Florida LA6667110



HANSON Professional Services, Inc.
Civil Engineering + Stormwater
Project Manager: Chantal Bowen, PE | cbowen@hanson-inc.com
8075 Gate Parkway West, Suite 204, Jacksonville, FL 32216
Ph: 904.423.5354



Lassiter Transportation Group, Inc.
Transportation Engineers
Engineer: Sans Lassiter, PE | rlassiter@ltg-inc.us
Engineer: Nelson D. Caparas, PE | ncaparas@ltg-inc.us
12574 Flagler Center Blvd, Suite 101, Jacksonville, FL 32258
Ph: 904.512.5873

Prepared For
CITY OF ST AUGUSTINE
Project Manager

--

Site Location

ST. AUGUSTINE, FL

Jurisdictional Review

Historical Architecture Review Board



Know what's below.
Call 811 before you dig.



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LANDSCAPE ARCHITECT OF RECORD
Jeremy Marquis, RLA (LA6667110)

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KING STREET

ST. AUGUSTINE, FL

COVER

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #:
ML+H PROJECT #: 23.12.00

DRAWING NO.
COVER

GENERAL NOTES
GENERAL NOTES

GENERAL NOTES

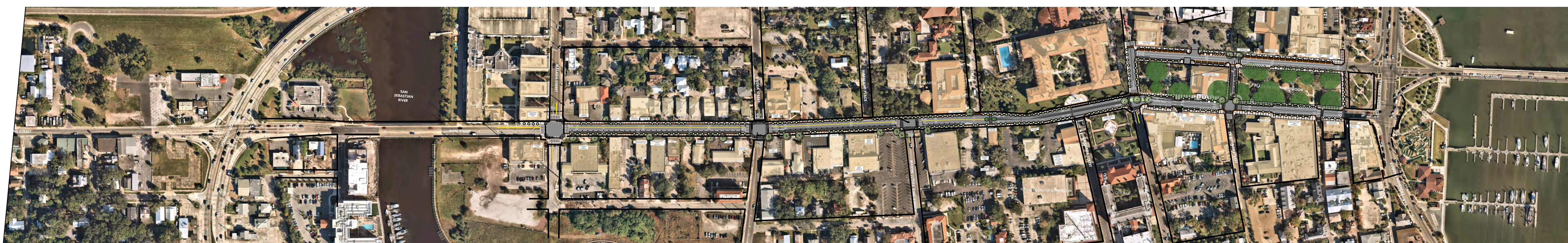
GENERAL NOTES

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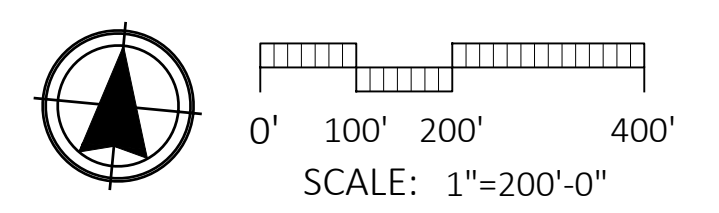
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 Jeremy Marquis, RLA (LA6667110)
 DRAWN BY: INITIALS

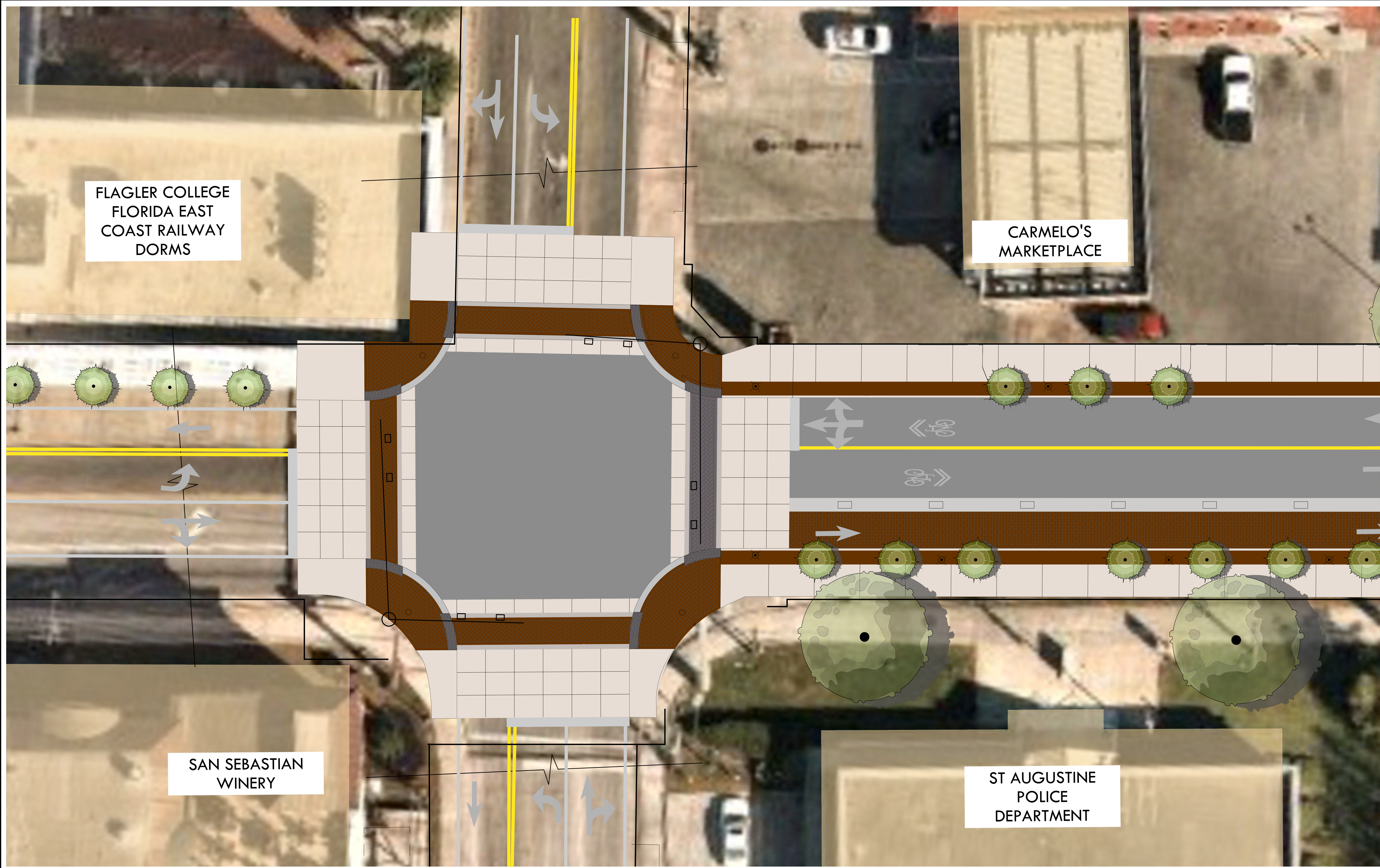
KING STREET
 ST. AUGUSTINE, FL
 GENERAL NOTES & OVERVIEW PLAN

PUBLIC REVIEW	02/21/24
CONCEPTS	07/17/23
REV	DESCRIPTION DATE
	SIZE: ANSI D
	PRIME PROJECT #: 23.12.00
	ML+H PROJECT #: 23.12.00
DRAWING NO.	L-2.00



OVERVIEW PLAN WITH SHEET LAYOUT





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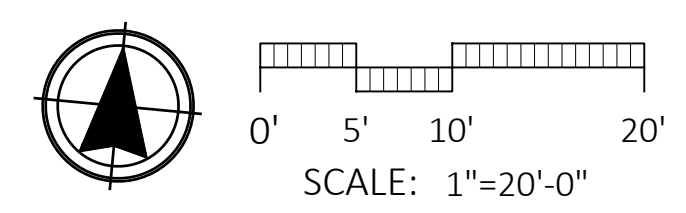
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 Jeremy Marquis, RLA (LA6667110)
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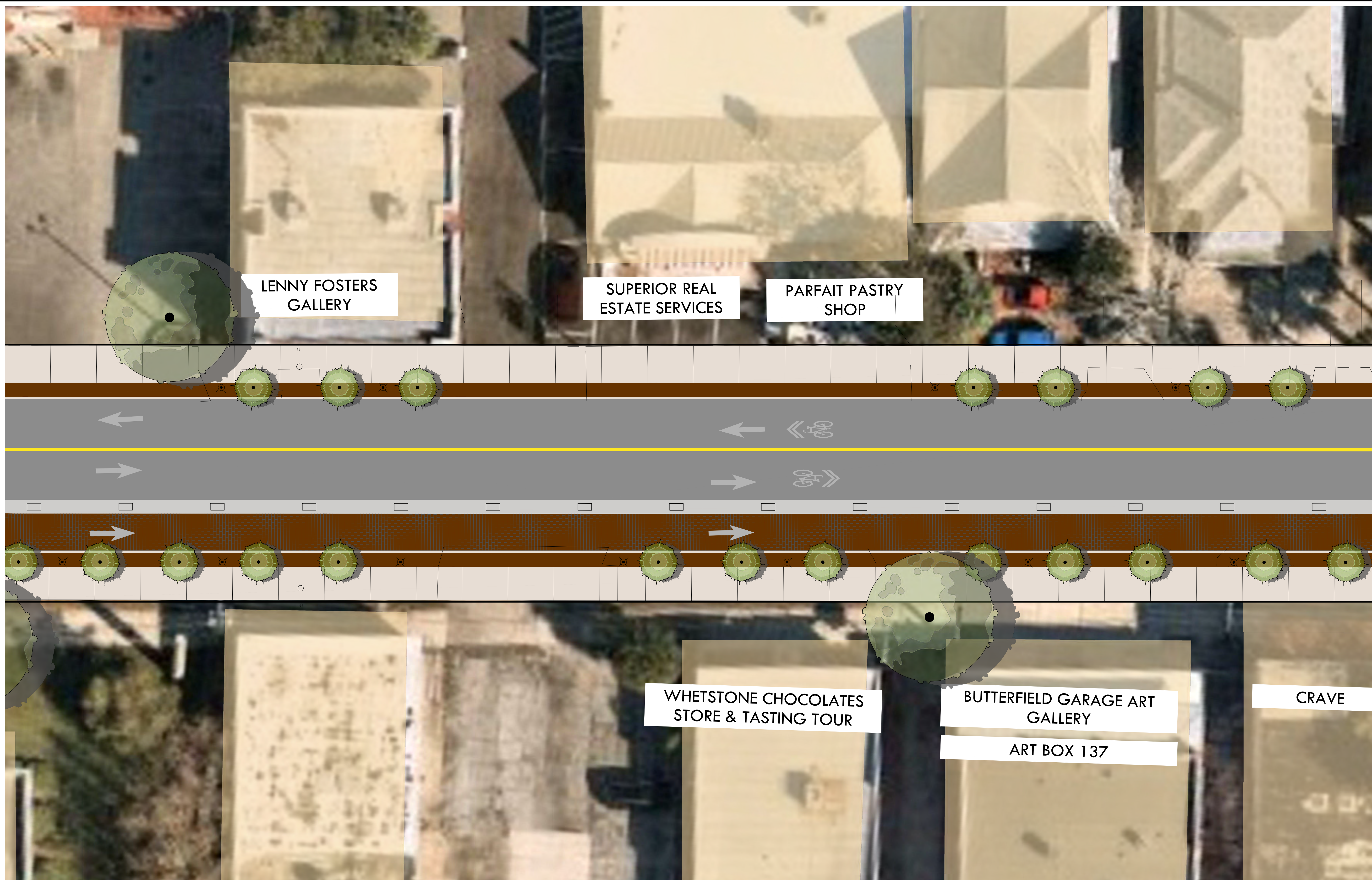


KING STREET
 ST. AUGUSTINE, FL
 HARDSCAPE PLAN - MALAGA INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
 PRIME PROJECT #: 23.12.00
 ML+H PROJECT #: 23.12.00
 DRAWING NO. **L-2.01**





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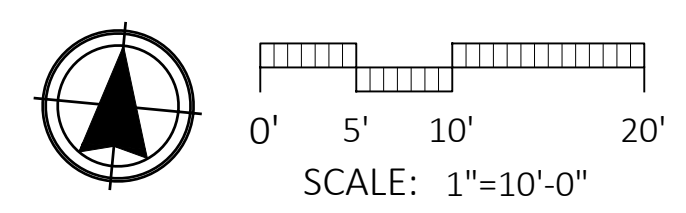
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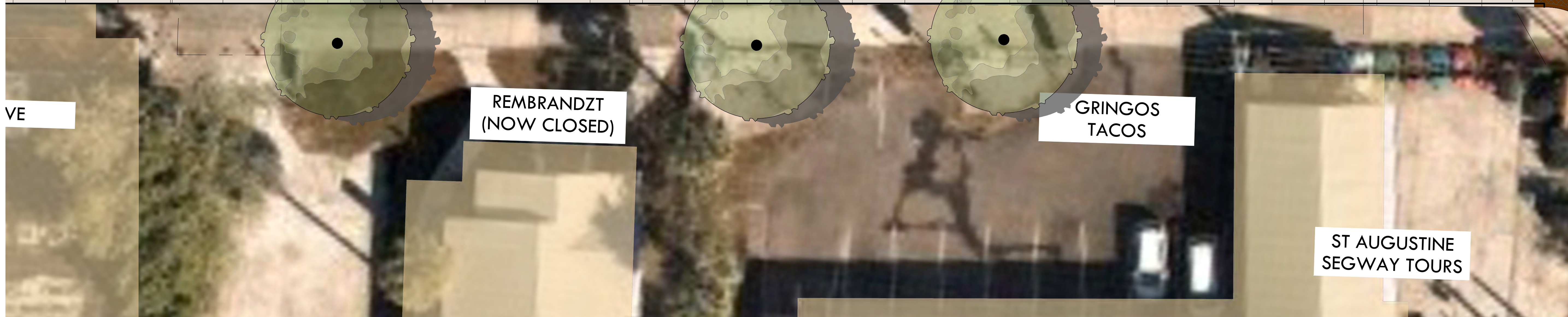
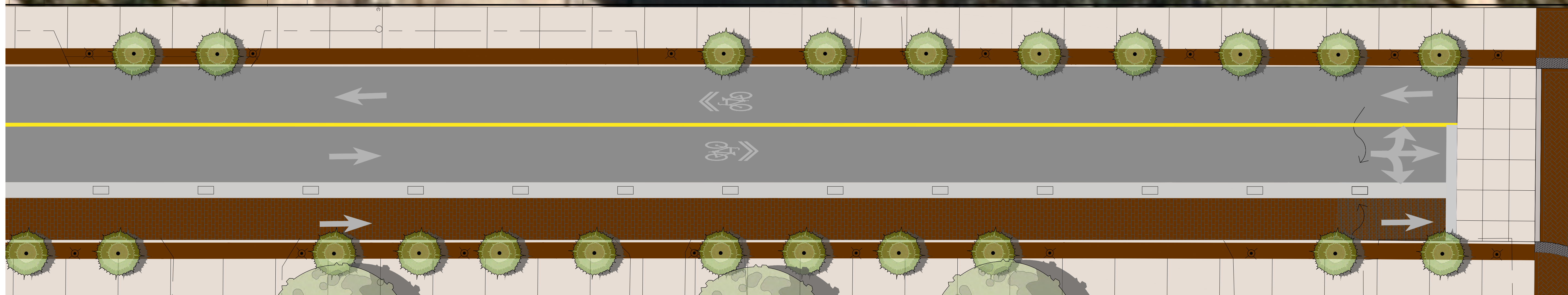


KING STREET
 ST. AUGUSTINE, FL
 HARDSCAPE PLAN A

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
 PRIME PROJECT #: 23.12.00
 ML+H PROJECT #:
 DRAWING NO. **L-2.02**





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LANDSCAPE ARCHITECT OF RECORD
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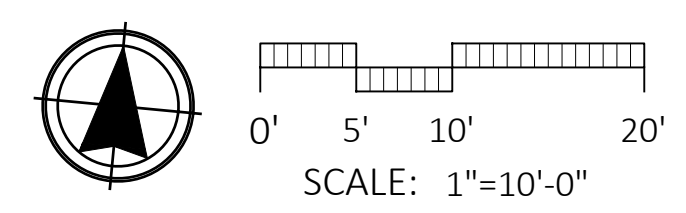
KING STREET
 The East Made in Florida
 CITY OF ST. AUGUSTINE

HANSON

KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN B

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
DRAWING NO. L-2.03





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Jeremy Marquis, RLA (LA6667110)
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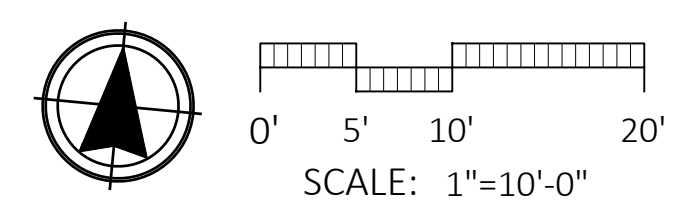
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CITY OF ST. AUGUSTINE

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KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN - RIBERIA ST INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
DRAWING NO. **L-2.04**





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LANDSCAPE ARCHITECT OF RECORD
Jeremy Marquis, RLA (LA6667110)
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KING STREET
ST. AUGUSTINE, FL
LANDSCAPE PLAN - MLKING AVE INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
DRAWING NO. **L-2.06**



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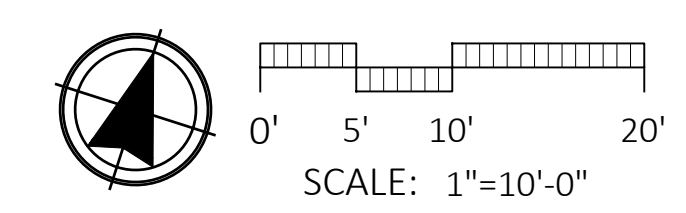
LANDSCAPE ARCHITECT OF RECORD
Jeremy Marquis, RLA (LA6667110)
DRAWN BY: INITIALS



KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN E

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
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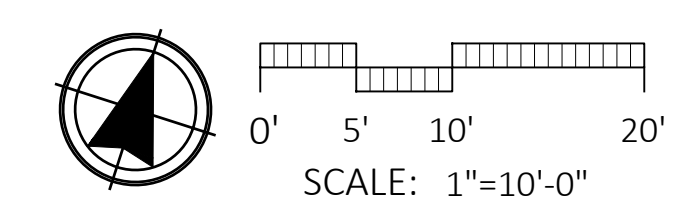


Wednesday, March 13, 2024
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LIGHTNER MUSEUM
(CITY OF ST. AUGUSTINE
CITY HALL)

STARBUCKS



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KING STREET
The East Side of Florida
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KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN F

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00

DRAWING NO. **L-2.09**



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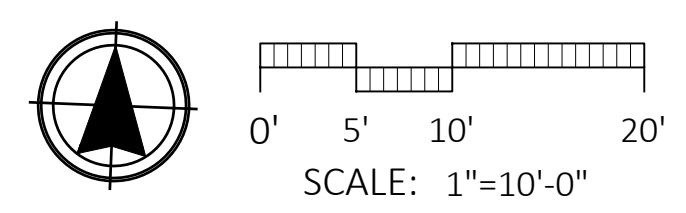
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City of St. Augustine

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KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN - CORDOVA ST INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
DRAWING NO. **L-2.10**



GOVERNOR'S HOUSE
CULTURAL CENTER & MUSEUM

PLAZA DE

GOVERNOR'S HOUSE

POSIEDEN SPA

THE ANCIENT OLIVE
SO MERMazing
ARTSY ABODE
LOST ART GALLERY

TRINITY PARISH CHURCH

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Jeremy Marquis, RLA (LA6667110)

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 CITY OF ST. AUGUSTINE

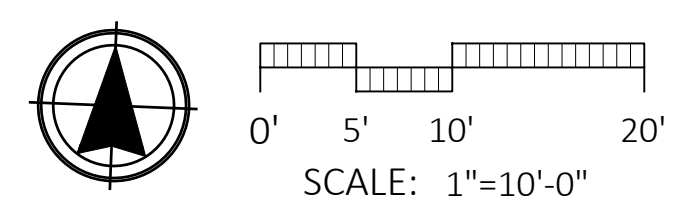
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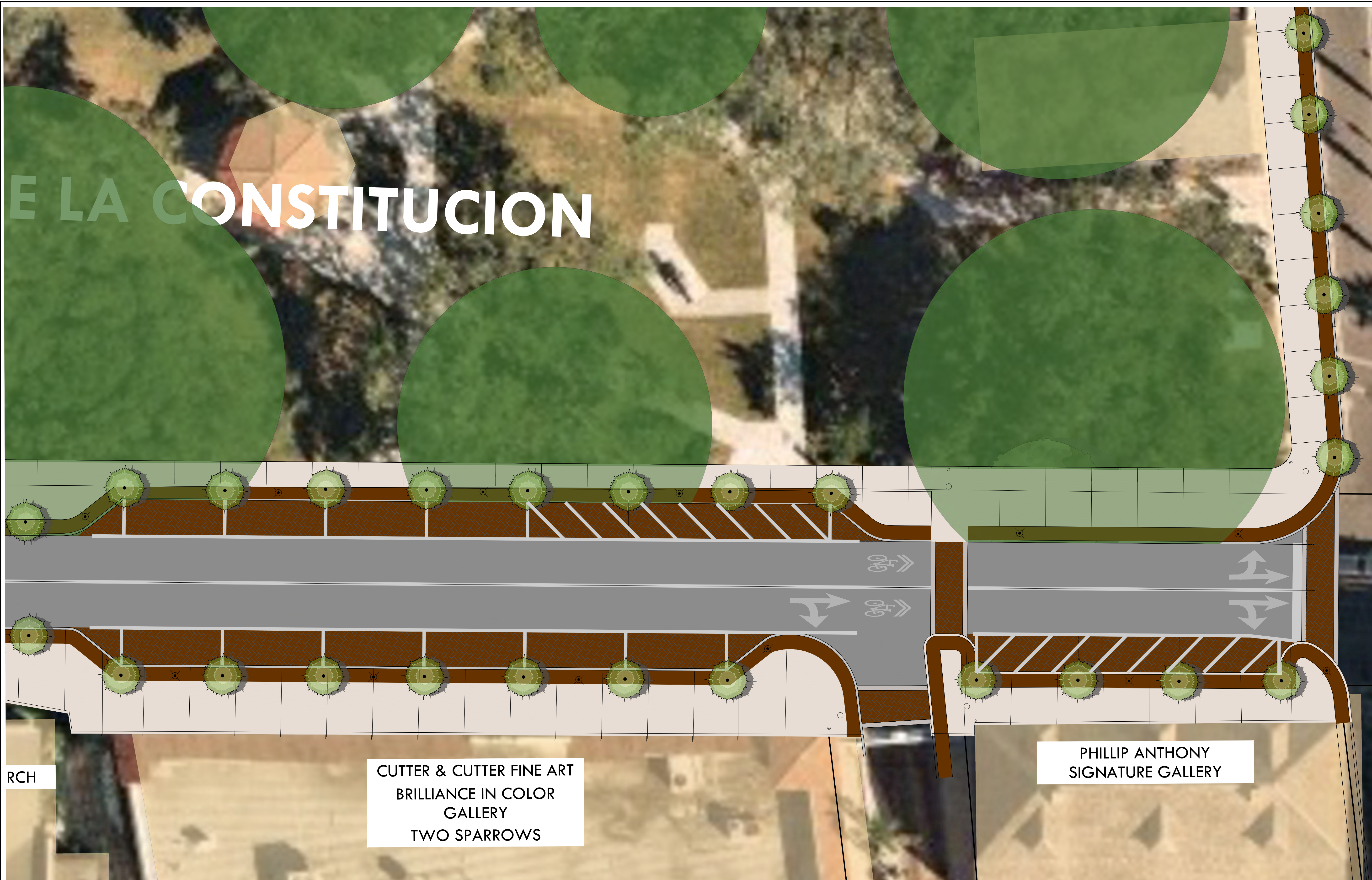
KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN G

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #:

DRAWING NO. L-2.11

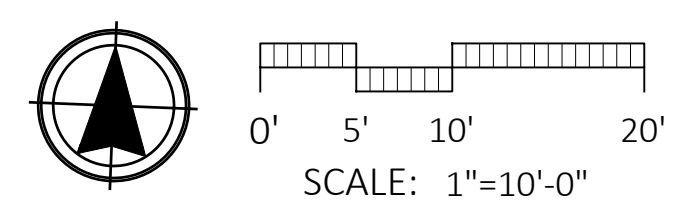




RCH

CUTTER & CUTTER FINE ART
BRILLIANCE IN COLOR
GALLERY
TWO SPARROWS

PHILLIP ANTHONY
SIGNATURE GALLERY



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Jeremy Marquis, RLA (LA6667110)

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KING STREET	ST. AUGUSTINE, FL	HARDSCAPE PLAN H
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REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE:	ANSI D
PRIME PROJECT #:	
ML+H PROJECT #:	23.12.00
DRAWING NO.	L-2.12



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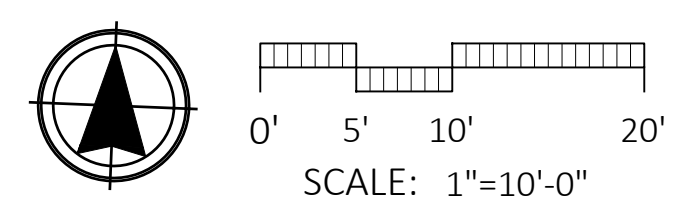


KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN I

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00

DRAWING NO. **L-2.13**





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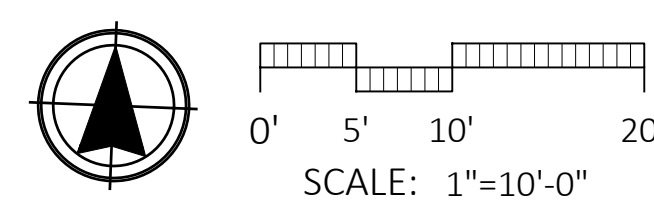
LANDSCAPE ARCHITECT OF RECORD
 Jeremy Marquis, RLA (LA6667110)
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KING STREET
 ST. AUGUSTINE, FL
 HARDSCAPE PLAN J

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
 PRIME PROJECT #:
 ML+H PROJECT #: 23.12.00
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L-2.14





BANK OF AMERICA
(NOW CLOSED)

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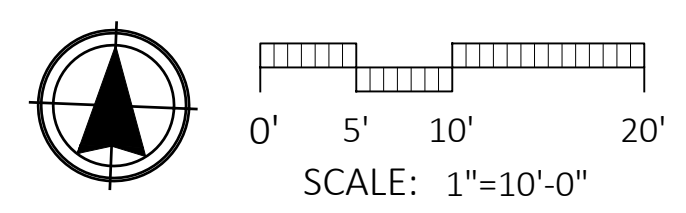
KING STREET
The East Side of Florida
City of St. Augustine

HANSON

KING STREET
ST. AUGUSTINE, FL
HARDSCAPE PLAN CATHEDRAL ST INTERSECTION

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00
DRAWING NO. **L-2.15**





OVERVIEW PLAN WITH SHEET LAYOUT

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The East Made in Florida
CITY OF ST. AUGUSTINE

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KING STREET
ST. AUGUSTINE, FL
PLAZA OVERVIEW - TWO LANE

REV	DESCRIPTION	DATE
	PUBLIC REVIEW	02/21/24
	CONCEPTS	07/17/23

SIZE: ANSI D
PRIME PROJECT #: 23.12.00
ML+H PROJECT #: 23.12.00

DRAWING NO. **L-2.16**

KING STREET

Making it

The Best Mile in Florida



KING STREET

Why did the City take Control of It?

- To put it on Our Time Schedule & Regulations instead of FDOT's
- To give more Time for Public input
- To focus on the PLAZA's Historic importance
- To have it serve Locals as well as Visitors
- To Improve Traffic Flow
- To Make it more Pedestrian & Bike Friendly
- For Design Flexibility to Landscape the full length of King Street
- In short... To Make it One of the Best Miles in Florida

The Big Three

Livability

History

Beauty



1

The Big Three Livability

Access (vehicular + pedestrian)

Deliveries

Mobility

Improved Utilities + Storm Readiness

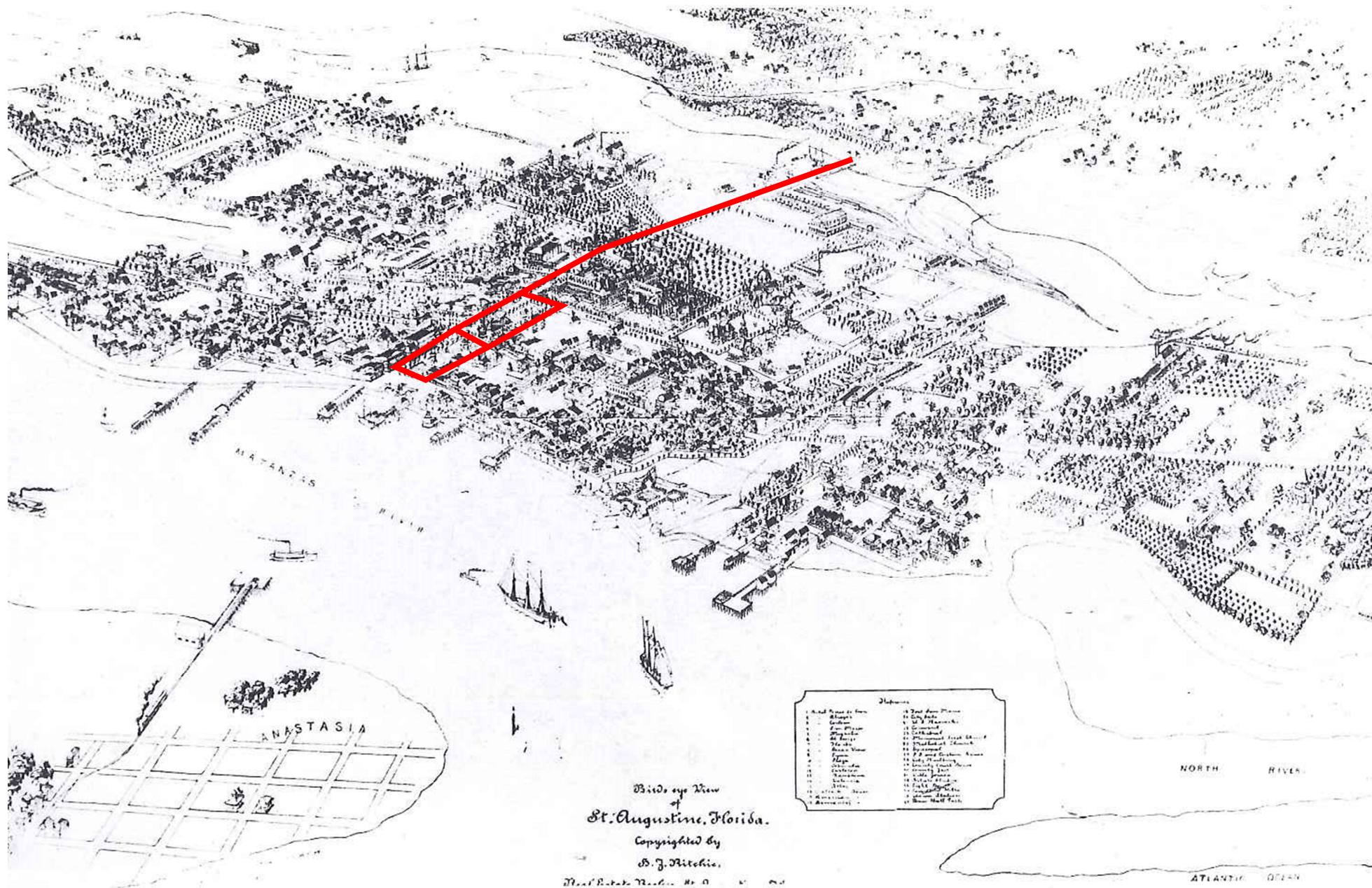


2

The Big Three History

Entry to the Historic District Part of original 1573 Town Plan





City of St Augustine Map C.

Harvey, Karen. St. Augustine and St Johns County A Pictorial History. Page 102.



King Street

Bowen, Beth Rogero. St Augustine Historical Society, St. Augustine in the Gilded Age. Page 91.



St Augustine from the Matanzas River

Bowen, Beth Rogero. St Augustine Historical Society, St. Augustine in the Gilded Age. Page 86.



STEP 1 CONCEPTS Historic Images

City of St. Augustine, 75 King Street, St. Augustine, Florida, 32084
ML+H Project No. 23.12.0

February 22, 2024
v3.2





Electric Street Car on King Street

Electric street car on King St. in St. Augustine. 1908 (circa). State Archives of Florida, Florida Memory. <<https://www.floridamemory.com/items/show/331710>>, accessed 21 March 2023.



King Street + Plaza

King Street and Plaza, St. Augustine, Fla. 1911 (circa). State Archives of Florida, Florida Memory. <<https://www.floridamemory.com/items/show/268695>>, accessed 21 March 2023.



King Street + Plaza

King Street and plaza - Saint Augustine, Florida. 1900 (circa). State Archives of Florida, Florida Memory. <<https://www.floridamemory.com/items/show/161447>>, accessed 21 March 2023.



King Street

King Street, St. Augustine, Fla. 1920 (circa). State Archives of Florida, Florida Memory. <<https://www.floridamemory.com/items/show/331711>>, accessed 21 March 2023.



King Street showing the Plaza

King Street showing the Plaza : Saint Augustine, Florida. 1885. State Archives of Florida, Florida Memory. <<https://www.floridamemory.com/items/show/8029>>, accessed 21 March 2023.



King Street + Plaza

King Street and Plaza - St. Augustine, Florida. 1910 (circa). State Archives of Florida, Florida Memory. <<https://www.floridamemory.com/items/show/147968>>, accessed 21 March 2023.



King Street

King Street looking east, Saint Augustine, Florida. 1906 (circa). State Archives of Florida, Florida Memory. <<https://www.floridamemory.com/items/show/161528>>, accessed 21 March 2023.



King Street

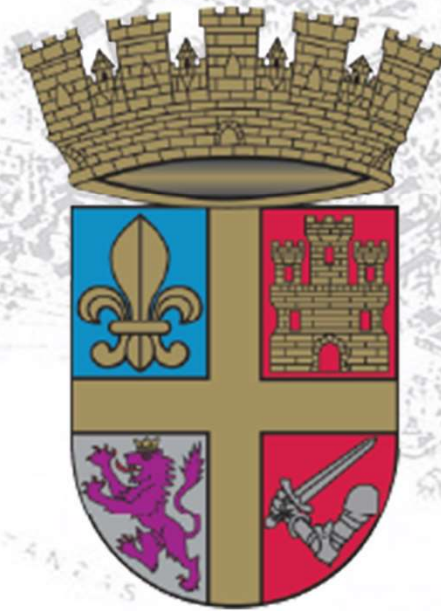
King Street, Saint Augustine, Florida. 1900 (circa). State Archives of Florida, Florida Memory. <<https://www.floridamemory.com/items/show/161527>>, accessed 21 March 2023.

3

The Big Three Beauty

The Best Mile in Florida!





KING STREET
The Best Mile in Florida
CITY OF **ST AUGUSTINE**

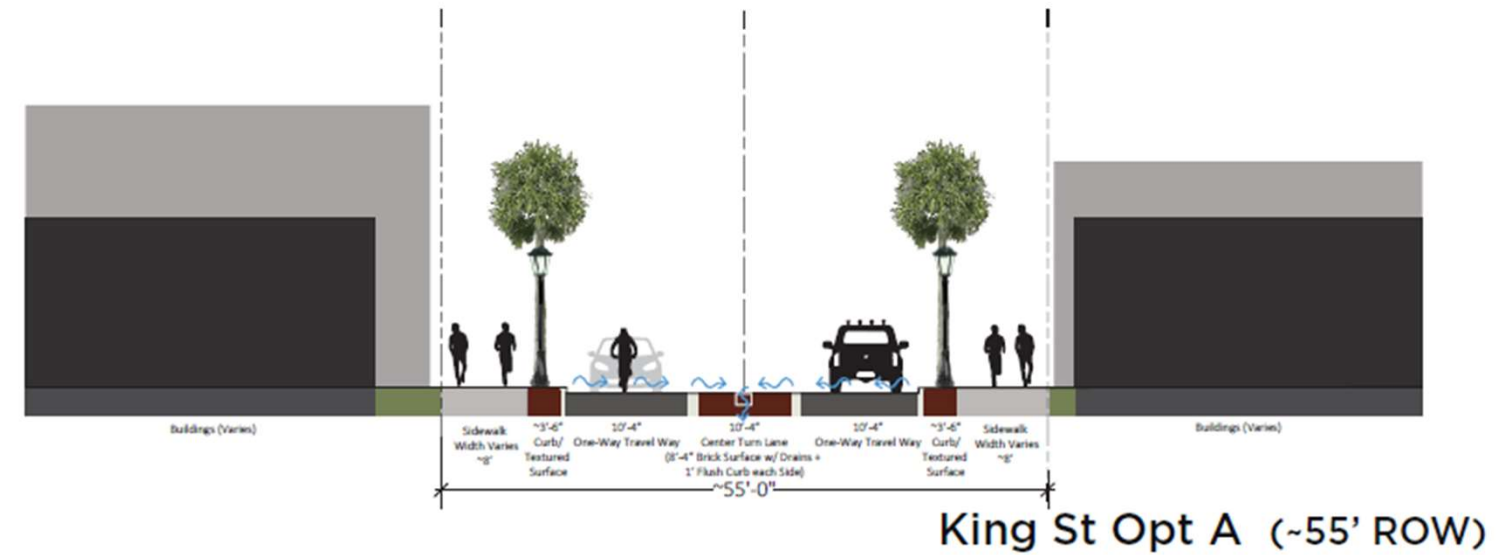
INFRASTRUCTURE IMPROVEMENTS



Stormwater

Revamp & Replace all of Existing Drainage

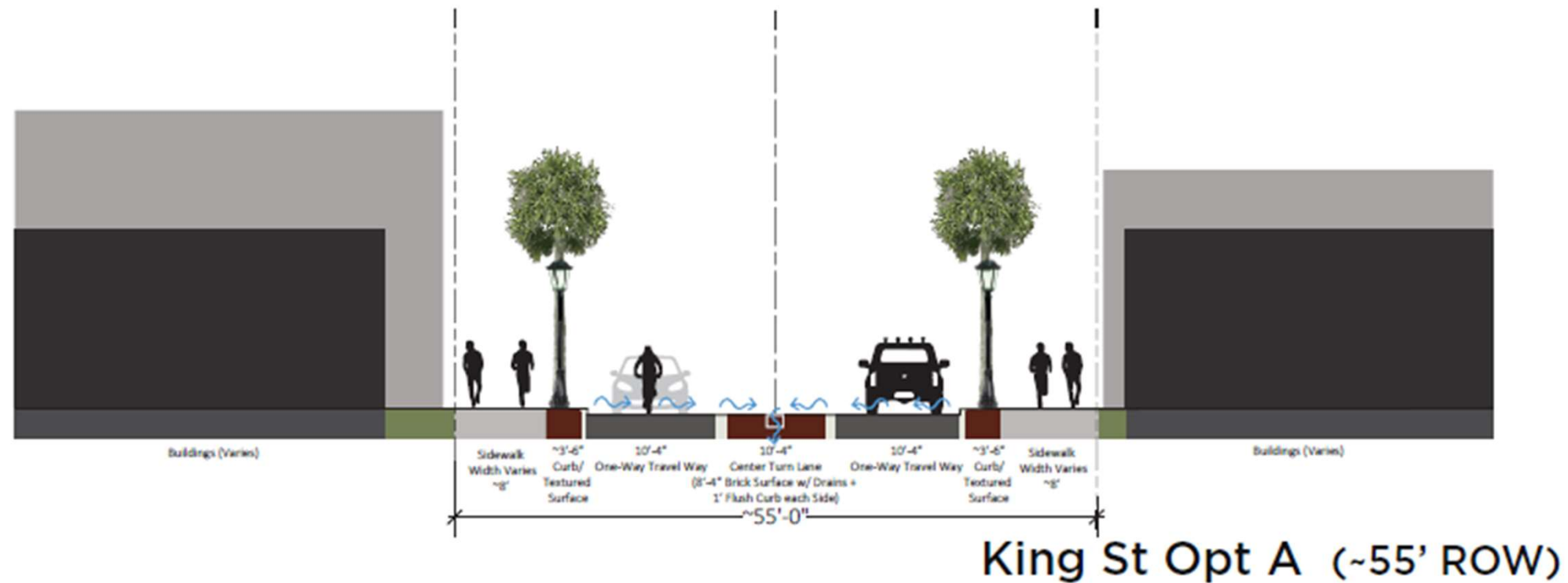
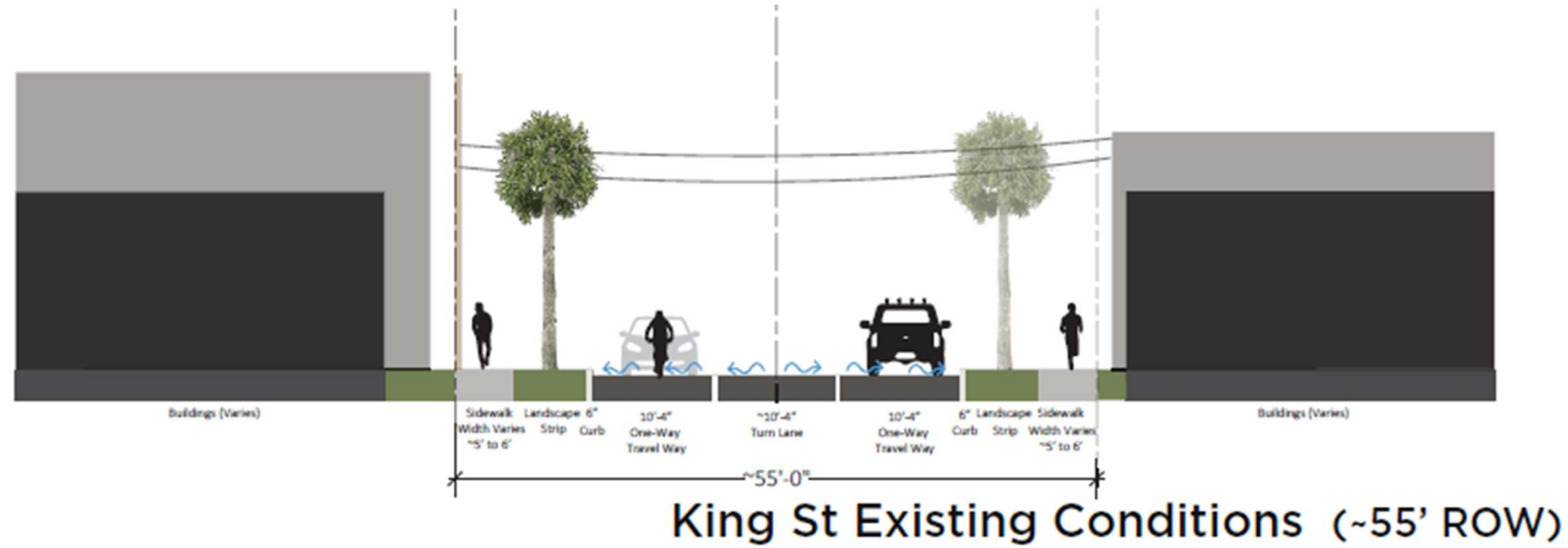
Inverted Crown



Help to Reduce Flooding along Corridor...especially at intersections

Improved Stormwater Quality

Stormwater & Utilities



Utilities

Water & Sewer

All new City utilities

Electric: Aiming to Underground

Storm Readiness

Improved Aesthetics

Communications Infrastructure

Coordinating upgrades opportunities
for AT&T, Comcast, and others

Traffic Flow + Aspects

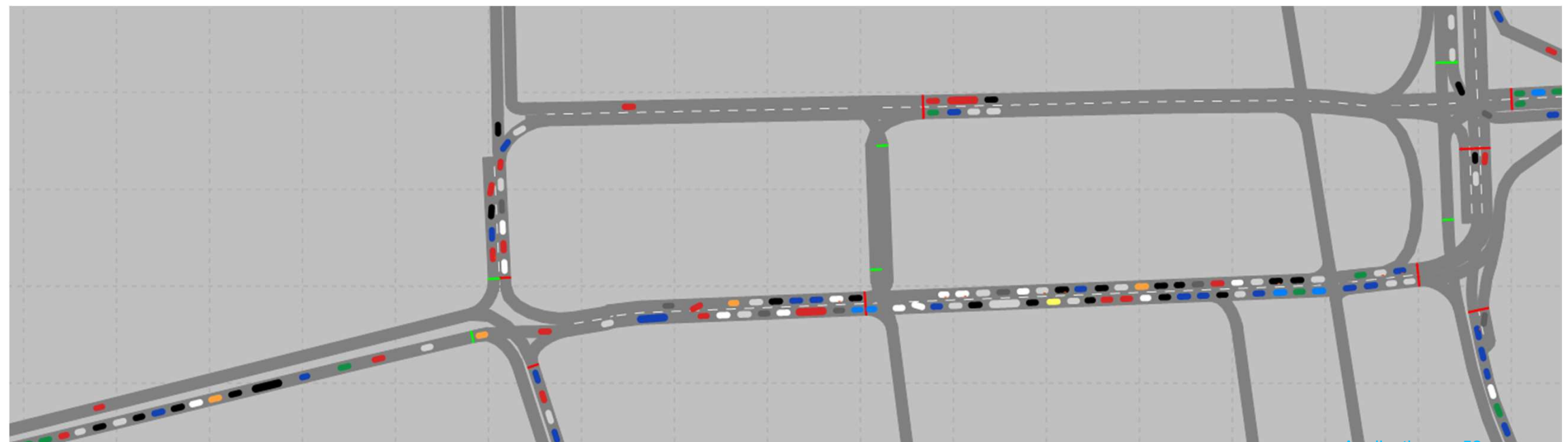
Key Aspects:

Signal Phasing + Progression

Improved Safety

Improved Flow Cathedral / King

Vissim Model
(existing)



Transit Mobility

Potential Transit Route
(preliminary)

Concept A

Considers routing off King Street

Concept B

East-bound on King Street

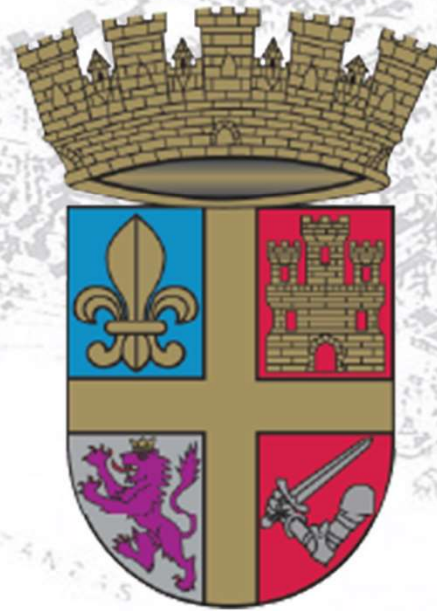


Coordination with FDOT

Bridge of Lions Intersection

Plans coordinated with improved circulation





KING STREET
The Best Mile in Florida
CITY OF **ST AUGUSTINE**

KING STREET CONCEPTS



Concepts Overview

King Street Concept A:

Left Turn Lane + Improved Walkability

King Street Concept B:

Dedicated Transit Lane

Cathedral Place 1-Lane

Cathedral Place 2-Lane



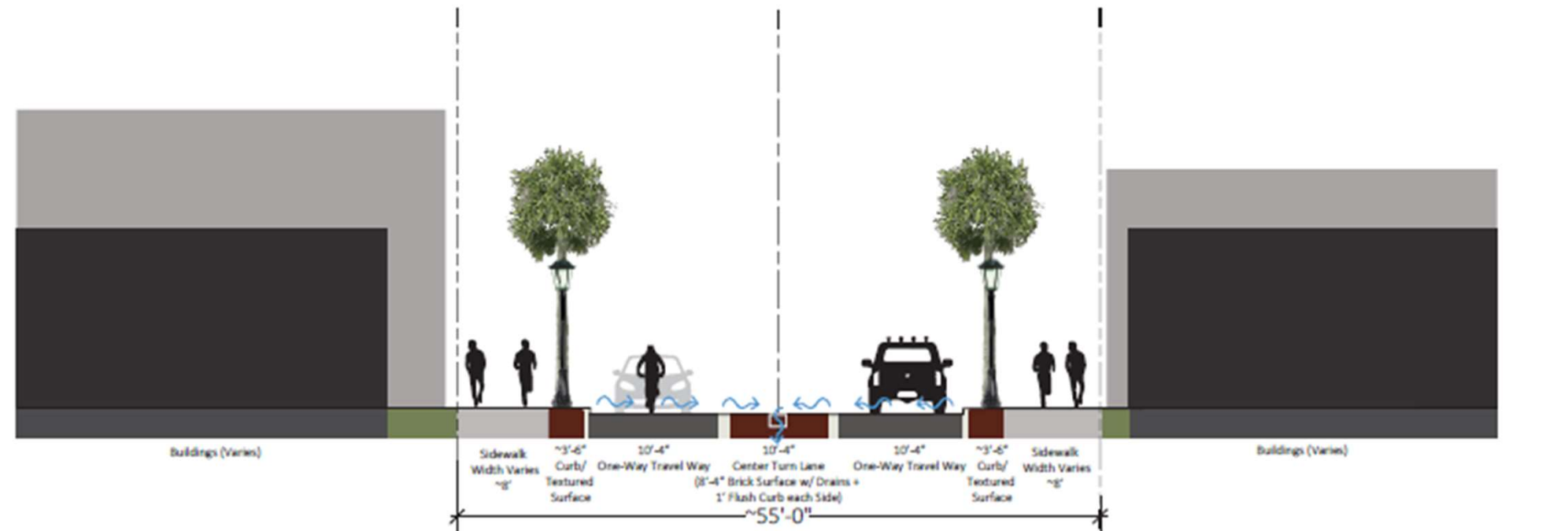
Option A
Left Turn Lane + Improved Walkability



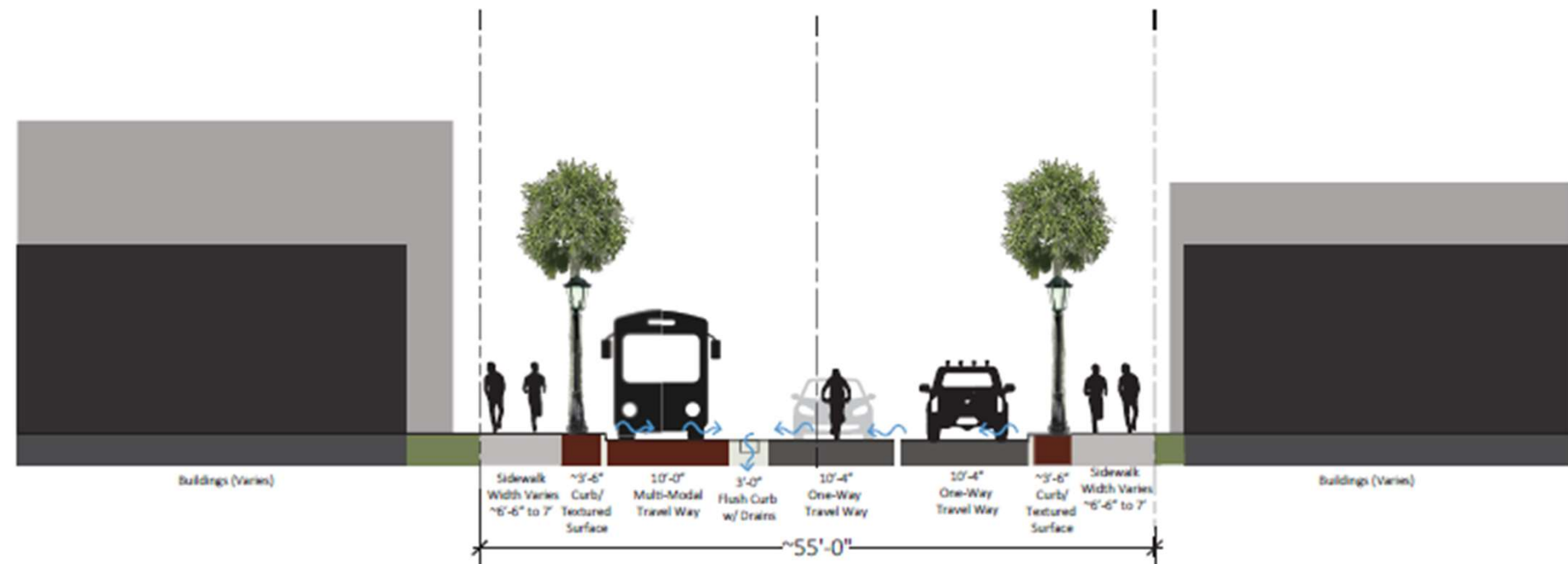
Option B
Dedicated Transit Lane



Cross Sections

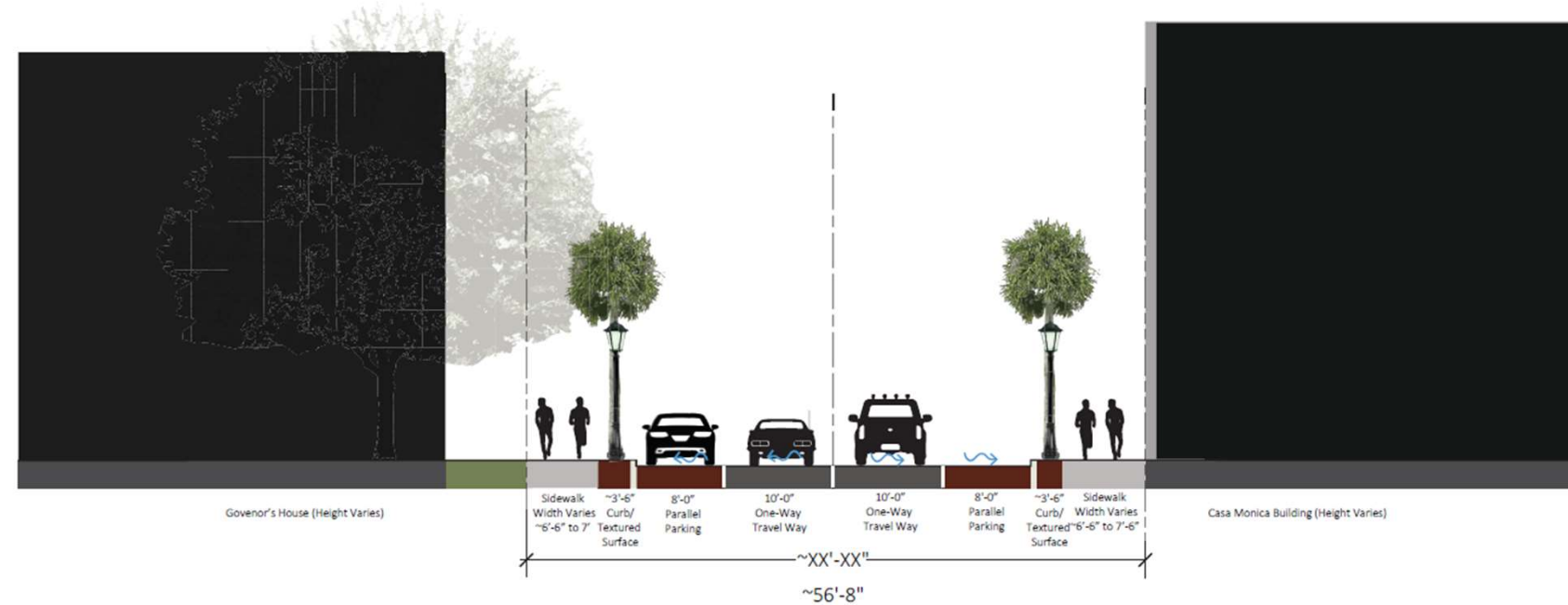
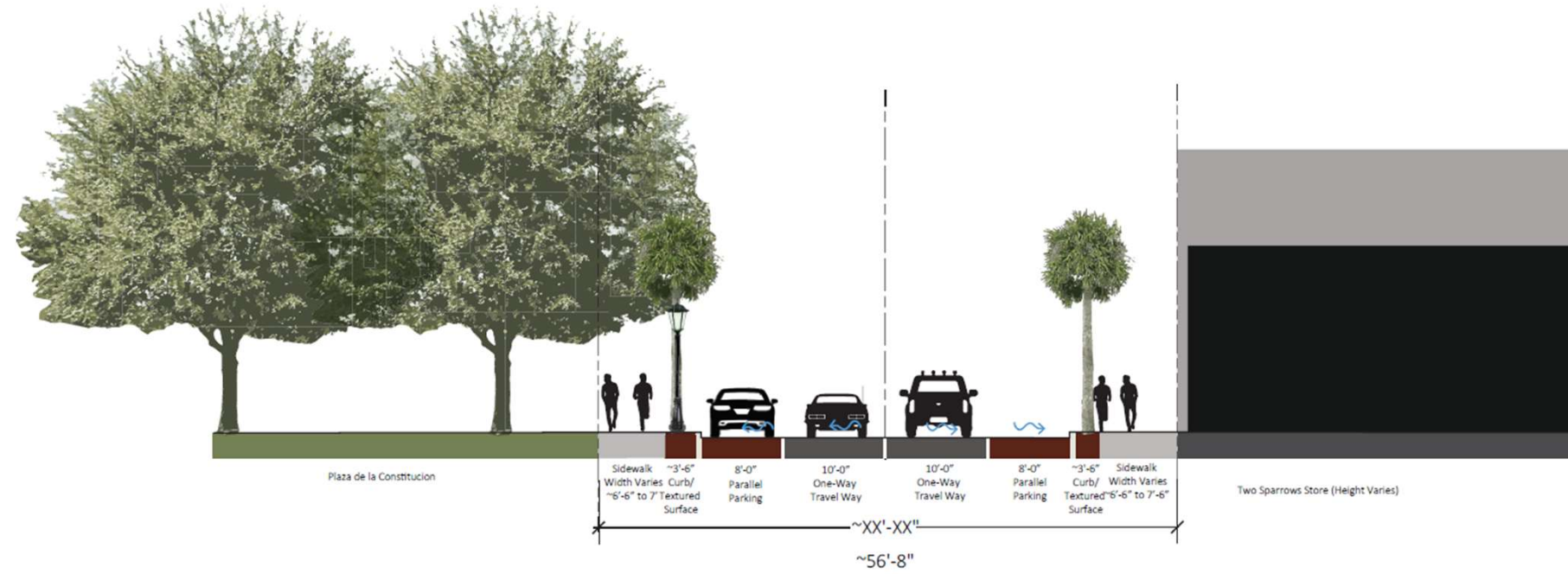


King St Opt A (~55' ROW)



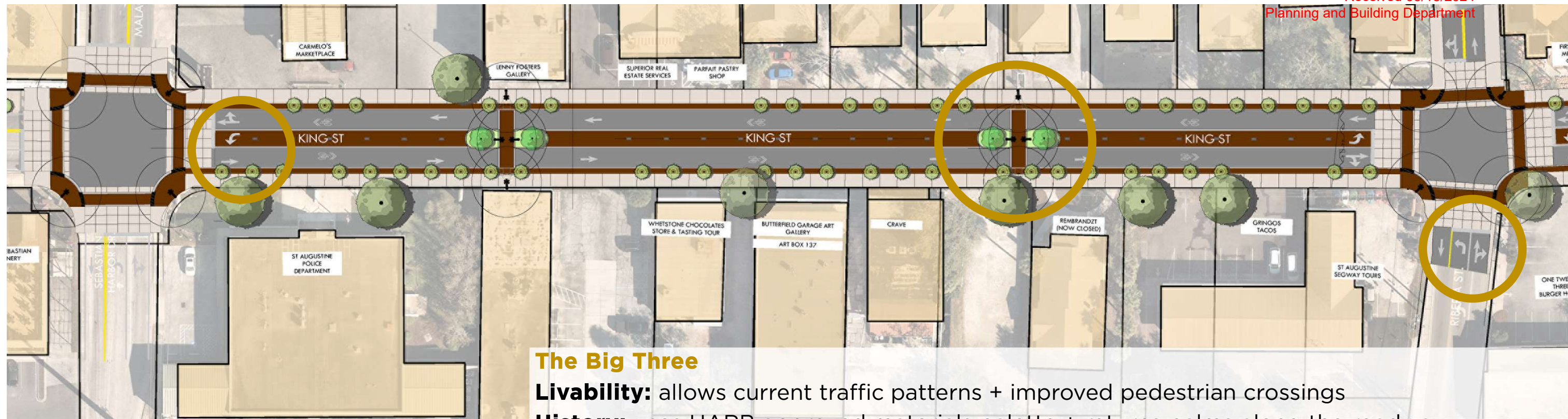
King St Opt B (~55' ROW)

Cross Sections



Left Turn Lane + Improved Walkability

Option A



The Big Three

Livability: allows current traffic patterns + improved pedestrian crossings

History: uses HARB approved materials palette + returns palms along the roadway

Beauty: brick + palms with shade trees when able + underground utilities

Dedicated Transit Lane

Option B



The Big Three

Livability: transit only lane

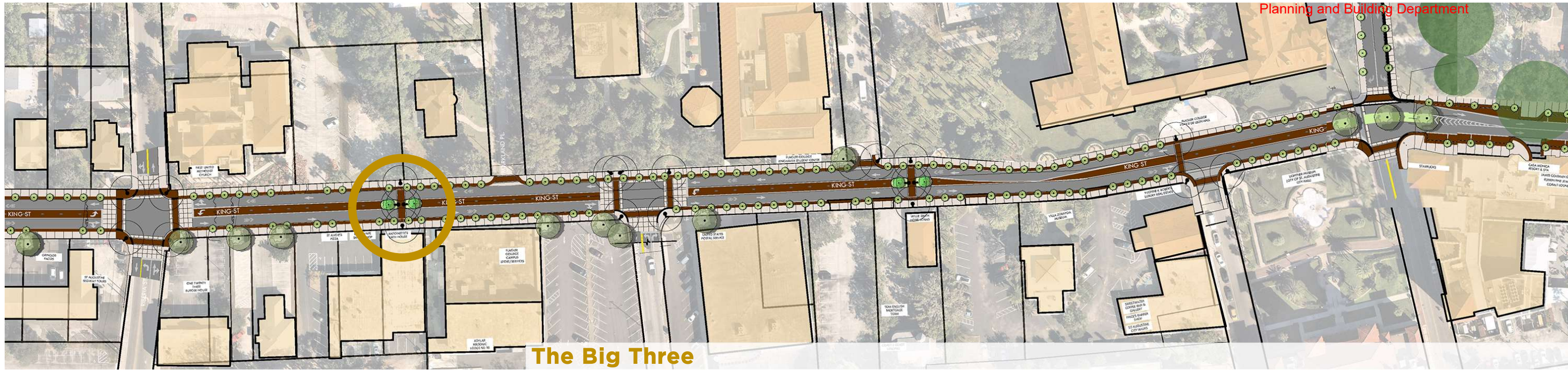
History: uses HARB approved materials palette + reintroduces transit corridor

Beauty: brick + palms with shade trees when able + underground utilities





Option A
Left Turn Lane + Improved Walkability



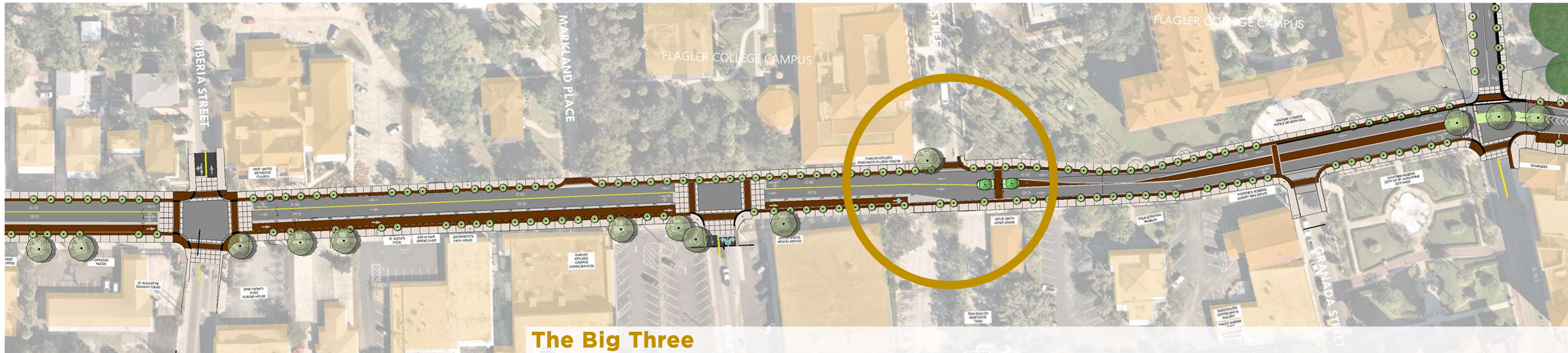
The Big Three

Livability: allows current traffic patterns + improved pedestrian crossings

History: uses HARB approved materials palette + returns palms along the roadway

Beauty: brick + palms with shade trees when able + underground utilities

Option B
Dedicated Transit Lane



The Big Three

Livability: allows current traffic patterns + improved pedestrian crossings

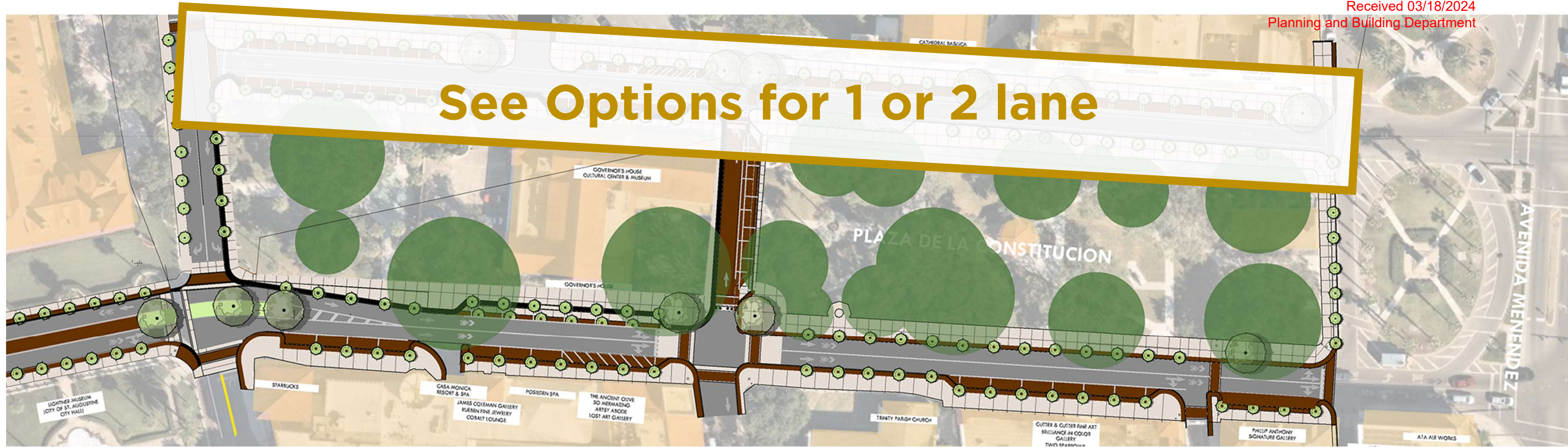
History: uses HARB approved materials palette + returns palms along the roadway

Beauty: brick + palms with shade trees when able + underground utilities

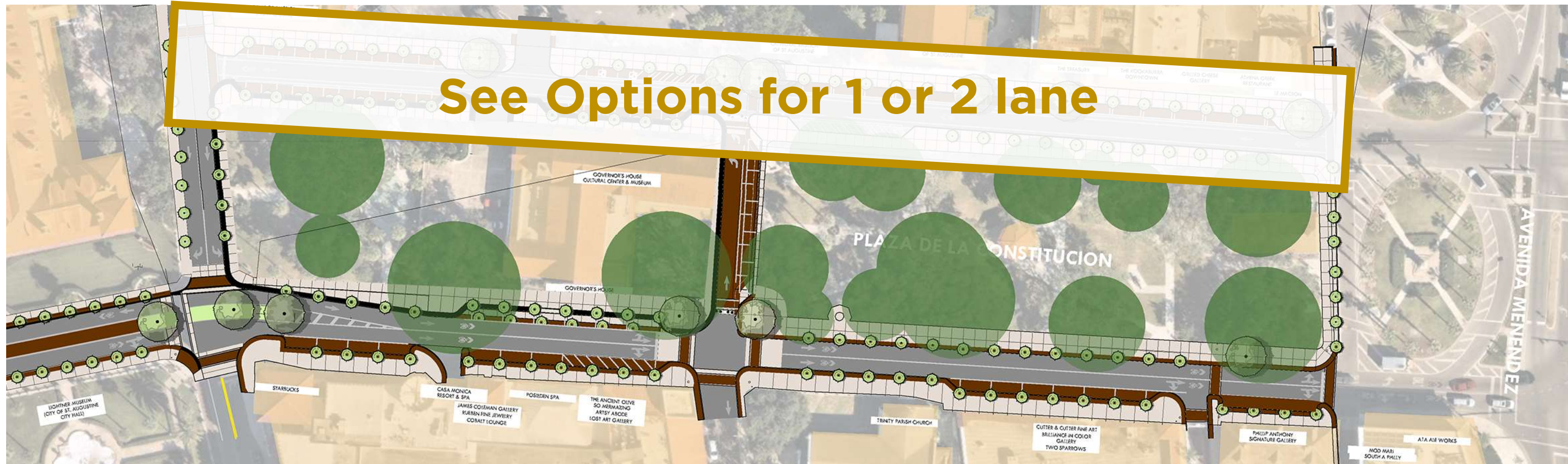




Option A
Left Turn Lane + Improved Walkability



Option B
Dedicated Transit Lane





Option A
Left Turn Lane + Improved Walkability



The Big Three

Livability: allows current traffic patterns + improved pedestrian crossings

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Dedicated Transit Lane



The Big Three

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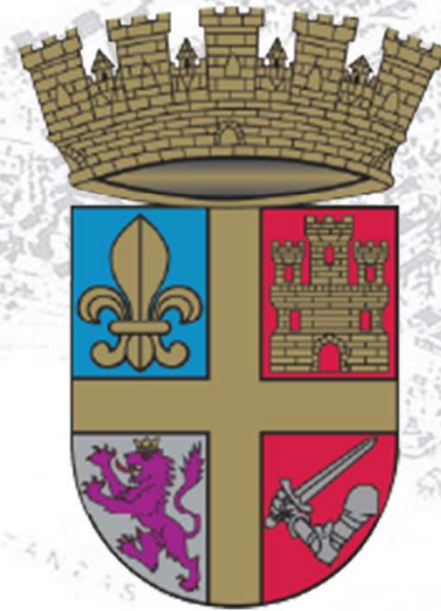
The Big Three

Livability

History

Beauty





KING STREET
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CITY OF **ST AUGUSTINE**

CATHEDRAL PLACE

1-Lane Option

2-Lane Option

Stations	
1. Arch Street to Sea	14. East Side Plaza
2. Bishop	15. City Park
3. Green	16. St. Augustine
4. San Juan	17. Cathedral
5. St. Augustine	18. Plaza de la Reina
6. St. Augustine	19. Cathedral Church
7. St. Augustine	20. Cathedral Church
8. St. Augustine	21. Cathedral Church
9. St. Augustine	22. Cathedral Church
10. St. Augustine	23. Cathedral Church
11. St. Augustine	24. Cathedral Church
12. St. Augustine	25. Cathedral Church
13. St. Augustine	26. Cathedral Church
14. St. Augustine	27. Cathedral Church
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86. St. Augustine	99. Cathedral Church
87. St. Augustine	100. Cathedral Church

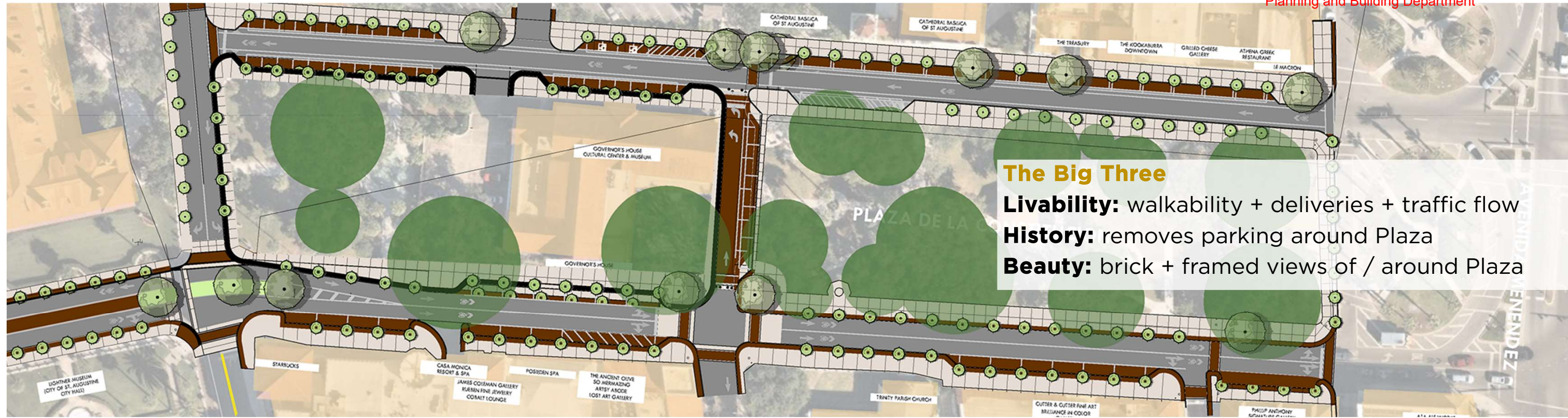
Bird's eye View
of
St. Augustine, Florida.

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Reel Estate Number No. 0 1 2 3 4 5 6 7 8 9 10



1-Lane Option



The Big Three

- Livability:** walkability + deliveries + traffic flow
- History:** removes parking around Plaza
- Beauty:** brick + framed views of / around Plaza

2-Lane Option

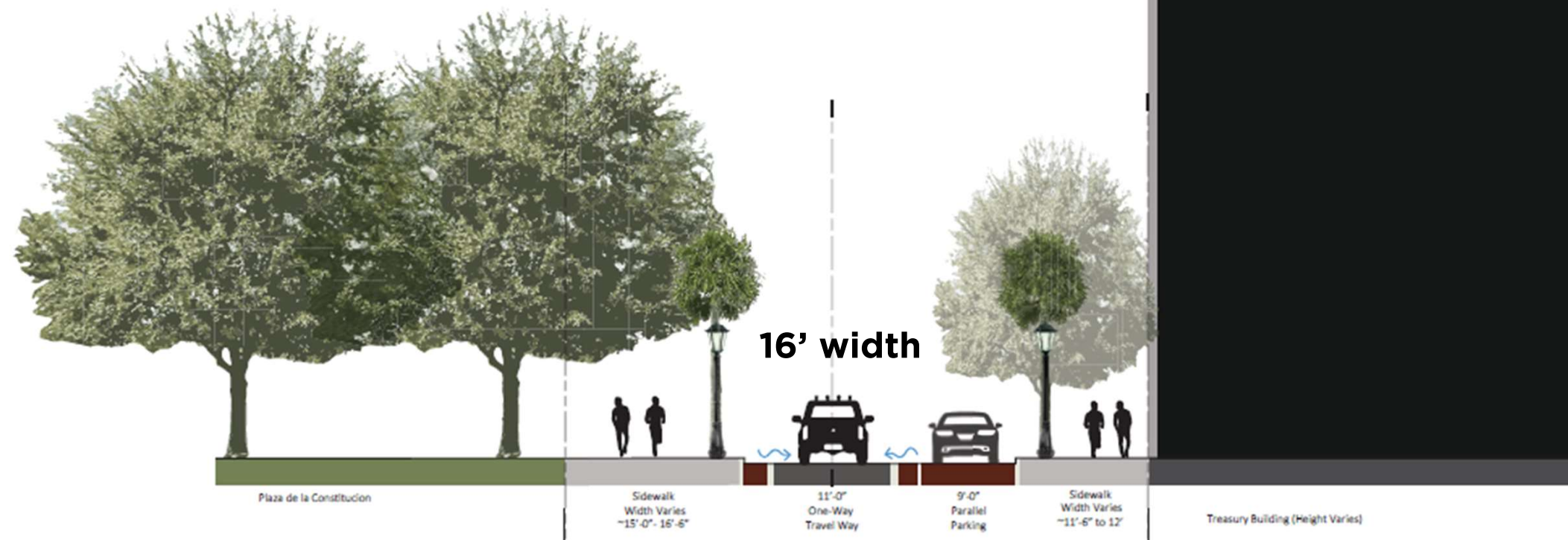


The Big Three

- Livability:** walkability + deliveries + traffic flow
- History:** removes parking around Plaza
- Beauty:** brick + framed views of / around Plaza



1-Lane Option





STEP 1
CONCEPTS

Cathedral Place 1-Lane Perspective

February 22, 2024

v3.2

City of St. Augustine, 75 King Street, St. Augustine, Florida, 32084

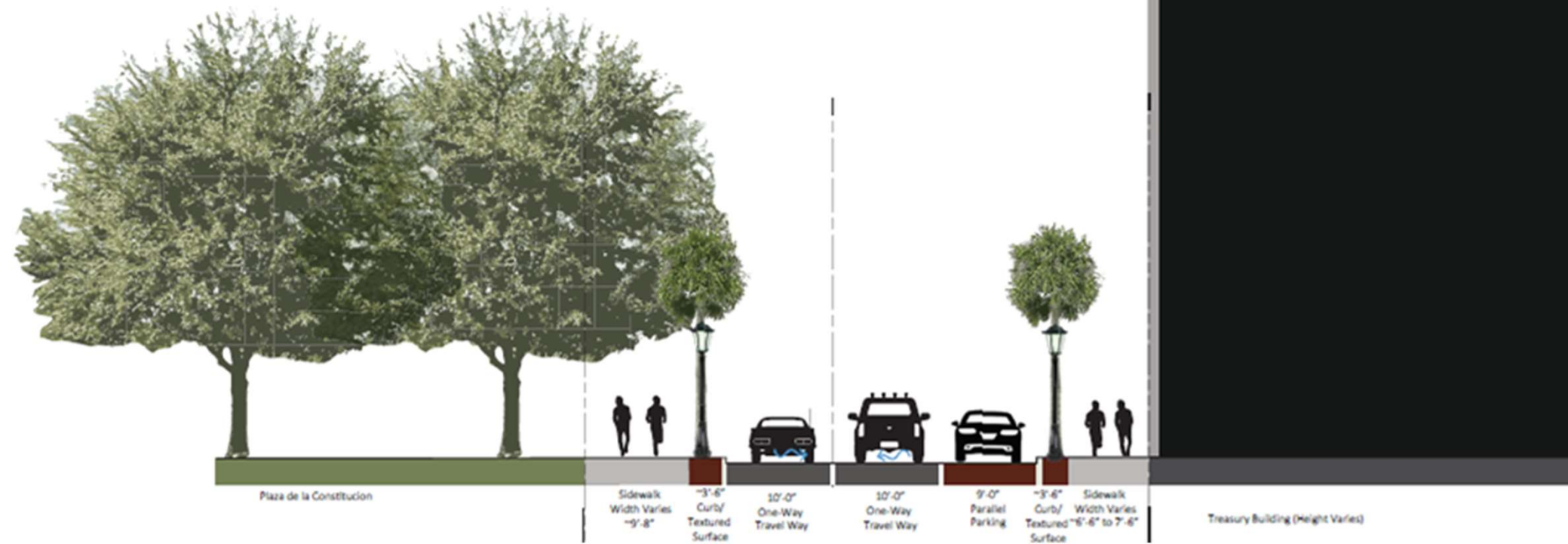
ML+H Project No. 23.12.0

Note: Not all off-site improvements (such as signage) is shown in the renderings.



Marquis Latimer + Halback
LANDSCAPE ARCHITECTURE · PLANNING
Application pg 71
www.halback.com | Florida Qualifier LA6667110

2-Lane Option





Marquis Latimer + Halback
LANDSCAPE ARCHITECTURE



STEP 1
CONCEPTS

Cathedral Place 2-Lane Perspective

February 22, 2024

v3.2

City of St. Augustine, 75 King Street, St. Augustine, Florida, 32084
ML+H Project No. 23.12.0

Note: Not all off-site improvements (such as signage) is shown in the renderings.



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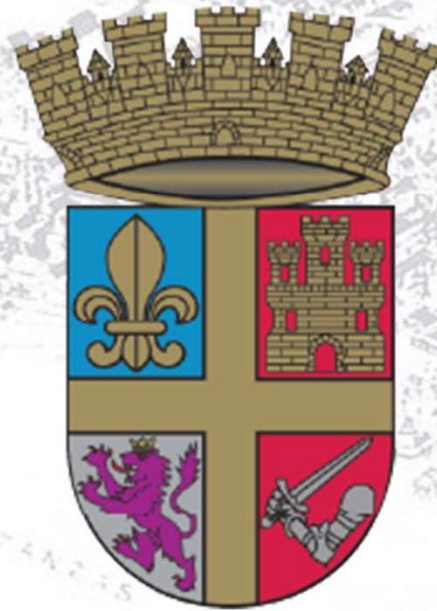
The Big Three

Livability

History

Beauty





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IMPROVEMENTS FOR TRAFFIC FLOW + SAFETY



Concepts Overview: Malaga to Cordova

Signal Phasing + Progression

Protected Left Turn from Riberia to head west
Better integration / communication of all signals

Improved Safety

“Table topped” intersections
Wider sidewalks when able
Mid block crossings (Concept A)

Concept A:

King Street turning movements stay the same

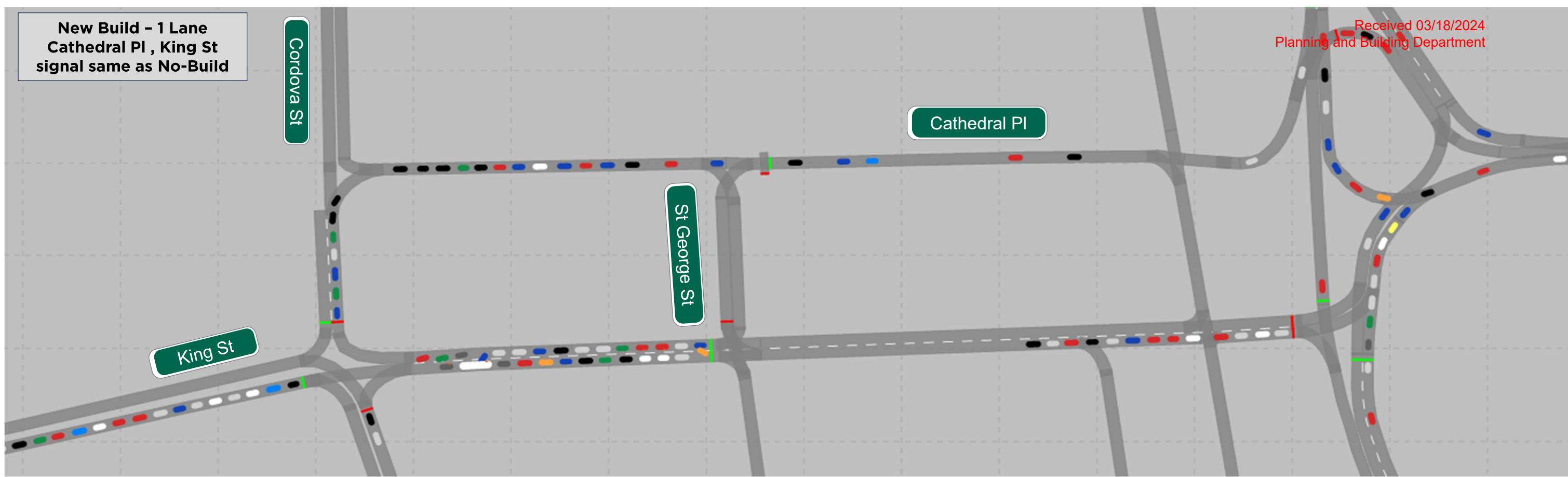
Concept B: Transit given priority

Concepts Overview:

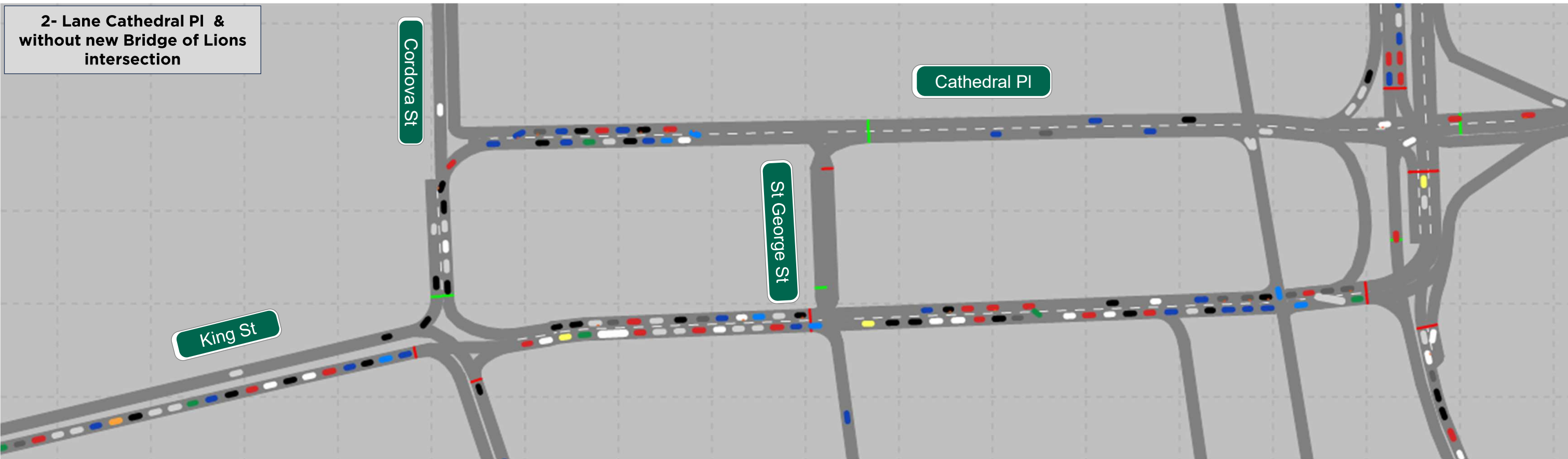
Plaza (King + Cathedral)

Improves Traffic Flow Efficiency

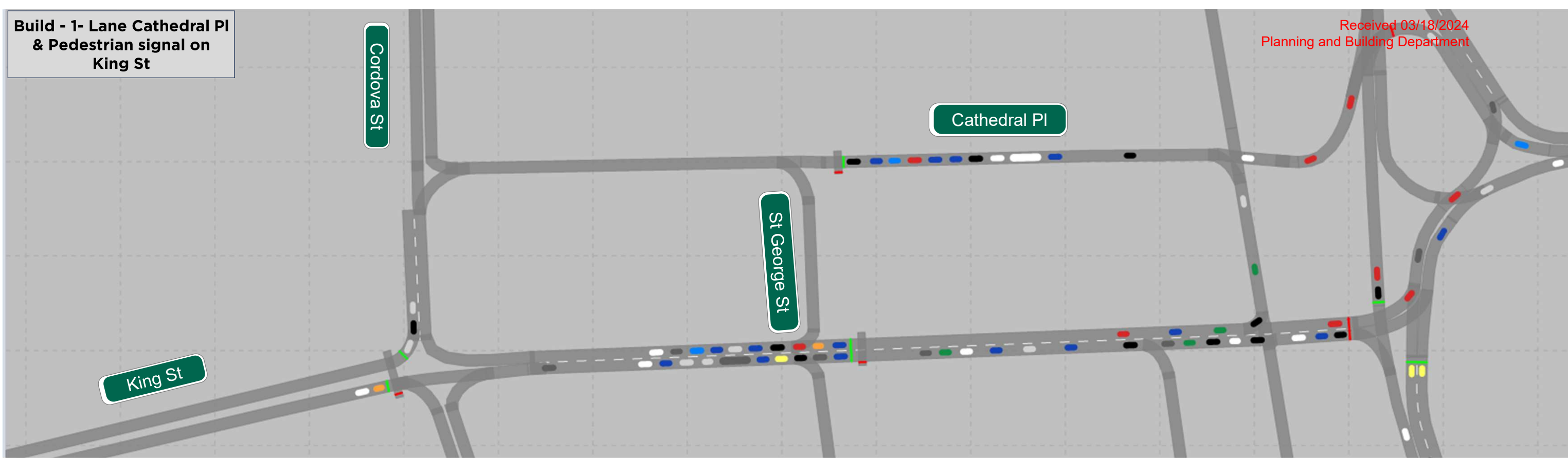
With Bridge of Lions new intersection, we can introduce 1 lane along Cathedral



1-Lane Option
Current St. George + Cordova Intersections



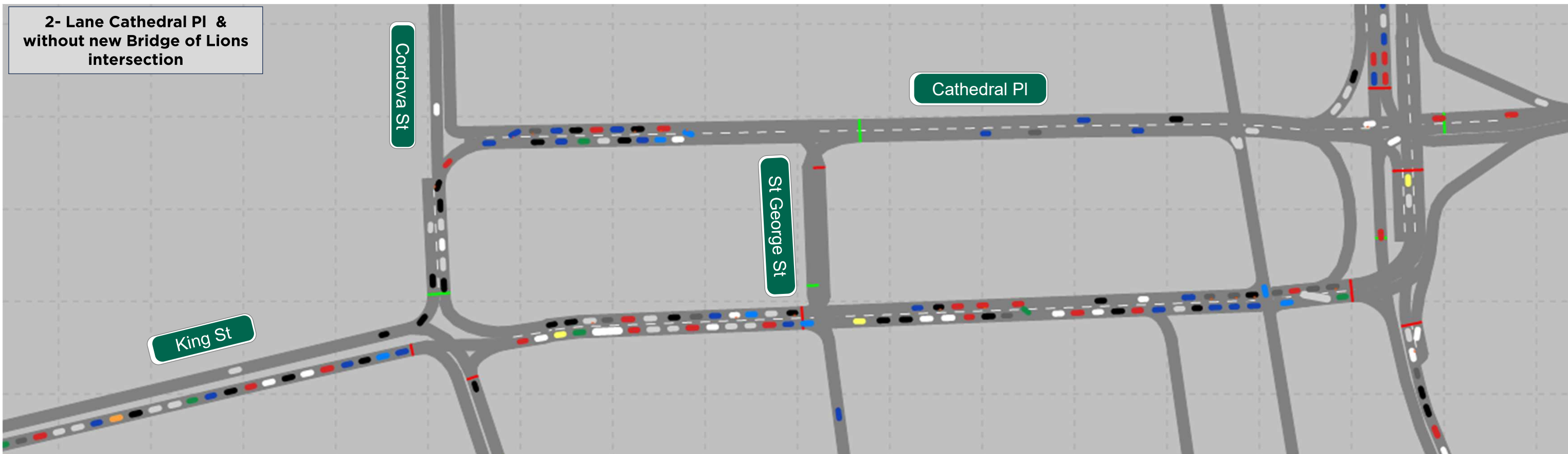
TODAY (Current)
Current Configuration



Build - 1- Lane Cathedral PI
& Pedestrian signal on
King St

1-Lane Option

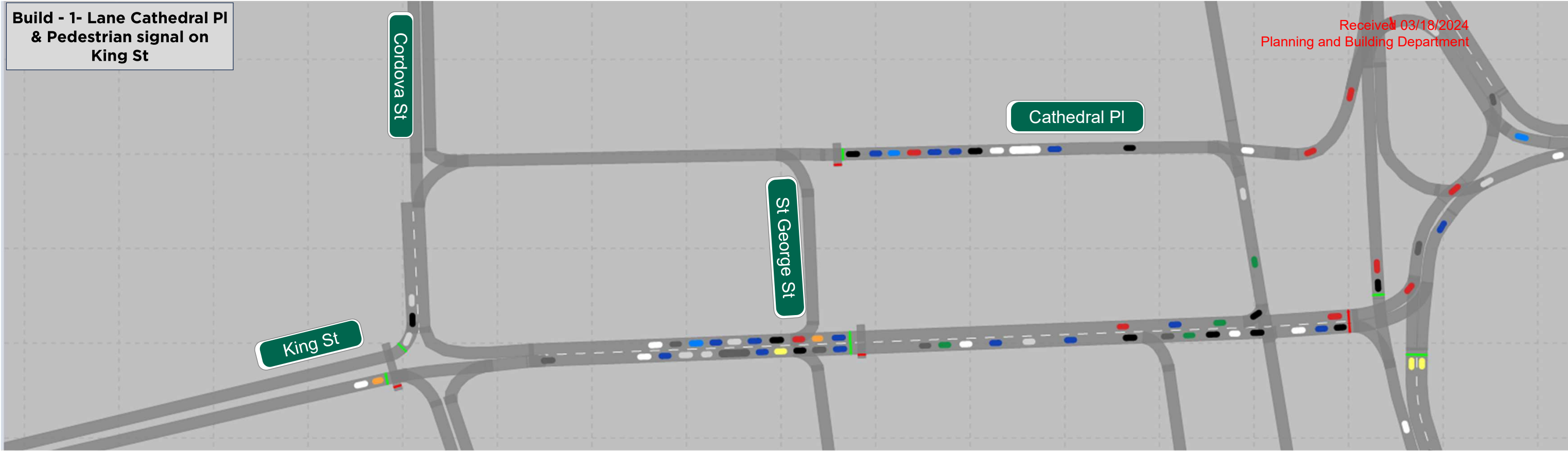
PLUS St. George + Cordova
Improved Circulation



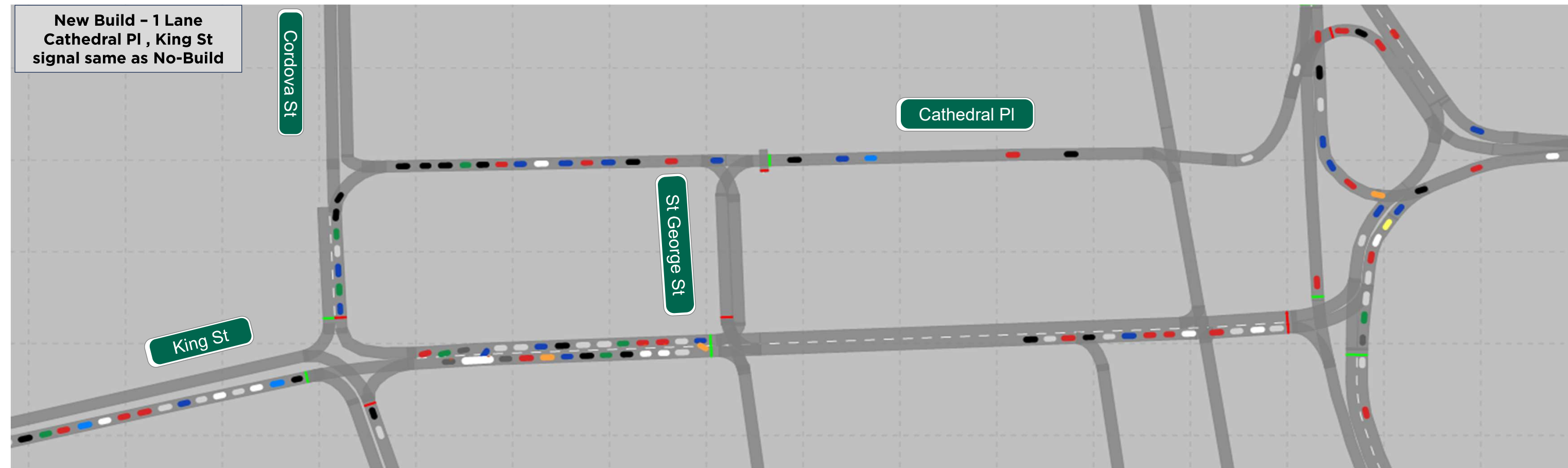
2- Lane Cathedral PI &
without new Bridge of Lions
intersection

TODAY (Current)

Current Configuration



1-Lane Option
PLUS St. George + Cordova
Improved Circulation



1-Lane Option
Current St. George + Cordova Intersections

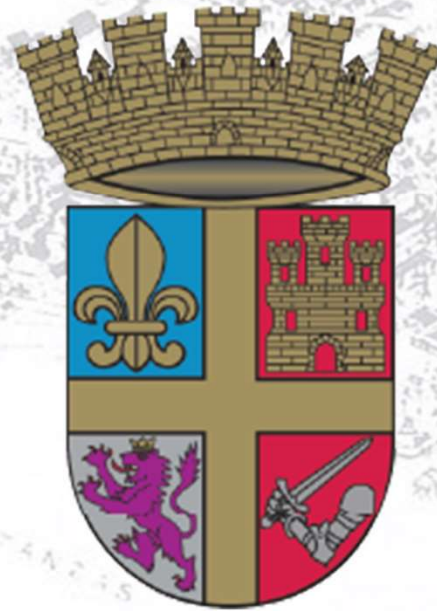
The Big Three

Livability

History

Beauty





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Next Steps + Feedback



Next Steps

Historic Architectural Review Board (HARB) -
introductory: **early spring 2024**

Final Concept: **late spring 2024**

Community Presentation:
early summer 2024

+ Neighborhood Association Meetings (TBD)

HARB for *Opinion of Appropriateness*:
summer 2024

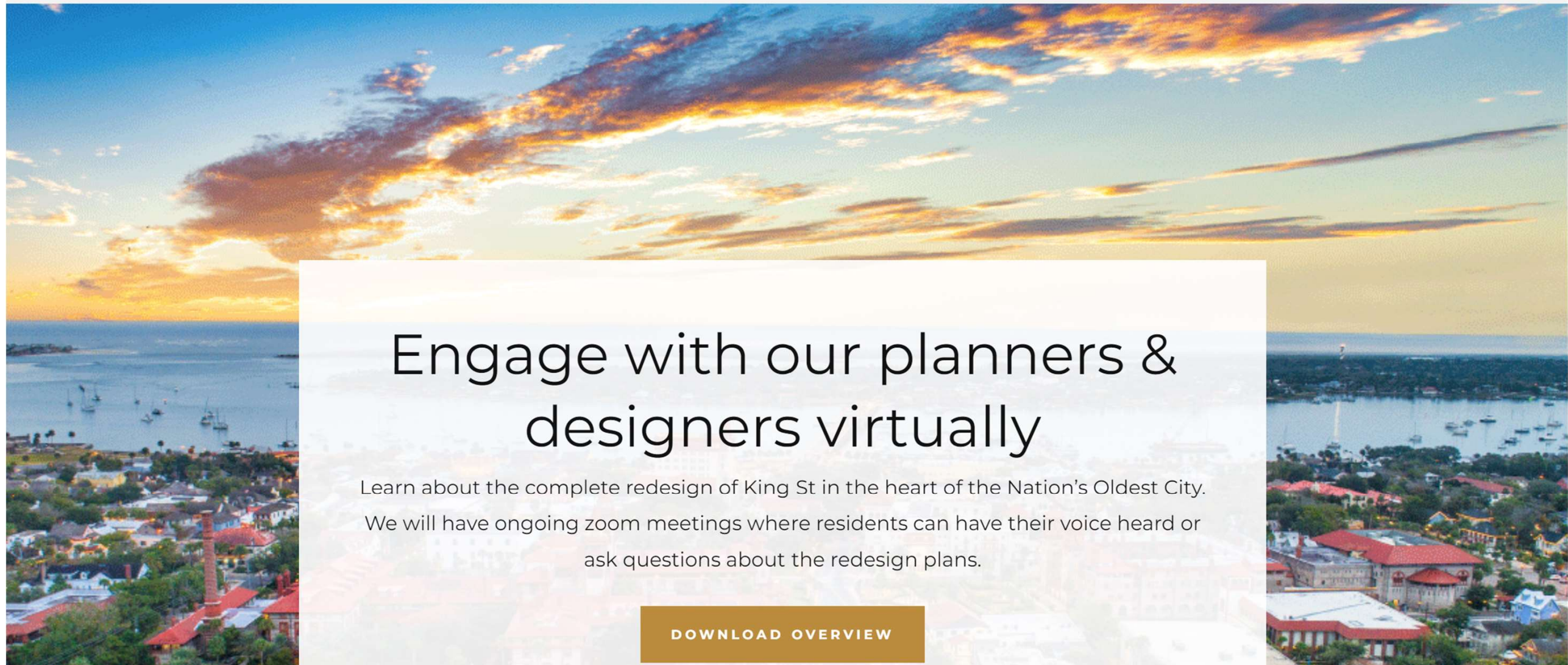
Commission Update: **late summer 2024**

kingstreet.mlhhub.com



MALAGA SECTION ▾ CENTRAL SECTION ▾ PLAZA SECTION ▾

EVENTS RESOURCES ENGAGE



Engage with our planners & designers virtually

Learn about the complete redesign of King St in the heart of the Nation's Oldest City. We will have ongoing zoom meetings where residents can have their voice heard or ask questions about the redesign plans.

[DOWNLOAD OVERVIEW](#)



Keep in Touch

kingstreet.mlhhub.com

Reuben Franklin

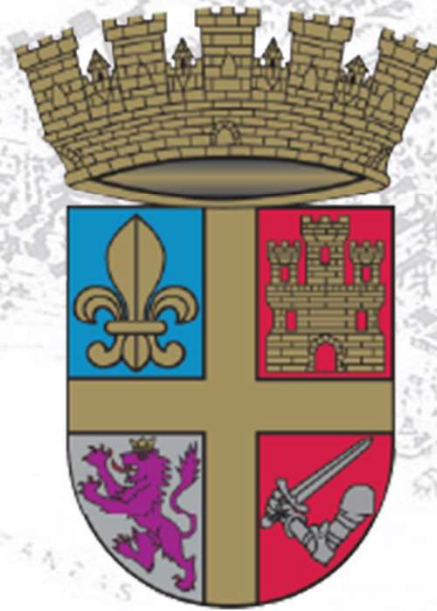
rfranklin@citystaug.com

904.209.4323

Melissa Wissel

mwissel@citystaug.com

904.825.1053



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Questions + Discussion



KING STREET

Making it

The Best Mile in Florida





From Traffic of the Past

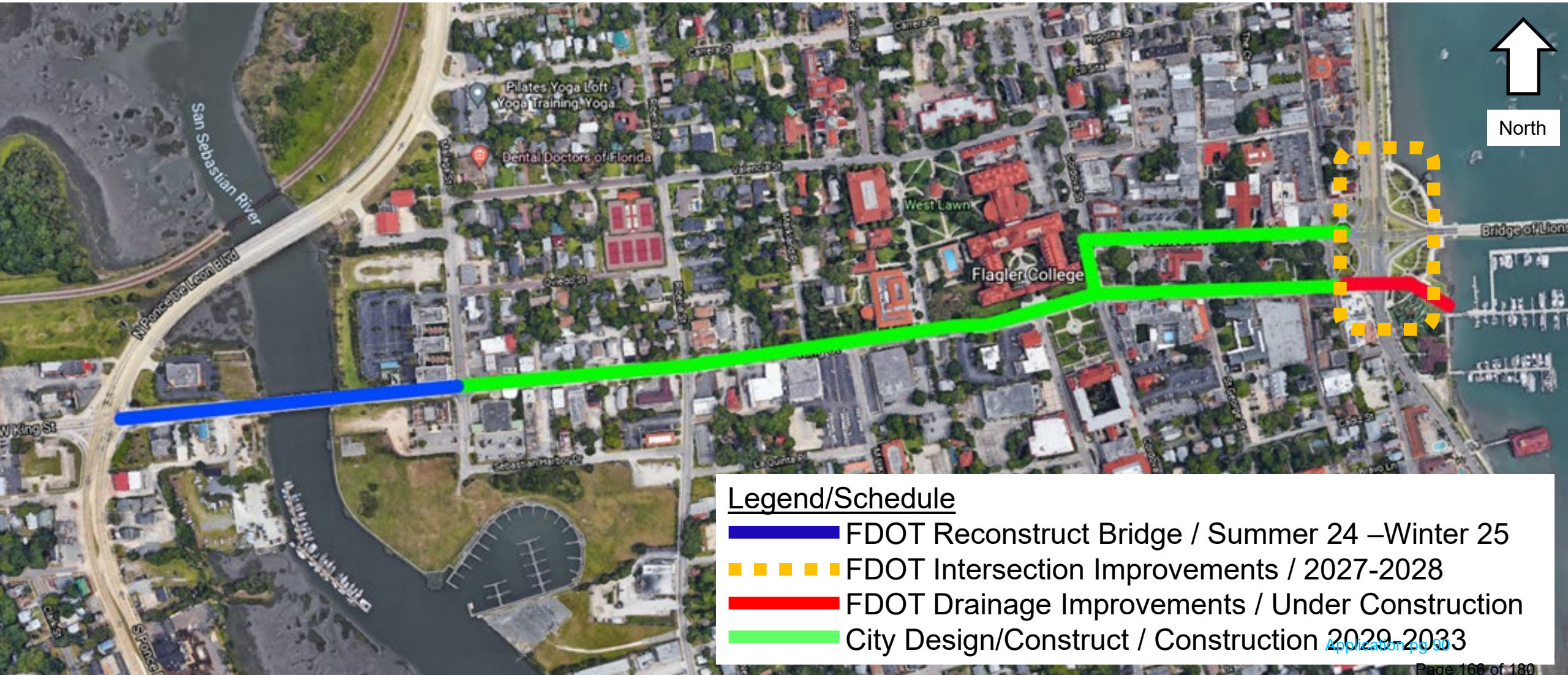




to Today's congested Traffic on King Street







KING STREET AGREEMENT



North

Legend/Schedule

-  FDOT Reconstruct Bridge / Summer 24 –Winter 25
-  FDOT Intersection Improvements / 2027-2028
-  FDOT Drainage Improvements / Under Construction
-  City Design/Construct / Construction 2029-2033

Application pg 30



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

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



BRIDGE OF LIONS INTERSECTION CONCEPTUAL SOLUTION



This solution preserves the
Historic Circles
Gives multiple options of
directions on King & Cathedral

LEGEND

- MILLING AND RESURFACING
- NEW ROADWAY
- SIDEWALK OR DRIVEWAY
- SOD

Application # 95

0 150 Feet

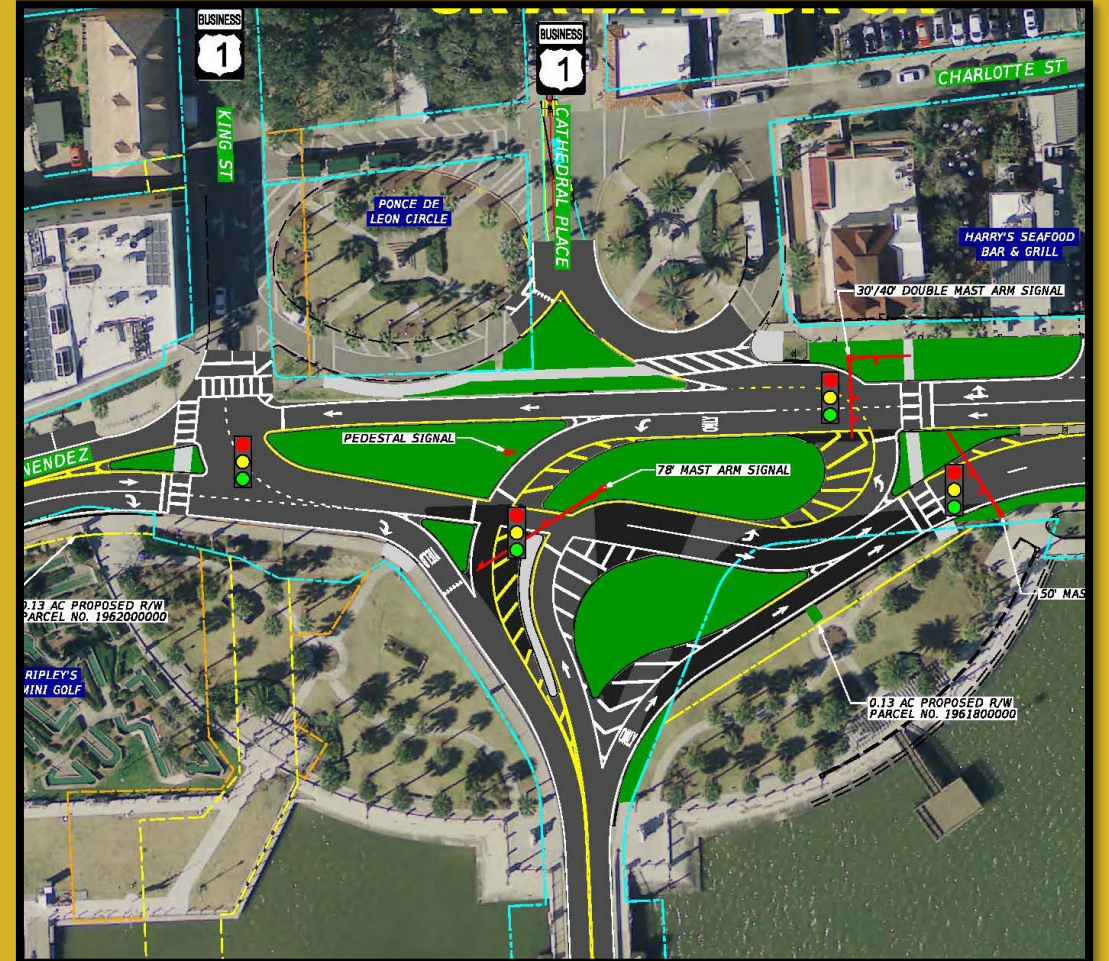
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BRIDGE OF LIONS PUBLIC MEETING INTERSECTION CONCEPT



BRIDGE OF LIONS EXISTING vs. PROPOSED



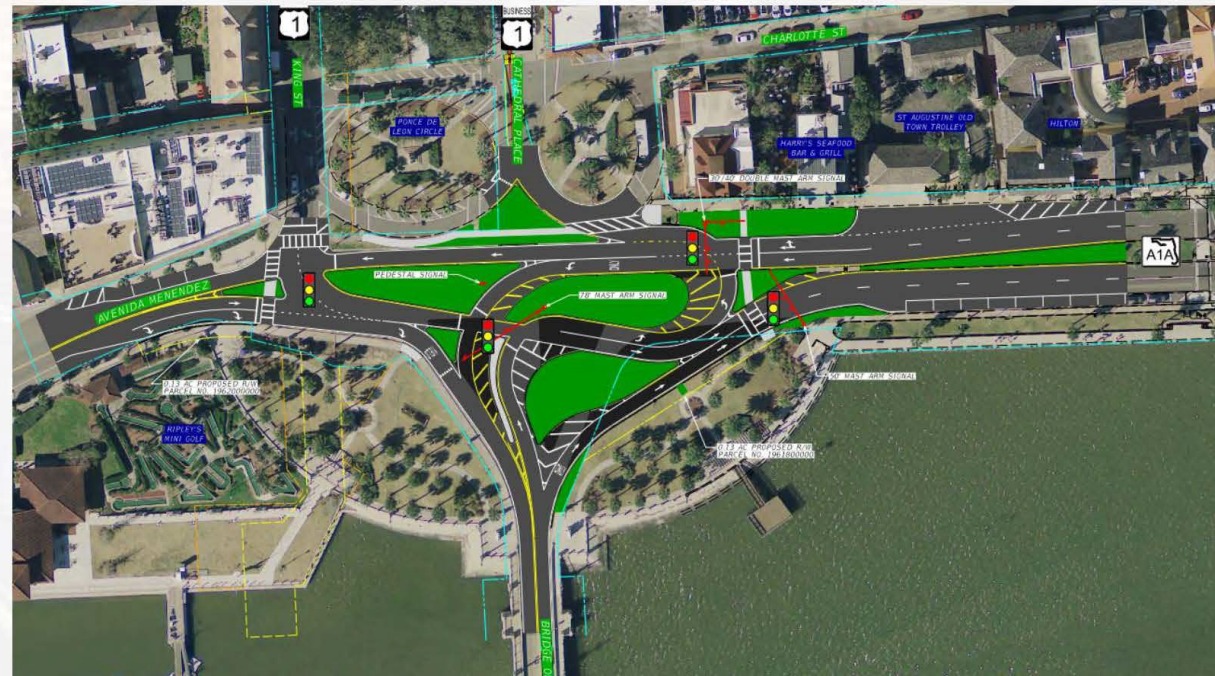


BRIDGE OF LIONS PUBLIC MEETING INTERSECTION CONCEPT



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



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



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 (870 seconds)	No Recovery	No Recovery
Proposed Design	5 minutes (284 seconds)	3 minutes (197 seconds)	6 minutes (317 seconds)	3 minutes (193 seconds)

*Afternoon 3-Hour Period



BRIDGE OF LIONS PUBLIC MEETING INTERSECTION REVISED CONCEPT



NEXT STEPS FOR A COMPLETE KING STREET

The Best Mile in Florida

Received 04/09/2024
Planning and Building Department



CITY OF
ST. AUGUSTINE
EST. 1565

THANK YOU!

Questions?

SR A1A AT SR 5A - ALTERNATIVE B

